



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 8, 2021

9:30 A.M.

Meeting Locations:

1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada 89712

123 East Washington Avenue
Building B
Las Vegas, Nevada 89101

1. Welcome/Call to Order/Roll Call

Governor Sisolak called the meeting to order on Monday, November 8, 2021. A roll call was conducted, and a quorum was established.

Present: Governor Steve Sisolak, Controller Catherine Byrne, Member Justin Kalb, Member Stephen Ascuaga, and Member Virginia Valentine. Secretary of State Barbara Cegavske was present later in the meeting.

2. Public Comment

There were no public comments regarding items on the agenda other than item 9. Public comment for item 9 was presented during the board's consideration of item 9.

3. Consideration of Approval of the October 11, 2021 Nevada Department of Transportation Board of Directors Meeting Minutes. (For Possible Action)

Motion: Approve the October 11, 2021 Nevada Department of Transportation Board of Directors Meeting Minutes

By: Member Virginia Valentine

Vote: Passed unanimously

4. Receive Director's Report (Informational Item)

Director Swallow began the director's report with a discussion on safety, informing the Board that the state has exceeded the year-end total of fatality numbers for every year of the past 10 years. Director Swallow indicated that there were 315 fatalities through October, and that in just the seven days preceding this meeting, an additional 14 Nevadans were lost. The numbers through October total 62 more fatalities than the year before, which is a 24 percent increase. Director Swallow reminded the Board of the importance of residents to work together as drivers, as pedestrians, as bicyclists, and as owners and operators and designers of the



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infrastructure system to make the system safe for everyone. Director Swallow explained that one of the most significant contributors to the fatalities has been speed and as such, in the spring, NDOT launched its Speed Management Action Plan in the hopes of figuring out, in collaboration with partner agencies, appropriate engineering enforcement and educational countermeasures to address the speed seen on the network.

Director Swallow next informed the Board that this week is Crash Responder Safety Week and thanked the Governor Sisolak for recognizing this effort with a proclamation. Director Swallow explained that nationally 51 first responders have been lost so far this year as a result of vehicle fatalities. Director Swallow reminded the Board that traffic incident responders are critical to ensuring safe opening of roads as well as reducing secondary crashes. Director Swallow indicated that 65 percent of Nevada's first responders have been trained in Traffic Incident Management this year, which is up from 60 percent the previous year.

Director Swallow next discussed the passing of the \$1.2 trillion Infrastructure Investment and Jobs Act in the House of Representatives, explaining that this is the largest, long-term investment in infrastructure in generations and includes more than \$2.5 billion in guaranteed formula dollars for the state. Director Swallow explained that the annual allocation from the highway trust fund will jump from the current fiscal year's number of 397.5 million to 481 million, a 21 percent increase for fiscal year 2022, ultimately culminating in an annual receipt of 520.7 million by the end of fiscal year 2026, an increase of 31 percent over current funding. Director Swallow informed the Board that the bill also includes several critical pieces of legislation for which NDOT has been advocating, which will provide more flexibility on where and how freight and safety dollars will be spent. Director Swallow indicated that there are procedural processes that need to be followed to ensure that the programs and the projects are in the local Transportation Improvement Plans (TIP) as well as in the state Transportation Improvement Plan (STIP.) In addition, NDOT will need to receive all the approvals to spend the money, for which Director Swallow did not see any potential hurdles. Director Swallow explained that she will have updates for the Board come January.

Director Swallow continued her report stating that in upcoming meetings of the Advisory Working Group (AWG), they will be discussing draft principles for how to weigh funding mechanisms. The discussion will focus on whether these funding mechanisms are providing financial sustainability, whether they are flexible enough to meet the needs of the transportation system, whether they account for both user and social equity, and how they will help to achieve statewide climate goals. In addition, the AWG will be looking at two transportation funding models as directed by legislature: Utah's new road usage charts, and a concept proposed by the Natural Resources Defense Council that applies different per-mile rates based on a vehicle's mile per gallon. Director



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Swallow indicated that both of these models are pay-by-the-mile funding models. The report for this study is due by end of December 2022, but the AWG is trying to accomplish this sooner in case any legislative bills are needed.

Director Swallow informed the Board that NDOT is at 62 percent totally vaccinated as a team. Although this falls short of the state's goal, it is an increase of 10 percent since the testing policy went into effect in August of 2021. Director Swallow explained that although NDOT is lagging the goal, it is leading the effort amongst the counties, with the exception of White Pine County. Director Swallow informed the Board that NDOT team members are by and large complying with the testing policy, but for those that aren't, NDOT is working through progressive discipline.

Director Swallow provided the Board with information on job years supported by NDOT. In the month of October, 30 job-years were approved and moved forward. 4,158 job years for infrastructure construction contracts and agreements will be added if all is approved at this meeting, which does include the Tropicana project.

Director Swallow concluded her report with recognition of NDOT members who have received awards. Director Swallow informed the Board that team member, Nova Simpson, received the 2021 Leadership Catalyst Award from the International Conference on Ecology and Transportation. Ms. Simpson, who is an NDOT team biologist, works to minimize and mitigate the impacts of transportation projects on wildlife habitats across Nevada. Director Swallow explained that Ms. Simpson has been instrumental in the preservation and reconnection of wildlife in the state with her collaboration with the Nevada Department of Wildlife. Ms. Simpson's work has paved the way for a new executive order recently signed by the governor, which created the Nevada Habitat Conservation Framework. In addition, Director Kristina Swallow has been awarded the 2021 Transportation Professional of the Year at the Nevada Traffic Safety Summit. Also, the Project Neon team, with partner, Kiewit, won the national Marvin Black Partner in Excellence Award from the Associated General Contractors, which is one of the most highly coveted honors in industry paying tribute to contractors and owner partners for their achievements in partnering with stakeholders, team building, improved communication, and conflict resolution.

Governor Sisolak asked Director Swallow what is being done and what is planned with the counties that are falling short of the vaccination rate.



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Director Swallow indicated that NDOT is working with these counties to ensure that they are doing the testing. Director Swallow informed the Board that for those that are not complying with the testing, NDOT is moving forward with progressive discipline.

Governor Sisolak asked for the status of the progressive discipline.

Director Swallow explained that currently NDOT is at the written-reprimand stage of the discipline process and the next step will be short-term suspension.

Governor Sisolak asked for clarification on the length of short-term suspension.

Allison Wall, NDOT Chief of Human Resources, explained that the first period of suspension is three to five days, followed by 15 to 30, followed by termination.

Governor Sisolak asked how long it would be before NDOT moved to level 3 discipline.

Director Swallow explained that first terminations will likely take place spring of 2022, if it comes to that and further indicated that NDOT has already lost approximately 20 team members that have quit as a result of the vaccine mandate on top of its 20-30 percent vacancy rates.

Governor Sisolak indicated his steadfastness in saving the population and community health and asked if level 3 discipline could take place prior to spring.

Director Swallow indicated that she would work with the AG representative at the legalities of the request and see if it could be expedited. Director Swallow explained that NDOT team members are very focused on ensuring that the proper process that has been laid out is being followed, which prevents the skipping of steps.

Governor Sisolak requested a one-page paper on the length between discipline steps and an explanation of who made these determinations. Governor Sisolak reiterated that this is something he wants expedited as much as possible, giving people their rights, but still handling the situation.



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5. **Consideration of Approval of Contracts over \$5,000,000 (For Possible Action)**

Director Swallow informed the Board that Q&D Construction was the low and responsive bidder for a two-mile roadway project on US-50 on the east side of the city of Fallon.

Motion: Approval of Contracts over \$5,000,000

By: Member Justin Kalb

Vote: Passed unanimously

6. **Consideration of Approval of Agreements over \$300,000 (For Possible Action)**

Director Swallow informed the Board that there are three agreements for consideration at today's meeting. Aspen Aerials is working on a 12-year standard factory rebuild of NDOT's bridge inspection vehicle and the contract is for a \$114,000 amendment that will go over the \$300,000 threshold. Nelson Nygaard Consulting Associates, at \$499,000, will help NDOT conduct its first statewide transit plan to help in understanding how the rural transit community can be better served. The third agreement is for an on-call agreement for civil engineering design for NDOT's betterment projects. Three consultants will share the \$1.5 million total value agreement: Atkins North America, Horrocks Engineers, and Kimley-Horn and Associates.

Motion: Approval of Agreements over \$300,000

By: Member Controller Catherine Byrne

Vote: Passed unanimously

7. **Contracts, Agreements, and Settlements (Informational Item)**

Pursuant to NRS 408.131, the board may delegate authority to the director, which a 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. Director Swallow.

Director Swallow informed this is an information item only.

There were no questions from members.



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8. **Resolution of Relinquishment of Portions of SR-147 East Lake Mead Boulevard in the city of North Las Vegas, Clark County, state of Nevada (for possible action)**

This item was held over for the December meeting.

9. **Review and Ratify the Selection of Kiewit Infrastructure West Co. as the Design-Builder for the I-15 Tropicana Interchange Project and Approve the Design-Build Agreement for the I-15 Tropicana Interchange Project between NDOT and Kiewit Infrastructure West Co. (for possible action)**

Member Virginia Valentine informed the Board that because her employer, Nevada Resort Association Stations, is a member of her Board of Directors and as such, she will be abstaining from voting on this agenda item.

Nick Johnson, NDOT Project Manager, provided a brief update on the collaborations and meetings with Station Casinos. Mr. Johnson explained that NDOT and Kiewit met with Stations Casinos a total of eight times as a group. The Kiewit team developed independent traffic models for different design scenarios using the traffic numbers provided by Station Casinos and the NDOT base model. As a result of this process, Mr. Johnson explained that there were a number of items on which the group could agree:

- A signal at Dean Martin and Tropicana would be detrimental to the traffic in the area as it would create long queues, backups, and congestion.
- Improvements to better accommodate the future local traffic circulation on the west side.
 - Mr. Johnson explained that there are some right-of-way and utility processes/approvals that will need to be ironed out with local and federal partnering agencies in order to get these improvements constructed.

Nick Johnson next discussed some of the strengths of Kiewit Infrastructure West's proposal, beginning with the fact that Kiewit will complete the project three months ahead of the originally anticipated schedule, which will reduce 640 days worth of lane closures. This will provide approximately \$140 million worth of value back to the traveling public during construction. Mr. Johnson highlighted Kiewit's commitment to stakeholder engagement throughout the construction project, which included having a task force specific to the businesses and stakeholders, meeting with the stakeholders and businesses on a regular basis to work together regarding modifications, as well as to help support the circulation and access to the businesses during construction. Mr. Johnson indicated that this project would improve safety, travel time, reliability, and will help motorists to get



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through the Tropicana interchange safely and more efficiently. The project is anticipated to bring approximately \$560 million in overall benefit to the traveling public and will create approximately 3,900 job years. Moreover, Mr. Johnson indicated that the project supports the growth and development of the resort corridor and surrounding area. Mr. Johnson explained that there is an executed PLA specific for this project, which all unions have signed. Mr. Johnson concluded his presentation by reiterating the two specific actions for consideration: to ratify the selection of Kiewit Infrastructure West as the design build contractor for the I-15 Tropicana interchange project; to approve the design build contract for a lump sum amount of approximately \$305 million.

Transcription:

JOHNSON: While we're loading the presentation here, good morning, Governor, Board members. For the record, Nick Johnson, NDOT project management. This morning I'm going to give you guys a brief update on our collaborations and meetings with Station Casinos here over the past month, and then we can jump to the agenda item and the two potential actions to ratify Kiewit Infrastructure West as the design builder and approve the design build agreement. Okay. To get started here, last month the Board asked us to spend that -- you know, between October and then November Board to meet with Stations Casinos and see if we can work together to come up with solutions or resolutions to some of the concerns they identified in September and the October Board. Kiewit's team and the NDOT team, we met with Stations Casinos a total of eight times as a group working together. The Kiewit team came in and took the traffic numbers that Station Casinos provided as well as the NDOT base model and developed independent traffic models for different design and scenarios so that we can look at it and review it as a group. This was done in a very transparent and collaborative process with Station Casinos. We brought in the Station Casino reps and their engineers at the table while we were developing these so that we can agree upon the inputs and the traffic and all the data so that we had some good models to look at and work from. As a result, and after reviewing those models, you know, a couple of things came out of them that we were able to agree upon as a group. First off, Station Casinos and NDOT both agreed, you know, to the department's original assessment that a signal at Dean Martin and Tropicana would be detrimental to the traffic in the area, creating long queues and backups and congestion, so on and so forth. So we agreed not to include that as the original plan is. However, going through the models and reviewing them together, the models demonstrated that there's a need to better accommodate the future local traffic circulation there on the west side and the local -- future local traffic movements. So as such, we agreed with Station Casinos to include some improvements that would better the local traffic circulation there on the west side into the design build process, continue to work with them, and include those in construction. Now, with that being said, you know, there's some caveats that we all understand, acknowledge that we'd have to work through some of the right-of-way



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and utility processes and potential approvals from our local and federal partnering agencies, but assuming that we can do all that, we will include those improvements into our project and get them constructed. So, all in all, I think the last month has been a very productive environment. It's been collaborative and we've been able to work together, and we want to continue building on that momentum with Station Casinos as we move into the design build project. So, I'm going to switch gears here and jump back to the two potential actions here today, and with this slide more specifically just recapping some of the strengths of Kiewit Infrastructure West's proposal. You know, as I mentioned last month Kiewit will complete the project three months faster than was originally anticipated in the fourth quarter of 2024 but more significantly, reducing 640 days' worth of lane closures compared to the allowable closures in the RFP, and I talked a little bit last month that you look at the user costs for the motorists who are going to be traveling through this work zone. It provides approximately \$140 million worth of value back to our traveling public during construction. And another real key component to and strength of Kiewit's proposals is their commitment (inaudible) of stakeholder engagement throughout the construction of the project, and this includes, you know, having a task force specific to our businesses and our stakeholders, meeting with them on a regular basis, whether it be weekly or bi-weekly or monthly with the goal that there's no surprises and that we can work together with them for -- you know, to make modifications, to help support the circulation and access and keep the businesses going during construction. And similar to last month, just the project as a whole and the benefits that this project brings to our community in Southern Nevada. You know, doing this project will improve safety, the travel time, reliability, and help motorists get through the Tropicana interchange safely and more efficiently. You know, through our benefit-cost analysis we conducted that, you know, this project is anticipated to bring, you know, \$560 million overall valued or benefit I should say to the traveling public. As Director Swallow mentioned earlier, this job will create -- this project will create approximately 3,900 job years as a result of it. It supports the growth and development of our resort corridor and surrounding area. And we also have an executed PLA specific for this project, for which all the unions have signed and it's ready to go. The last slide here for today, there's two specific actions for consideration: one to ratify the selection of Kiewit Infrastructure West as our design build contractor for the I-15 Tropicana interchange project; and two to approve the design build contract for a lump sum amount of approximately \$305 million. Governor, Board members, that concludes my presentation.

Scott Kreeger, Station Casinos, thanked the Board for allowing the 30 days for a substantial review. Mr. Kreeger explained that Station Casinos concurs with everything that Mr. Johnson presented. Moreover, Mr. Kreeger indicated the importance of the task force continuing to study these improvements over the time of the design build. Mr. Kreeger explained that Station Casinos lends its support for the project with the respectful caveat that the eight improvements Station Casinos identified during the process be seriously considered as the design



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build process moves forward. In addition, Mr. Kreeger respectfully requested that the Board be provided updates throughout the process regarding these eight improvements and the disposition of the improvements as they move forward.

Transcription:

KREEGER: Governor and, Board members. First of all, I'd like to thank all of you for your leadership in allowing us to take 30 days and really do a substantially detailed review of all of this. I think Nick summarized quite well the progress that we've made over the month, so I don't want to repeat myself there. We do concur with everything that was presented. Just to actually reiterate some points, we do feel that the work -- task force that would continue to look at these improvements over time as we go through the design build process is an important factor. We also lend our support for the project with the respectful caveat that these eight improvements that we identified during the process be seriously looked at and considered to be part of the design build process going forward. And then lastly, we would respectfully request that the Board be given updates through the process about these eight improvements and the disposition of those improvements as they go forward. All of that said, if we can accomplish that, we are in full support of the project.

Governor Sisolak informed Director Swallow that he would like to receive updates as the project moves forward. In addition, Governor Sisolak informed Director Swallow that he would like the agreement codified so that there are no questions in the future regarding what was spoken/written about.

Transcription:

SISOLAK: Thank you, appreciate that. Director Swallow, I want to make sure that we do get updates on this project as we move forward, but I would also like this agreement codified so that we don't have any questions two years from now or three years from now as to what was meant and what was said and what was written, so that both sides have something that they can point to that says look, this is what we talked about, this is what we spoke about. So, do you get your -- it doesn't need to be a formal, legal document, just an understanding or a memo or whatever. Can we do that?

SWALLOW: We can definitely get that. I don't know that I'm allowed to do anything without legal but -- nor do I think Stations will, but we'll get something written.

SISOLAK: I'm not saying you shouldn't have legal, but I don't need this written up that it's going to take 90 days for you to get it done.

SWALLOW: We'll get something written up.

SISOLAK: Okay.



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Member Justin Kalb and Governor Sisolak asked for a breakdown of the eight items to which Mr. Kreeger referred.

Transcription:

KALB: I have a question.

SISOLAK: Please.

KALB: And you're referencing eight items. Are they -- NDOT knows of the eight items and the team's working on them?

KREEGER: Yeah, but they were the items that we chose last month where we highlighted a few areas of concern and we looked at this as a group. We confirmed that those areas are areas of opportunity for improvement and as Nick said, that may require some right-of-ways on our side.

KALB: Okay.

KREEGER: It may require additional investigation, but those items is basically everything we asked for, they're the signalized intersection at Dean Martin and Tropicana.

KALB: Okay.

Nick Johnson described the items as such:

- The intersection at Dean Martin and Tropicana
- Additional lane along Tropicana down to Valley View
- Winding the intersection at Polaris
- A signal at the entrance of In-N-Out
- Some turning movements for the entire intersection at the entrance of In-N-Out and Station Casinos
- Evaluation of the right-turn connection from southbound Dean Martin to the Dean Martin Connector Road
- A signal and increase in term pocket capacity on the northbound Dean Martin Connector

Scott Kreeger added that Station would like to eventually widen the road in a location and allow that to flow further into the valley. Mr. Kreeger indicated that the land belongs to Station Casinos, but they are willing to concede that land in hopes that the undergrounds can align with that future project.



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Transcription:

SISOLAK: Nick, do you have those eight items you can pull off?

JOHNSON: Yes. If we go back -- DJ, if you can bring up the presentation. They were on the first slide as a graphic. Let me just -- so I'm going to go -- so here they are and just to describe some of these here, you know, as Mr. Kreeger mentioned, you know, minus the intersection at Dean Martin and Tropicana, if you see some of that, I guess if it's a purple or pink area, there was some additional lane along Tropicana down to Valley View, and that also includes winding that intersection there at Polaris. And then as we move, you know, to the right and we go up towards Dean Martin, there's a signal there at the entrance of In-N-Out. If you keep going up DJ, right there, right there. And so right where that signal -- there's a signal there as well as some turning movements for that whole intersection for In-N-Out as well as the Station Casinos' property, and then if we move a little bit north where that blue area is, evaluating some of that right turn connection from southbound Dean Martin to the Dean Martin connector road. And then just to the right and below, you know, signal there as well as increasing the term pocket capacity on that northbound Dean Martin connector and, Scott, is there anything that I missed in describing some of those?

KREEGER: I think in summary, in the absence of a four-way intersection. The other piece we'd like to eventually widen the road here and continue to let that flow further into the valley. That's our land but we're willing to concede that land, but we're hoping that the undergrounds can align with that future project, which is a simple, fast -- it will probably take some of our land as an easement, but that way we don't have undergrounds that are disconnected.

JOHNSON: Okay. Does that answer your question?

KALB: Yeah.

SISOLAK: If I could have this portion of the meeting, this item transcribed more thoroughly than what you normally do for minutes and attach it to this agreement, I would appreciate that.

SWALLOW: Okay.

SISOLAK: The lawyers can look at it, but I want it back.

SWALLOW: Okay.

Bill Wellman, Nevada Economic Development Coalition, indicated that on November 9, 2020, this project was scoped out at \$187 million. Then, as of April 2, 2021, the engineering assessment was adjusted to \$224 million. Mr. Wellman further indicated that an engineering investment was redone without transparency and is now somewhere in the \$285 million range, an adjustment of \$61 million without basis. Mr. Wellman discussed NDOT's standard, in place for many years, that a project would never be awarded for over 7 percent.



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Mr. Wellman next explained that three contractors submitted 65 ATCs (Alternative Technical Concepts) for this project, indicating that the value of those in the Board packet is \$26.15 million. Mr. Wellman opined that the savings are not demonstrated in the proposed \$305 million. Mr. Wellman further explained that he is not looking for this project to be cancelled; rather he is looking to set aside the award for this project under the design build process, indicating that it is not good business to spend an extra \$80 million to try and save \$50. In addition, Mr. Wellman indicated that in terms of lane closures, the project is only being compared to NDOT's numbers rather than any of the other proposals, which could provide savings. Mr. Wellman further indicated that the schedule is critical in that if this project is set aside, it could be redone as a bid-build project, which could save some 80-plus million dollars, likening it to the construction on Las Vegas Boulevard currently underway from Tropicana under the beltway. Moreover, Mr. Wellman indicated that a project scheduled to bid later this month will likely begin construction in May of 2022, the same time this particular project is due to start, creating conflicting projects for an 18-month completion at the end of January 2024. Mr. Wellman indicated that this is concerning given that in September 2013, the County Commission specifically mandated good stewardship and transparency as well as not working on parallel roads and intersections so as to minimize impact to the public. Mr. Wellman further indicated that although he supports the project, he does not support it under the circumstances provided today and feels that with good stewardship, this project could get done a year later, which would minimize conflict and save tens of millions of dollars.

There were no further Board Member or public comments.

Governor Sisolak asked for a roll call vote on item 9.

Deputy Director Jeff Lerud read the roll call.

Governor Sisolak voted aye.

Secretary of State Barbara Cegavske voted yes.

Controller Catherine Byrne votes yes.

Member Virginia Valentine abstained.



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Member Justin Kalb voted yes.

Member Stephen Ascuaga voted yes.

Motion: Review and Ratify the Selection of Kiewit Infrastructure West Co. as the Design-Builder for the I-15 Tropicana Interchange Project and Approve the Design-Build Agreement for the I-15 Tropicana Interchange Project between NDOT and Kiewit Infrastructure West Co.

By: Member Stephen Ascuaga

Vote: Passed. Member Virginia Valentine abstained from the vote

10. Public Comment

This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Board will impose a time limit of three (3) minutes.

Chris Koenig, Kiewit, thanked the Board for entrusting them with the Tropicana Interchange Project, indicating Kiewit's confidence of its understanding of the project. Mr. Koenig thanked Director Swallow for her acknowledgement of Kiewit's award win and indicated his hope in winning the award a second time. Mr. Koenig also thanked Station Casinos for their collaboration and partnership, as well as MGM, the county, and other stakeholders.

Governor Sisolak requested that MGM be included in the minutes codified in the agreement. Governor Sisolak further acknowledged that Director Valentine has numerous members that are a part of the quadrant there who wish to minimize disruption as much as possible.

There was no further public comment.

11. Executive Session

Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter.



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There was no executive session in this meeting.

12. Adjournment (For Possible Action)

Governor Sisolak adjourned the November 8, 2021 Nevada Department of Transportation Board of Directors meeting.

DocuSigned by:

A handwritten signature in black ink that reads "Jeff Lerud".

Jeff Lerud, Deputy Director

Secretary to the Board of Directors