



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2024 – 9:30 A.M.

THE NEVADA DEPARTMENT OF TRANSPORTATION BOARD OF DIRECTORS
9:30 AM, Monday, May 13, 2024

NEVADA DEPARTMENT OF TRANSPORTATION

1263 South Stewart Street	123 East Washington Avenue	1951 Idaho Street
Third Floor Conference Room	Building B	Conference Room
Carson City, Nevada 89712	Las Vegas, Nevada 89101	Elko, Nevada 89801

This meeting has been properly noticed and posted online at [Public Involvement and Information | Nevada Department of Transportation](https://notice.nv.gov/) (dot.nv.gov/doing-business/public-involvement-information), <https://notice.nv.gov/>, and in the following locations:

Nevada Dept. of Transportation, 1263 South Stewart Street, Carson City, Nevada
Nevada Dept. of Transportation, 123 East Washington, Las Vegas, Nevada
Nevada Dept. of Transportation, 310 Galletti Way, Sparks, Nevada
Nevada Dept. of Transportation, 1951 Idaho Street, Elko, Nevada
Governor's Office, Capitol Building, 101 N. Carson Street, Carson City, Nevada

The Board will limit public comments to three (3) minutes per speaker and may place other reasonable restrictions on the time, place, and manner of the public comments not based upon viewpoint.

In lieu of in-person attendance, members of the public may call in during the meeting by calling (775) 888-7440, or submit public comment utilizing NDOT's online public comment form by clicking the following link: [Public Comment Form](#). (This form can be found on our website under "Public Involvement" and "Transportation Board Meetings.") This form will be available for comment by 9:00 A.M. three (3) business days before the Board meeting and will close at 5:00 P.M. on the day of the Board meeting. Following the three (3) minute public comment rule, online Public Comment Form comments will be limited to 450 words. Public comment received by 4:00 P.M. (Pacific Time) on the business day (excluding state holidays) prior to the meeting will be provided to the Board for their review prior to the meeting and will be entered into the permanent record. Public Comment received after 4:00 P.M. (Pacific Time) on the business day (excluding state holidays) prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting will be included in the permanent record.

Please be aware:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration.
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2024 – 9:30 A.M.

This meeting is also available via videoconferencing at the Nevada Department of Transportation District I Office located at 123 East Washington, Las Vegas, Nevada, in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada. Public comment may be provided at those locations. When Board meetings are in session, streaming video of the meetings may be available through [NDOT's live-streaming video feed](#) on YouTube. Past board meetings are also recorded and posted on NDOT's YouTube channel and can be found here [nevadadot - YouTube](#).

Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting and/or make public comment. If special arrangements for the meeting are necessary, please notify Rhys Padilla at (775) 888-7440 or rpadilla@dot.nv.gov as soon as possible and at least two (2) days in advance of the meeting.

Copies of non-confidential supporting materials provided to the Board are available upon request. Request for such supporting materials should be made to Rhys Padilla at (775) 888-7440 or rpadilla@dot.nv.gov. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and, if available on-line, at www.dot.nv.gov.



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2024 – 9:30 A.M.

AGENDA

SEC 1. OPENING

1. Welcome / Call to Order/ Roll Call
Governor Joe Lombardo, Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Frank Lepori, Member Justin Kalb, Member Gary Perea
2. Public Comment: Public comment may be provided in person or by calling (775) 888-7440, the call will be placed in a que and the caller will be notified of their turn for comment. The first public comment is limited to comments on items on the agenda. 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.
3. Receive Director's Report. – *Informational item only*
4. Consideration of Approval of the April 8, 2024, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For possible action*

SEC. 2. CONSENT AGENDA: Items No.5 and No.6

NOTE:

- *Consent Agenda - All matters in this section are considered by the Transportation Board of Directors to be routine and may be acted upon in one motion unless a Board member requests that an item be taken separately. For all items left on the Consent Agenda, the action taken will be staff's recommendation as indicated on the item.*
- *Items taken separately from the Consent Agenda by Board members at the meeting will be heard in order in Section 3.*

Contracts over \$40,000,000, or 20% over the engineer's estimate from March 8, 2024, through April 11, 2024

The purpose of this sub-section is to present to the Board construction contracts which are over \$40,000,000 for approval. All contracts are all low bid per statute. These construction contracts constitute all contracts over \$40,000,000 for which the bids were opened, and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department. These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

There are no contracts.



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2024 – 9:30 A.M.

Agreements over \$10,000,000 from March 8, 2024, through April 11, 2024

The purpose of this sub-section is to provide to the Board of Directors Design-Build contracts and/or all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$10,000,000, which include new agreements over \$10,000,000, and amendments which increase the total agreement amount above \$10,000,000, for approval. These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

5. Agreement 626-17-067, Amendment 02, with AURIGO SOFTWARE TECHNOLOGIES, INC., for an additional five years of licensing and support of the enterprise system overall, which currently includes the use of three active modules and eventual use of the additional five modules at various stages of the project lifecycle, Carson City, Nevada. – *For possible action*

Right-of-Way

6. SUR 21-11 - Disposal of a portion in the southwest corner of SR28 and Lakeshore Boulevard, Incline Village, Washoe County, Nevada. – *For possible action*

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

SEC. 4. ADDITIONAL BUSINESS ITEMS

7. Contracts, Agreements, and Settlements/Judgements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – *Informational item only*
8. NDOT Research Library presentation. – *Informational item only*
9. One Nevada Plan presentation. – *Informational item only*
10. 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 (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.). – *For possible action*



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2024 – 9:30 A.M.

-
11. Public Comment: A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to three minutes. Please clearly state your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.
 12. Adjournment. – *For possible action*



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Meeting Location:

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

123 East Washington Avenue
Building B
Las Vegas, Nevada 89101

1951 Idaho Street
Conference Room
Elko, Nevada 89801

SEC 1. OPENING

1. Welcome/Call to Order/Roll Call

Governor Lombardo called the meeting to order on Monday, April 8, 2024. A roll call was conducted, and a quorum was established.

In attendance: Governor Joe Lombardo, Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Gary Perea, Member Justin Kalb, Member Frank Lepori.

2. Public Comment

Director Tracy Larkin-Thomason indicated that the one written comment regarding I-11 received has been given to all Board members and will be posted.

There was no additional public comment.

3. Receive Director's Report – *Informational item*

Director Tracy Larkin-Thomason discussed new hires at NDOT, beginning with Joe Harrington, who has been appointed as the NDOT Director of Communications and Government Affairs. Director Larkin-Thomason informed the Board that Mr. Harrington is relocating back to Nevada after leading public communications for the International Airport in Florida. Director Larkin-Thomason further indicated that Mr. Harrington's experience includes television journalism, with much of that time spent at Reno's KOLO TV. Director Larkin-Thomason next indicated that Marty Strganac has been appointed as a District 1 Engineer. Director Larkin-Thomason explained that Mr. Strganac has worked for NDOT since 2009, first as a resident engineer, and then as an assistant district engineer. Director Larkin-Thomason informed the Board that Rebecca Kapuler has been hired as the new Assistant Director of Planning following her work as NDOT's Assistant Chief of Multimodal Planning. The Director explained that Ms. Kapuler has an extensive background working in multimodal transportation and planning in northern Nevada and has more than 24 years of experience with government agencies at the local, regional, and state levels. The Director informed the Board that one of



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

the last two admin support positions has been filled with a start date on April 15, leaving only one final position to fill.

Director Larkin-Thomason indicated that April is a month in which NDOT really highlights safety and discussed the many notable safety initiatives happening during the month. The Director explained that safety-wise, Nevada has had a rough start to 2024, with 58 lives lost in fatal crashes, 27 pedestrians killed statewide, which is a 32 percent increase in fatalities from the same time last year; and 97 students hit by vehicles on their way to and from school since the beginning of the 2023-24 school year, a 60 percent increase over the same time last year. Director Larkin-Thomason indicated that Nevada's ultimate goal is zero fatalities by 2050. The Director explained that Nevada has many safety improvements on its roadways due to the six Es: equity, engineering, enforcement, education, and everyone, with everyone being the key as the ultimate safety of Nevadans is a shared responsibility.

Director Larkin-Thomason next discussed the work done with local agencies and communities on local road safety plans, which includes locally coordinated transportation to reduce fatalities and serious injuries and is tailored to key in on the local traffic issues in a specific community. The Director explained that approximately 75 percent of the state's rural roads are owned by local agencies and although they are traveled less than state highways, they have a much higher rate of serious and fatal crashes. Director Larkin-Thomason informed the Board that the local road user safety plans use a data-driven approach to prioritize safety issues to reduce fatal injuries and provided an example where NDOT partnered with Elko County. Director Larkin-Thomason indicated that surveys were conducted, nearly 1,000 comments were received, a process that results in a prioritized list of issues, risk, action, and improvements that will be a foundation in moving forward.

Director Larkin-Thomason next discussed Work Zone Safety Awareness Week, which takes place April 15 to 19. The Director explained that NDOT has several activities going on that support work zone safety, including NHP in uniformed law enforcement and work zones. The Director indicated that NDOT is currently running a pilot with six unmanned NHP vehicles rotating through northern Nevada work zones. In addition, Director Larkin-Thomason explained that NDOT uses temporary transverse rumble strips and smart zone work zone signage in select work zones, along with things like smart traffic devices, such as icons and smart message boards. The Director noted that NDOT has joined with the AGC and NHP on a safety media campaign, and will continue to do more activities throughout the month and year.

Governor Lombardo asked if the six unmanned NHP vehicles rotating through is actually operational.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Director Larkin-Thomason indicated that it is, and that all of the patrol cars have been retrofitted and assigned to different projects.

Governor Lombardo questioned who is rotating the vehicles.

Director Larkin-Thomason indicated that the vehicles are not rotated daily, but are assigned to particular projects, and that they will be rotated through different projects as they come up.

Gary Perea questioned if the unmanned vehicles contain a video camera.

Director Larkin-Thomason indicated that they do not.

Director Larkin-Thomason next discussed a major construction milestone, noting that construction on the Pyramid Highway Project will be 50 percent complete as of the week following this meeting. The Director explained that currently the screening walls are being constructed on the east side of the highways from Los Altos to Golden View, and that the sidewalk is being installed on the west side between Los Altos and Golden View. The Director indicated that the recent construction accomplishment is a completed shared-use path from Los Altos to Disc Drive, and explained that the Shopper's Way access from pyramid and Los Altos Parkway, access to the Walmart, has been reconstructed. The Director further indicated that the upcoming drainage work will be completed by the end of April, that the shared-use path is expected to be completed from Disc Drive to Queens Way by the end of May, following which, the crews will finish the shared-use path from Los Altos Parkway to Golden View. Director Larkin-Thomason explained that nighttime paving on the northbound Pyramid from Queen's Way to Los Altos and milling and paving at Los Altos Parkway and Disc Drive will begin in May.

Governor Lombardo asked for the total timeline for completion on the Pyramid Highway Project.

Director Larkin-Thomason moved on to discuss the South Virginia Safety Management Plan, which is already in place, between patriot Boulevard and Mount Rose Highway. The Director noted that the virtual meeting is happening now and will continue through to April 26, with the in-person meeting occurring the Thursday following this meeting. The Director indicated that more information can be obtained at southvirginiasafety.com.

Director Larkin-Thomason next discussed the US 395 South Sierra public information hearing, noting that the virtual meeting will be launched today and will continue on through to May 9. The Director explained



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

that this goes from Clearview Drive in Carson down to the California state line, and that this is the second round of public meetings to gather feedback on study recommendations to address both the immediate needs and future needs. Director Larkin-Thomason explained that NDOT will be conducting two in-person meetings: one on Tuesday, April 23 in Douglas County at the Community Center in Gardnerville, and a second one on Wednesday, April 24 at Fuji Park at the Carson City Fairgrounds. The Director indicated that the virtual meeting will continue through May 9 at ndotus395.com.

Director Larkin-Thomason informed the Board that as part of the NEPA (National Environmental Policy Act) process, NDOT will be holding the virtual meetings for the I-80 East widening, and the in-person meeting will be held May 8. The Director indicated that the virtual meeting will run April 23 through May 23 basically in order to assess the impacts from the stakeholders about the particular details. The Director further indicated that comments at i80eastnv.com.

Director Larkin-Thomason next informed the Board that NDOT is receiving the Toastmasters International Award. The Director explained that this organization serves to empower individuals to become more effective communicators and leaders, and the Director indicated that NDOT utilizes this organization to empower leadership within NDOT. The Director informed the Board that on April 22, the international director of Toastmasters will present the Corporate Recognition Award to NDOT for the continuous support of the Silver Tongues Toastmaster Club, which was begun as a professional development for engineers to communicate effectively with laypeople.

Director Larkin-Thomas next reported that NDOT unveiled a commemorative director's wall to recognize NDOT directors from 1917 to present. The Director indicated that not shown are Kristina Swallow and Tom Stevens. Director Larkin-Thomason informed the Board NDOT unveiled a timeline of NDOT history, which recognized the history and accomplishment of all NDOT team members since the Department's founding in 1917. The Director thanked the Governor for his attendance at the unveiling.

Director Larkin-Thomason indicated that this is the second year in a row that NDOT has the ITE, Intelligent Transportation Engineers, Mountain District 2024 annual award. The Director noted that last year NDOT won it for its asset management, a lifecycle planning tool for TSMO, which is Transportation Systems Management and Operations. The Director indicated that this year, NDOT is receiving the award for its investment prioritization tool, a tool that the NDOT traffic operation developed to prioritize the projects passed on their alignment with the NDOT Statewide Transportation System Management program. The Director congratulated the transportation operations team.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Director Larkin-Thomason next recognized retirees, beginning with Paul Harmon, a 27-and-a-half-year NDOT employee. The Director recognized Rod Schilling, who had been with NDOT for 25 years, and Michael Fuess, who came to NDOT in 2003.

The Governor thanked all three retirees for their service, noting the appreciation of their contributions by both NDOT and the state of Nevada.

4. Consideration of Approval of the March 11, 2024, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For possible action*

Member Justin Kalb abstained from the vote as he was not in attendance for the March meeting.

Motion: Approve the March 11, 2024, NDOT Board of Directors Meeting Minutes
By: Member Gary Perea
Second: Controller Andy Matthews
Vote: Passed

SEC .2. CONSENT AGENDA: Item No.5

There was no consent agenda for this meeting.

Contracts over \$40,000,000 or 20% over the engineer's estimate from February 9, 2024, through March 7, 2024

There are no contracts.

Agreements over \$10,000,000 from February 9, 2024, through March 7, 2024

There are no agreements.

Right-of-Way

5. ABD 23-16: Resolution of Abandonment of a frontage road, alongside Interstate Route 80 and near the Nevada Pacific Parkway Interchange, Lyon County, Nevada. – *For possible action*

Member Justin Kalb asked for confirmation that this particular piece of land will be going back to the original landowner.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Director Larkin-Thomason confirmed that this was correct.

Motion: Approve Consent Agenda Item 5

By: Member Virginia Valentine

Second: Member Frank Lepori

Vote: Passed unanimously

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

No items were taken separately.

SEC. 4. ADDITIONAL BUSINESS ITEMS

6. **Contracts, Agreements, and Settlements/Judgments** -- Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – *Informational item only*

There were no contracts, agreements, settlements, or judgments.

7. **History and status of Interstate 11 in Nevada and Arizona.** – *Informational item only*
Deputy Director Sondra Rosenberg provided an update on Interstate 11. Ms. Rosenberg explained that the concept for I-11 started in the late 90s due to concerns about bottlenecks going over the Hoover Dam. Ms. Rosenberg noted that in 2001, an environmental document was finalized to build the bridge, which took some time to build, particularly because this was a time when concern over terrorist activities going over the Hoover Dam Bridge were high, and trucks were prohibited as a result. As such, Ms. Rosenberg noted the importance of building the Hoover Dam bypass bridge, also known as the Mike O'Callaghan-Pat Tillman Memorial Bridge. Ms. Rosenberg explained that next began discussions in Nevada and Arizona regarding the need for better connection between the two states, particularly between Las Vegas and Phoenix, two of the fastest growing metropolitan areas without a direct interstate connection. Ms. Rosenberg indicated that this concept was expanded, and interest grew for a new north-south interstate in the west that would travel even beyond the two cities. Ms. Rosenberg noted that a number of studies and projects, as well as legislative language to designate the corridor, have occurred since that time to try and bring this concept



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

to reality. Ms. Rosenberg explained that the official designation process started in 2012 with congressional action, Map 21 action, designating US 93 as future I-11 between Phoenix and Las Vegas, and indicated that subsequent congressional actions studies projects have occurred since then, the result of which is the designation of interstate all the way from the state line with Arizona through to Kyle Canyon. Ms. Rosenberg explained that NDOT will be working on signage on that shortly, as well as future interstate all the way up to I-80.

Deputy Director Rosenberg next discussed the fact that the actual designation of an interstate does take several steps, beginning with the aforementioned congressional action, as well as the approval of AASHTO, and the Federal Highway Administration. Ms. Rosenberg informed the Board that in 2011-2012, NDOT, in conjunction with Arizona DOT, launched the Intermountain West Corridor study and indicated that I-11 was added to that title once congressional designation was received in 2012 to evaluate an interstate connection between Las Vegas and Phoenix, as well as future connections north-south beyond the two. Ms. Rosenberg explained that in multiple congressional actions, the route was designated as a future interstate from Nogales through I-80 with broad language, generally following US 93 and Arizona to Las Vegas, and then US 95 North with an option to include portions of 395, as well. Ms. Rosenberg further explained that this initial study was segmented by northern Nevada, Las Vegas metropolitan area, US 93 Vegas to Phoenix area, the Phoenix Metropolitan area, and southern Arizona, after which the Planning and Environment Linkages (PEL) reports for each of those segments were completed. Ms. Rosenberg indicated that this allows the ability to take actions, analysis, and decisions made in the planning stage and moving them forward into the environmental phase at a future date.

Deputy Director Rosenberg discussed the Boulder City bypass, the first section of I-11 that was complete for Nevada, which was a new four lane freeway around the southern and eastern perimeter of Boulder city, Nevada, in partnership between NDOT and RTC, that was open to traffic in 2018. Ms. Rosenberg reported that through various steps of different agencies, the official FHWA approval for the designation was received in January of 2019. Ms. Rosenberg indicated that in Arizona, ADOT has been improving US 93, also known as future I-11, into a divided four lane highway for over a decade from the previous two-lane rural highway. Ms. Rosenberg noted that that highway is not full interstate standards at this point, but is more prepared to become one once the need for grade separation at critical locations occurs.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Deputy Director Rosenberg next indicated that following the initial multi-state study, NDOT began focusing in on different areas along the state, including completion of the northern Nevada alternatives analysis and updating the PEL document. Ms. Rosenberg explained that the 450-mile study, completed in 2018, included the outside of the Las Vegas metro area all the way to I-80 and was divided into two segments: from Las Vegas to Tonopah, the recommendation included continuing on the US 95 corridor; from Tonopah to I-80, there was a combination of new and existing routes that were ultimately narrowed down to two with possibly one additional alternative.

Deputy Director Rosenberg discussed the question of what happens in the towns, and noted that although this has not yet been analyzed, it is likely that the interstate itself may go around some of the towns along the way. Ms. Rosenberg indicated that particular interest in the Hawthorne Walker Lake area and explained that the current recommendation is for the eastern side of Walker Lake. Ms. Rosenberg next discussed NDOT's coordination with neighboring states to explore options extending north of I-80, and indicated that currently there has not been much interest in other states extending north so as such, the designation and the interest really lies in I-80 South.

Governor Lombardo questioned where the current recommendation on the east side of Walker Lake is coming from.

Deputy Director Rosenberg explained that it is coming from the Northern Nevada Alternatives Analysis, which looked at a number of different alternatives and evaluated the environmental constraints. Ms. Rosenberg further noted that on when looking at the full study, available on NDOT's website, the study itself goes through all of the analysis done, all of the different goals, the environmental concerns, topographic area, and the interest of the community members and stakeholders.

Governor Lombardo questioned if there is any concern that the recommendation could change.

Deputy Director Rosenberg indicated that this is a difficult question to answer because it is not an environmental analysis. However, Ms. Rosenberg noted that NDOT does not anticipate any reason or justification to move it back to the western side of the lake.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Director Larkin-Thomason added that the road in the Walker Lake area hugs the mountains, cliffs, water, and then the east side.

Lieutenant Governor Stavros Anthony asked for confirmation that no decisions have been made yet regarding where I-11 will be located in Beatty, Goldfield, and Tonopah.

Deputy Director Rosenberg confirmed that this was correct, noting that building an interstate in the middle of those towns is highly unlikely and very difficult, but at this time, NDOT is just trying to narrow down the corridor itself.

Lieutenant Governor Stavros Anthony questioned when discussions will occur with those towns as residents of those areas ask him on a regular basis about I-11.

Deputy Director Rosenberg acknowledged that the study is a couple of years old, and so it may be time to go out to those communities. Ms. Rosenberg added that there is no additional funding for this corridor, and where many NDOT projects are coming in at a higher than anticipated rate without additional revenue coming in, part of the process is setting the expectation in terms of timeline. Ms. Rosenberg noted that the detailed discussions will take place once the corridor is moved forward, and funding is identified to actually build the interstate.

Director Larkin-Thomason added that currently the section of I-11 from Kyle Canyon to Mercury is being evaluated for what needs to be done to bring that portion of US 95 up to interstate standards, and noted that it is a very long process that will take many years, likely seven to 10, from completion of the study to bringing the road up to standard up to Mercury. The Director indicated that the next section would not be studied until that portion is completed.

Andy Matthews discussed the way I-80 currently travels beside towns rather than through them and noted that presumably that will be the plan for some of the towns along I-11.

Deputy Director Rosenberg concurred, noting that this is the anticipation.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Andy Matthews asked for confirmation that under either scenario being considered, the connection would be somewhere around Fernley, between I-11 and I-80.

Deputy Director Rosenberg noted that this is correct.

Deputy Director Rosenberg next indicated that Arizona DOT completed a Tier 1 EIS, similar to a PEL, for approximately 250 miles. Ms. Rosenberg noted that a record of decision was received in 2021 for that corridor from the US/Mexico border to north of Phoenix. Ms. Rosenberg informed the Board that the preferred alternative identified two options through and around Tucson metropolitan area, and ADOT is now moving forward with a Tier 2 NEPA for two segments: the Phoenix Metropolitan area, and the southern Arizona I-8 to Nogales area.

Deputy Director Rosenberg indicated that NDOT recently completed the I-11 Las Vegas metropolitan areas PEL documents to determine the corridor within the Las Vegas urbanized area. Ms. Rosenberg explained that NDOT looked at approximately 50 miles and took the analysis from the larger multi-state study to narrow down the alternatives further and identified the central corridor I-515 and US 95 as the Interstate 11. Ms. Rosenberg indicated that NDOT has since gotten approval from both AASHTO and FHWA and anticipates placing signs along that corridor this year. Ms. Rosenberg discussed that completion of the US-95 northwest corridor improvement projects with the finalization of the Centennial Bowl was, in fact, part of the future I-11 and that the corridor from Henderson to Kyle Canyon was brought up to interstate standards by 2023.

Lieutenant Governor Stavros Anthony questioned if current construction going on right now in the Flamingo/Charleston areas on 95 is the I-11 project.

Deputy Director Rosenberg explained that this is routine maintenance.

Deputy Director Rosenberg discussed the feasibility study from Kyle Canyon to Mercury, approximately 46 miles, and noted that NDOT is looking at interstate standard design deficiencies, new interchange location and access considerations, right of way needs, and working on a high-level environmental review or another



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

PEL documentation. Ms. Rosenberg noted the interest of safety along this corridor, as well as access at Indian Springs and Creech Air Force Base as hot topics for this study.

Gary Perea noted that with the growth around Fallon and Highway 50, it would be nice for planning purposes to nail down some of the information that is far in the future so as to kind of understand the potential effects on Highway 50 and other roads.

Deputy Director Rosenberg noted that it is exactly for this purpose that a new study is done every couple of years so as to update what is happening with growth, and narrow down alternatives further, as well as to ensure that NDOT does not run out of space once a decision is made on where the specific alignment might be.

8. Congressman Mark Amodei. – *Informational item only*

Congressman Mark Amodei, Nevada Second Congressional District, began his discussion on the subject of I-11, noting that the last time he appeared before the Board, Brian Sandoval was the governor, and the topic of discussion was also I-11. Congressman Amodei indicated that he hears regularly from people in Hawthorne concerned about whether or not they are part of the future planning steps. As such, Congressman Amodei requested at that meeting was inclusion of Mineral County in the planning process. Congressman Amodei concurred with Director Perea's earlier conclusion that going around Fallon will not be easy due to its growth. As such, Congressman Amodei indicated his belief that there is opportunity for the Board to show some leadership in terms the inclusion process. Congressman Amodei also discussed the interests of the Walker Lake Paiute tribe regarding the east side of Walker Lake, and noted the difficulty in justifying federally why federal land should be paid for in the relevant areas for a future endeavor. The Congressman further suggested evaluating the areas in Fernley, on I-80, and East Truckee Canyon, all of which is federal land.

Congressman Amodei discussed the NDOT deal of six super projects many years in the past, under Governor Kenny Guinn, two in the north, four in the south. The Congressman noted that the two in the north were the Carson City bypass and I-580 between Washoe Valley and Mount Rose, and discussed the contention surrounding these projects between former Senator Bill Raggio and Carson's mayor at the time, Mark Teixeira. Congressman Amodei reported that ultimately, Governor Guinn announced that the state could fund both projects. As such, Congressman Amodei suggested naming the summit for the I-11 project the Governor Kenny Guinn Summit.



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

Congressman Mark Amodei next discussed his presentation to the Humboldt County Commission the previous week, at which time the Commission mentioned concern regarding US 95 north of Winnemucca, noting that when the lithium mine opens, there is a lot of truck traffic, with the main concern being passing lanes when the trucks start going. Congressman Amodei noted that the frustration is that NDOT may not have gotten accurate traffic counts.

Congressman Amodei next discussed the Union Pacific Railroad, noting Union Pacific's role as the largest private property owner, by virtue of acres, in the state of Nevada, a function of the Checkerboard when the Transcontinental Railroad was built. The Congressman noted that everything from Verde to Wendover is completely surrounded by Checkerboard private ownership of the Union and as such, all the towns along there deal with Union Pacific for requests that range from the mundane, such as cutting weeds, to the intricate, such as the purchase of property for redevelopment. As such, the Congressman brought the Sparks Machine shops to the Board's attention as it ultimately required the attention of the Congressman, resulting in a phone call to the president's office in Omaha to contact Elko. The Congressman noted the possible jurisdiction of the Board in terms of oversight and requested that the Board consider coming in annually to determine the state of community relations in those Union Pacific owned areas.

Governor Lombardo asked the Attorney General's Office regarding jurisdiction.

Attorney General Lori Story noted that she was not aware of any issues, but would double check.

Congressman Amodei noted the importance of the NDOT Board becoming involved, and further suggested inviting the city of Sparks. The Congressman further requested a briefing on the Victory project in Fernley and questioned if the intermodal improvements in Fernley are going to take any of the pressure off the plans in Sparks. The Congressman discussed multiple requests: an index of CPSP files in Union Pacific Archives relating the machine shop; the summary of UP's development plan for the subject site and explanation of its necessity; a summary of the UP growth projections. Congressman Amodei reiterated his request for the Board to check in on these communities and with UP on an annual basis, as well as to invite the city of Sparks to provide the Board with an update. Congressman Amodei noted that the letters he referenced are in the copies of the office memos sent to the Board.

9. **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 (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.). – *For possible action*
-



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

There was no executive session.

10. Public Comment

A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken upon a matter not listed on the posted agenda. Comments will be limited to three minutes. Please clearly state your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.

Ellie Waller, Douglas County, thanked NDOT staff for posting the US 395 Southern Sierra Quarter Management plan public meetings for April 23 and 24. Ms. Waller indicated that she is looking forward to project updates as the plan evolves as well as more details on the proposed changes such as: Segment 1, Cochise Street, Curry Street extension to Vista Grande; Segment 2, grade separations and interchanges at major crossroads; Segment 3, pedestrian crossing flashings and pedestrian crossing signage; Segment 4, dedicated acceleration lanes and additional truck and travel climbing lanes, as well as wildlife crossing evaluation. Ms. Waller indicated her belief that the US 395/I-580 interchange concept needs to include the US 50 connection for safety issues for this intersection and noted her belief that the project area did not have enough initial funding as the US 50, I-80, and US 395 is now a four leg signal controlled crossing intersection that deserves a partial or full four leaf grade separation interchange to improve traffic flow and safety. Ms. Waller noted that the configurations of the Carson Valley interchange could be applied to Stephanie Way, Johnson Lane, and Airport Road, noting that many of the Douglas County residents use the entire corridor to state line through Topaz. Ms. Waller noted her surprise that there was no public comment posted on the website from the November 23 meetings and concluded her statement with thanks for the presentation materials ahead of time that show the crash data, with eight fatalities, for the entirety of those segments.

Robert Byren, Hidden Woods, noted that he recently sent a white paper to the NDOT CMP project manager, Melissa Chandler, and Brian Gant of Wood Rogers, requesting that the US 50 Corridor management Plan study team consider a trumpet interchange at the SR 28 to US 50 intersection in lieu of the proposed full-scale roundabout. Mr. Byren opined that although both intersection configurations support the FHWA's zero vision plan, the trumpet style great separation configuration has several significant advantages, such as: eliminating left turn movements and improving traffic flow in all directions; eliminates weaving movements within the proposed traffic circle, avoiding a particular class of non-fatal accidents; eliminates crossing movements for bicycles and pedestrians; and most importantly, facilitates high capacity wildfire evacuation without the need for additional bypass lanes and lane reconfigurations. Mr. Byren indicated



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

that the downside is cost but noted that NDOT has already built a trumpet interchange on the Carson Valley side of US 50 at Golf Club Drive, a beautifully designed intersection that serves a rather small number of wealthy homeowners and patrons of the Clear Creek Tahoe Golf Club community. Mr. Byren noted the residents' concerns that the additional cost of the trumpet interchange might dissuade NDOT from pursuing this alternative in its formal intersection control evaluation and suggested that one solution is to pursue federal funds to supplement the pre-planned NDOT expenditures. Mr. Byren concluded by encouraging NDOT to include the trumpet interchange option in its evaluation and encouraging the state to pursue federal funds to complement state resources and build the trumpet interchange at Spooner.

Elisabeth Lernhardt, Zephyr Cove, indicated her belief that the safety improvement on highway 50 does not rest on continuing to study public acceptance of design changes, but on identifying and amelioration the challenges in the current road design, in particular in three locations: the Spooner Summit 28/50 intersection, and the two extreme curves at Presbyterian Way in between lake Ridge and Cave Rock. Ms. Lernhardt discussed the two major crashes she witnessed last year, one of which was fatal, noting that they were sideswipes due to the left turn from 28 to 50, which are aggravated by the northbound traffic on 50 and having no visual of the intersection due to the uphill direction of the road. Ms. Lernhardt indicated that traffic going in this direction is too fast and that the left turning traffic from 28 has a site distance problems of the conflicting traffic, and that the acceleration lane going into 50 is too short to approach the 50 miles per hour that traffic normally goes. Ms. Lernhardt discussed the FHWA's intersection safety case study for continuous green T intersection, noting that this model was applied to two T intersections in Colorado at a cost of approximately 300,000 per intersection, and noted that it reduced the angle crashes in one intersection by 100 percent and the other by 93.3 percent, and the total crashes by 56.3 and 63.2 percent, respectively. Ms. Lernhardt further reported that the injury crashes equally were reduced by 83 and 50 percent. Ms. Lernhardt noted that this model designates the left lane to left turning traffic only and puts a stem and out from the stem to the T and separated it by a race divider from the through lane, noting that this prevents lane changes and lets the through traffic go without a stop and lets the left-hand traffic be unaffected by it. Ms. Lernhardt indicated that all this was announced early by signaling, which is necessary because there's curves also, to the motorists. Ms. Lernhardt acknowledged that the trumpet intersection would be the complete ideal thing because it avoids user conflict, but it is much more expensive. As to the two dead man curves on Highway 50, Ms. Lernhardt indicated that several things are recommended on the FHWA webpage, including interactive, dynamic chevrons, early warning signs of curve and speed reduction, as well as speed radar feedback. Ms. Lernhardt further opined that another important modification are



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

high friction pavement surfaces, particularly in curves as these different asphalt treatments can reduce the sideswipe accidents because the vehicles don't travel out to the other lane.

Lori Rodriguez requested that NDOT consider building three lanes rather than two for the I-11 connection to northern Nevada, citing the ability of emergency services to reach an accident scene. Ms. Rodriguez provided the example of traffic coming to a standstill on I-80 during an accident until one lane can be cleared, which can take hours, and forcing first responders to wait until drives can move out of the way to even reach the accident site. Ms. Rodriguez noted that the long distances on the I-11 dictate that response times will be substantially longer, and that having three lanes gives the state police the ability to move traffic around the accident site safely, leaving room for the incoming and departing emergency personnel and vehicles. Ms. Rodriguez noted the second reason as cost, indicating her understanding that it will cost a lot now, but that ultimately adding a third lane in the future would cost even more and as such, as the traffic demand is there, it would make the most sense to make modifications in the early planning stages. Ms. Rodriguez added her understanding that this project could potentially be mainly for truck traffic and noted that over the years, freeways have added truck passing lanes, and having three lanes right from initial creation would prevent the problem. Ms. Rodriguez further noted her desire to see an elevated train incorporated into the design, indicating that in October 2019, she had suggested this as part of a public comment and reiterated her stance that it would be responsible future planning to at least leave open the possibility.

Director Larkin-Thomason noted that there were two written public comments that were submitted and will be part of the packet.

Neoma Jardon, Executive Director of the Downtown Reno Partnership, indicated that she represents the 110-block area and 1500 property owners in downtown. Ms. Jardon thanked the governor, lieutenant governor, Board members, and Congressman Amodei for setting up her appearance in front of the Board to express the passion and frustration Reno is experiencing with the issues surrounding Union Pacific and the railroad. Ms. Jardon discussed some of the impacts in a one-year period experienced in downtown Reno. Ms. Jardon indicated that the Downtown Reno Partnership, in the last year, has spent approximately 6,200 hours cleaning up the area, 44 tons of trash collected, and over a half a million dollars spent in addressing these issues, as well as 654 yards of trash. Ms. Jardon explained that the Downtown Reno Partnership has exhausted over the last few years every opportunity to get Union Pacific to come to the table as a partner in addressing these issues, whereas many other entities and agencies have, including Washoe County, City of Sparks, and NDOT. Ms. Jardon noted however, that the Downtown Reno Partnership has been unsuccessful in getting Union Pacific to engage or reimburse for the efforts to clean



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

up their property. Ms. Jardon noted that when the Downtown Reno Partnership met with NDOT (SIC) back in December, the Partnership was told that they can only come out about once every three months to potentially address this, but admonished the Downtown Reno Partnership for going on its property to clean up. Ms. Jardon indicated that the Partnership is stuck in the middle, yet needs to clean these areas as they are the economic heart of downtown. Ms. Jardon noted that the encampments can grow and become very dangerous and proliferate in a matter of days, and Reno cannot wait months to get these areas clear. As such, Ms. Jardon requested help from the Board in engaging communications between the Downtown Reno Partnership and Union Pacific. Ms. Jardon noted that since February, the Downtown Reno Partnership has sent five emails about some of these encampments on railroad property, and received only one response, noting that the encampment is actually on the city of Reno's property; Ms. Jardon indicated that the other four emails went unanswered. Ms. Jardon indicated that if UP does not have the resources to address and clean it up, an MOU arrangement where UP pays the Downtown Reno Partnership for its resources would be acceptable.

There was no additional public comment.

11. Adjournment – *For Possible Action*

Motion: Adjourn the April 8, 2024, Nevada Department of Transportation Board of Directors meeting.
By: Controller Andy Matthews
Second: Member Gary Perea
Vote: Passed unanimously



Nevada Department of Transportation

Board of Directors • April 8, 2024

Public Comment for Review

Public Comment received by 4:00 P.M. (Pacific Time) on the business day prior to the meeting.

Elisabeth Lernhardt 4/3/2024: The safety improvement at Hwy50 does not rest on continuing to study public acceptance of design changes, but on identifying and ameliorating the challenges in the current road design. I am not an traffic engineer, but 3 locations jump out: the Spooner Summit 28/50 intersection, and the 2 extreme curves at Presbyterian Way and between Lakeridge and Cave Rock. I am not privy to the exact mechanisms of the accidents, but at the T Intersection at Spooner, I personally witnessed the 2 mayor crashes last year. There, side swipes during left turns from 28 into Hwy50 is mostly the cause. This is aggravated by the north bound traffic on Hwy50 having no visual of the intersection due to the uphill direction of the road. Typically the traffic going this direction is fast. The Left turning traffic coming from 28 also has also sight distance problems of the conflicting traffic. And the acceleration lane is too short to reach 50 mph to merge into the second lane. On researching solutions to this intersection, I came upon the FHWA Intersection safety case Study for Continuous Green T-Intersections. This model was applied to 2 T intersections in Colorado. It reduced angle crashes by 100%/93.3% , total crashes 56.3%/63.2% and injuries 83,3/50%. It cost CDOT \$300 000 per intersection. How did this modification accomplish this without signal light? It designated the Left lane to Left turning traffic in and out from the stem of the T. And seperated it by a raised devider from the through lane, this prevented lane changes, and let the through traffic pass unaffected . All this was announced early by signage to the motorist.(A copy will be provided.) As to the 2 Deadmans curves on Hwy50, the FHWA recommends several alerts including reflecting pavement markings, interactive dynamic chevrons, earlier warning signs of curve and speed reductions, as well as speed radar feed back. Another important modification are high friction pavement surfaces, particularly in cures.

Robert Byren 4/4/2024: I am a resident of Hidden Woods on the East Shore of Lake Tahoe. I recently sent a White Paper to Melissa Chandler (NDOT CMP Project Manager) and Bryan Gant (Wood Rogers) suggesting that the US 50 East Shore Corridor Management Plan study team consider a "trumpet interchange" at the SR28 to US 50 intersection, in lieu of the proposed full-scale roundabout. Both intersection configurations support the FHWA Zero-Vision Action Plan, however, the trumpet-style grade-separation configuration has several significant advantages: First, it eliminates left-turn movements, improving traffic flow in all directions. Second, it eliminates weaving movements within the proposed traffic circle, avoiding a particular class if non-fatal accidents. Third, it eliminates crossing movements for bicycles and pedestrians. And finally (and most importantly) it facilitates high-capacity wildfire evacuation, without additional bypass lanes and lane reconfigurations. The down-side is cost. It should be noted that NDOT has already built a trumpet interchange on the Carson Valley side of US 50 at Golf Club Drive. This is a beautifully-designed intersection that serves a rather small number of wealthy homeowners and patrons of the Clear Creek Tahoe golf club community. Given the documented need for improved safety at the Spooner Summit intersection and future plans for a new mobility hub (including



Nevada Department of Transportation

Board of Directors • April 8, 2024

Public Comment for Review

park-n-ride, mass transit, multi-use path, AIS inspection, and pedestrian crossing to Spooner State Park), NDOT is already committed to changing the intersection configuration at SR28. Our concern is that the additional cost of the trumpet interchange might dissuade NDOT from pursuing this attractive alternative in its formal Intersection Control Evaluation. One solution is to pursue federal funds to supplement the pre-planned NDOT expenditures. The rational is, as we've expressed in the white paper, improved traffic flow, enhanced vehicle and bicycle safety, and higher wildfire evacuation capacity. We encourage NDOT to include the trumpet interchange option in its evaluation, and we encourage the State of Nevada to pursue federal funds to complement state resources and build the trumpet interchange at Spooner.

Greg Novak 4/5/2024: The 38-page agenda packet does not include any details about I-11, but I am familiar with this project through my long career with FHWA (e.g. I was the FHWA Major Projects Manager for the Boulder City Bypass, on US 93 and US 95, that became I-11). I made sure all of the Las Vegas freeways were built to Interstate standards, making the conversion to official status much easier. While the current studies continue those efforts, please remember to discuss the status of I-580. NDOT has completed all other Interstate routes (I-15, I-80, I-215, and I-515), and most of I-580, but the final segment, at the Spooner Junction INTERSECTION, will not be complete until there is an INTERCHANGE open to traffic. The just-released US 395 Corridor Study discusses the need for the interchange, which indicates NDOT has not forgotten about the commitment made to FHWA in 1986 - the Interstate is...efforts to start building new sections of I-11 should not proceed until a solid plan and schedule for I-580 is discussed. The missing piece does not conform to the NDOT "Safe and Connected" theme. It is not as safe as it should be, and it is certainly not connected. Progress is being made, but you can do more. It is unclear what Rep. Amodei will be speaking about, but if it is I-11, please note that most of that route is outside CD-2. His efforts to extend the freeway northward from Las Vegas are commendable, but he should also push for the completion of I-580. That could include funding to cover the design and construction of the last section of freeway, as well as any debts owed by Carson City to NDOT. He will no doubt have keen interest in the US 395 Corridor Study NDOT just released. Thank you. Greg Novak, M.E., P.E., FHWA - Retired



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

MEMORANDUM

May 1, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: May 13, 2024 | Transportation Board of Directors Meeting

ITEM # 5: Agreement 626-17-067, Amendment 02, with AURIGO SOFTWARE TECHNOLOGIES, INC., for an additional five years of licensing and support of the enterprise system overall, which currently includes the use of three (3) active modules, and eventual use of the additional five (5) modules at various stages of the project lifecycle, Carson City, Nevada. – *For possible action*

Agreement No.:	626-17-067	Amendment No.	02
Contractor:	Aurigo Software Technologies, Inc.	Federal:	No
Original Amount:	\$11,365,500.00	Total of Prior Amendments:	\$11,410,000.00
Amendment Amount:	\$16,123,443.32	Agreement Type:	Service Provider
Payable Amount:	\$38,898,943.32	Receivable Amount:	\$0.00
Start Date:	12/17/2018	End Date	6/30/2029
Division:	Information Services	Division Head:	Jeramie Brown

Summary:

Amendment 2: Increase authority by \$16,123,443.32 from \$22,775,500.00 to \$38,898,943.32 and extend the end date from June 30, 2024, to June 30, 2029, in order to add an additional five (5) years of licensing and support for the enterprise system overall which currently includes use of three (3) active modules, and eventual production use of the additional five (5) modules at various stages of the project lifecycle, including Electronic Bidding System (EBS), Integrated Right-of-Way Information Network (IRWIN), eProcurement and Tracking System (ePATS), Local Public Agency Index (LPA), and Commodity and Equipment Procurement System). The support plan includes 750 hours of time annually to be used for various system enhancements. An additional 8,500 hours for extended data migration have also been

MEMORANDUM

Department of Transportation Board of Directors

May 1, 2024

Page 2 of 2

added to the support plan. This amendment will also remove the scope for the transit module as it is no longer needed.

Amendment 1: Executed June 6, 2020, increased authority by \$11,410,000.00 from \$11,365,500.00 to \$22,775,500.00 and extended the termination date from June 30, 2023, to June 30, 2024, to replace an additional six (6) legacy systems.

Background:

Original Agreement: Executed December 17, 2018, to provide replacement of the Department's existing three (3) legacy systems which were at or near end of life – Project Scheduling and Management System (PSAMS), Financial Management System (FinMan), and Bid Estimate System (iPD).

Carson City, NV B/L#: NV20181673598-R Proposer: Aurigo Software Technologies, Inc.

List of Attachment(s):

- A. Negotiation Summary
- B. Scope of Services

Recommendation for Board Action:

Approve Agreement 626-17-067, Amendment 02, with AURIGO SOFTWARE TECHNOLOGIES, INC., for an additional five (5) years of licensing and support of the enterprise system overall, which currently includes the use of three (3) active modules, and eventual use of the additional five (5) modules at various stages of the project lifecycle in the amount of \$16,123,443.32.

Prepared by:

Administrative Services Division



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

MEMORANDUM

03/27/2024

TO: Felicia Denney, Assistant Director

FROM: Kelsey Hurzel, Project Manager

SUBJECT: Negotiation Summary for Amendment 2 to Agreement P626-17-067

On December 17, 2018, NDOT entered into agreement P626-17-067 with Aurigo Inc. to perform implementation of their web-based software Masterworks Cloud to replace eight (8) disparate systems into one integrated enterprise system.

The Scope of Services includes annual software hosting, operations, maintenance and support services and as-needed enhancements to the systems.

Due to the need to continue use of the three (3) active modules, and implementation of five (5) remaining modules of the systems and the support services, the length of the agreement must be increased.

To accommodate this increase in the length of the agreement, the total amount of the agreement must be increased by \$16,123,443.32 for a new agreement total of \$38,898,943.32.

This amendment adds 5 years to the agreement for a new end date of June 30, 2029.

The DEPARTMENT's original estimate for this amendment was \$16,123,443.32.

The SERVICE PROVIDER's original estimate for this amendment was \$16,123,443.32.

The negotiations yielded the following:

1. There will be 8,500 total man-hours allotted within the support package to be used for data migration efforts for the remaining modules still in development which can be used at any time during the added 5 years.
2. The Software as a Service (cloud hosting) costs for the currently implemented modules has a fixed cost of \$3,479,500 per year, plus a 3% per year increase per year, beginning in Year 3.
3. In order to bring the subscription fees and agreement dates into alignment, Year 1 was prorated for a 6-month term.
4. The remaining milestone costs for the TOMS module were removed.
5. The total negotiated cost for this amendment is shown below:

#	New or Revised Payment Milestone(s)	Price
1	Prorated Yr. 1 Annual Subscription Fees 2024-2025 (12/17/2024 – 06/30/2025)	\$1,986,512.32
2	Yr. 2 Annual Subscription Fees 2025-2026 (07/01/2025 – 06/30/2026)	\$3,479,500
3	Yr. 3 Annual Subscription Fees 2026-2027 (07/01/2026 – 06/30/2027)	\$3,583,885
4	Yr. 4 Annual Subscriptions 2027-2028 (07/01/2027 – 06/30/2028)	\$3,691,402
5	Yr. 5 Annual Subscription Fees 2028-2029 (07/01/2028 – 06/30/2029)	\$3,802,144
6	Removal of TOMS Module	(\$420,000)

SERVICE PROVIDER's Transportation Board representative(s):

- **Josh Moriarty**
- josh.moriarty@aurigo.com
- **(512) 379-5056**

Reviewed and Approved:

DocuSigned by:

Pelicia Denney

802A4C177414466...

Assistant Director

Attachment A - Scope of Services

1 Scope of Work

Aurigo Software Technologies Inc. (hereinafter “Aurigo”) has a current contract with the DEPARTMENT to replace the existing Project Scheduling and Management System (PSAMS), Bid Estimate System (iPD), and Financial Management System (FinMan) with Aurigo Masterworks Cloud. This Scope of Services is an extension to the current scope of services for future phases of the project, wherein the Department is planning to implement and/or replace some of their existing legacy systems as mentioned below with associated functionality within each system:

1. Electronic Bidding System;
2. Integrated Right-of-Way Information Network (IRWIN);
3. e-Procurement and Tracking System (EPATS),
4. Transit Operation Management System (TOMS)
5. LPA Index
6. Commodity and Equipment Procurement System

Aurigo shall provide a Commercial Off-The-Shelf (“COTS”) software solution, and professional services, to design, configure, and implement a centralized system for all projects, agreements, utilities, grants and bid advertisements to be used by DEPARTMENT staff throughout Nevada. Aurigo will work with the DEPARTMENT to analyze existing data and business processes, system and workflow configuration to implement the centralized system. Aurigo will be responsible for maintenance and as needed enhancements to Aurigo Masterworks solution and support including consulting and technical services.

2 Purpose and Background

The DEPARTMENT does not currently have a single system that tracks project information throughout the project’s entire lifecycle. There are several disparate systems that handle information, each with its own project identifying number, and data from each phase of the project does not always pass from one system to the next. This results in the need for staff to manually enter data multiple times, increasing the chance of data errors.

Because of the disparate systems and siloed data sets, the ability for staff to easily access or report on project data is lengthy and cumbersome.

In addition, several of the systems are either at or nearing end of life, and must be replaced to ensure that the DEPARTMENT can continue to fulfill its primary mission.

2.1 Electronic Bidding Systems

Below are the four (4) main systems used to electronically process all bids/contract information from inception to contract execution, this after it is processed from Integrated Project Development (iPD) Estimate (also known as Client Server):

Attachment A - Scope of Services

- Integrated Project Development (iPD) – Web (also known as Electronic Bidding System (EBS) or Vault)
- E-Bidding Portal – used to advertise and for informational info. There is an Intranet (for DEPARTMENT staff) and also an External portal (for the Public to view information and to be able to submit questions on a given contract).
- Integrated Contractors Exchange (iCXWeb) (also known as Contractor's Portal).
- Quest Construction Data Network (Quest CDN) Access Database.

Contracts are the projects for which bids are solicited. Contracts are compiled and completed at the engineering/design level within the DEPARTMENT. They comprise of, but not limited to, detailed project specifications, preliminary estimates, plans and a Transportation Management Plan (TMP). Every contract has a timeline for advertising and bid opening (the date and time when all bids are due).

- Letting the Bid (Advertising of Bid) – must occur at least once a week for a total of at least two (2) publications in separate newspapers before the bid opening occurs (NRS 408.327).
 - Need to be advertised in three (3) locations: website, newspaper, and contractor's bulletin (comes out of E-Bidding Portal Intranet).
- Bid Opening – after contractors have submitted their bids and bid opening time has passed.
 - Bid Openings normally occurs on Thursday afternoons.
 - Bids submitted remain confidential until after the bid opening date and time.
- Post bid opening results in an unofficial bid result which are submitted for review by the Bid Review Analysis Team (BRAT) and Contract Compliance Review.
 - If the #1 ranked unofficial bid is over \$5,000,000.00 it must be reviewed and approved by the Transportation Board. The Transportation Board meets the 2nd Monday of every month.
 - Contracts that are equal or less than \$4,999,999.99 can be approved by the DEPARTMENT.

Below is brief overview of the four (4) main systems to be replaced as part of this Scope:

2.2 Electronic Bidding System (EBS)

The web-based Integrated Project Development (iPDWeb) system is a software solution for the DEPARTMENT, their consultants, and contractors to document and manage the project development phase of their road and bridge building projects. In conjunction with the Integrated Contractors Exchange (iCX), the iPDWeb solution manages the project development process from the creation of the internal agency estimate through the final payment to the contractor and contract close-out, including federal civil rights requirements and reporting for management.

The Electronic Bidding Subsystem (EBS) follows the iPD Estimate Subsystem in the workflow of the iPDWeb application. After an estimate has been created in the iPD Estimate, the estimate is advanced to EBS to prepare the bid package, or contract, for advertising and electronic bidding. EBS is used by agency employees to manage the entire electronic bidding process. This system also maintains documents submitted by the Contractor.

Attachment A - Scope of Services

- a. The bid tab (Engineer's Estimate and all Contractors list of bid items and cost) is pulled from iPDWeb system and used for the BRAT review and sent to Bid Tabs Pro to track our bid item cost, to use in future Engineer's Estimates. This is an additional cost to the DEPARTMENT.

2.3 iCX (Contractor's Portal)

The Integrated Contractor's Exchange (iCX) is a web-based application for bid preparation and bid submission. This portal is specific to contractors. Bidders for DEPARTMENT contracts use this program to prepare and submit their bid electronically. Contracts must first obtain a username and password from their company's administrator. To obtain an administrator account they will need to contact DEPARTMENT's Contract Services. Requirements to bid are:

- a. must be prequalified via iPDWeb. If the contractor isn't prequalified, they will need to contact DEPARTMENT's Contract Services; and
- b. must purchase plans from Quest CDN (see Section 2.1.4 for more information)

A contractor can submit and withdraw a proposal up until the bid opening date and time. When a bid has been submitted, the iCX application:

- a. is moved to the secure iPD Web Vault until DEPARTMENT initiates the transfer of the bid item data for the bid opening; and
- b. maintains a copy of the digitally signed bid proposal, along with certain certificates submitted by the contractor for dispute resolution purposes.
- c. Vault stays open for additional documents to be submitted 2 hours and next business day to be included in bid package. Everything else is locked down.

2.4 E-Bidding Portal

2.4.1 Intranet

E-Bidding Portal Intranet is an internal home-grown system that is linked to iPDWeb – EBS and holds all information pertaining to the contract, including documents. Where the Contractor's Bulletin is located and is one of the three (3) advertising locations that a contract must be solicited. Bulletin is sent to any Prime Bidder, Sub-Contractors, Plan Room and internal DEPARTMENT employees.

E-Bidding Portal is also accessed to update and pull the list of bidders for each contract before the bid opening date. When a contract has been awarded and executed, the information needs to be updated in this portal (Refresh Data iPD).

E-Bidding Portal Intranet is where documents are held for internal DEPARTMENT employees to see before and after award of contract.

E-Bidding Portal Intranet is also for Contractor payments (payroll reports) which are shared and left for historical data.

Attachment A - Scope of Services

2.4.2 Bid Letting (Contracts Open for Bidding)

E-Bidding Portal – Bid Letting is where the Public/Contractors can go in and view contracts that are open for bidding. The contractor can submit questions on a particular contract and DEPARTMENT staff can answer. This is also used for historical data on contracts that have already been bid opened and awarded; and for payroll reports.

2.4.3 Quest CDN

After a contract has been advertised and/or released to the public, contractors must purchase plans from Quest CDN or hard copies from Contract Services office, if they wish to bid on a contract. This E-Plan room is available on our DEPARTMENT website where the contractor must register themselves. Once the plans are purchased, a designation of Prime Bidder will be assigned to the contractor. The Contract Services staff verifies if a contractor is qualified (Pre-qual, Contractors License, Business License, or disqualified) to be listed as a Prime Bidder. They will be added manually to the contract in iPDWeb-EBS.

If the contract is issued a Supplemental/Addendum it is issued out of iPDWeb-EBS and manually put into Quest for the contractors to see and download.

2.4.4 Access Database

The Access Database is used for a data download from iPDWeb of all contracts and used for processing forms and documents as a word merge. This is also used to run reports monthly and yearly on all contracts.

2.5 Integrated Right-of-Way Information Network (IRWIN)

Integrated Right-of-Way Information Network (IRWIN) is a custom-built system for the ROW Department usage to track their Project involvement, Parcels (Acquisition to Disposal), Property Management (Leases or Licenses), Permits (Revocable, Non-Revocable and Temporary Occupancy) and Outdoor Advertising (ODA). It's a web-based application with an Oracle database. It has some interface with the IFS Financial System and the ApplicationXtender applications.

2.6 e-Procurement and Tracking System (EPATS)

The e-Procurement and Tracking System (EPATS) is an internally developed software application for processing Procurements at the DEPARTMENT. The primary end-users of the system are Agreement Services personnel. Secondary users are spread throughout the remainder of the DEPARTMENT including Division Heads and Project Managers. In addition, members of the public and proposing firms utilize our system through the DEPARTMENT website.

The current system is “homegrown” and is not supported by the systems that the DEPARTMENT utilizes. While it does support most elements of the main procurement

Attachment A - Scope of Services

process, it does not accommodate all methods of procurement, nor does it have the capacity to track agreements for processing and execution.

There are also several requests to integrate and automate manual tasks within the EPATS system. All enhancements resolve either efficiency issues (labor costs) and/or process consistency/quality issues. The DEPARTMENT does not currently have a single system that tracks agreement information throughout the agreement's entire lifecycle. There are a few systems that are currently used to handle information, but information does not pass from one system to the next. This results in the need for staff to manually enter data multiple times, increasing the chance of data errors.

Because of the disparate systems and siloed data sets, the ability for staff to process agreements or easily access or report on agreement data can be lengthy and cumbersome. To address this immediate need, the objective of this project will be to replace the four (4) core functions identified below:

2.6.1 Procurement Advertisement

EPATS has the capacity to register potential vendors as well as a separate registration for firms or members of the public to receive bulletins when a new procurement opens for advertisement. EPATS does not allow for direct solicitation to companies that may be appropriate for specific procurements.

2.6.2 Procurement Evaluation

Agreement Services enters evaluation factors into EPATS where selected internal and external committee members can access confidential proposals and enter their scores and comments for each evaluation factor. EPATS will tabulate the results for RFPs that are reviewed individually and compile results for the committee to review in a consensus meeting. Agreement Services manually issue letters to any of the proposers who had irregularities or non-conformities in the initial review of their proposals. Correspondence with committee members and proposers is currently done manually by using pre-written templates in Word format and then sent through emails. EPATS also generates the form that compiles all of the committee comments, which is then used to provide debriefs for proposing firms.

When a successful firm is identified through the evaluation process, Agreement Services manually issues a "Notice of Intent" to all of the proposing firms, indicating negotiations will begin with the successful firm. Debriefs are also offered to all of the proposers. At the same time, Agreement Services manually emails the Project Manager with all pertinent forms and information to assist them in their negotiations.

Attachment A - Scope of Services

2.6.3 Award

Although EPATS tabulates committee scores and evaluations, Agreement Services currently issues the “Notice of Award” manually. This is sent to all of the proposing firms and the Project Manager, along with the resulting scores from the evaluation. The “Notice of Award” is issued after the final execution of the Agreement.

2.6.4 Agreement Processing

Agreement Services processes several types of agreements with various entities in the public and private sectors. The Project Manager currently obtains the required forms from the DEPARTMENT’s SharePoint site. Once the documents are received, Agreement Services enters the Agreement information into a shared Excel spreadsheet, creates a working folder for the documents, reviews and emails the Agreement to Legal for review and then sends the Agreement for final signatures through DocuSign. Some entities will not use DocuSign, so the Agreement has to be emailed to the Project Manager to obtain second-party signatures and then return it to Agreement Services for the internal signatures. At any point during this process, the second party can request changes that must be reviewed by the DEPARTMENT’s Deputy Attorney General.

Once the Agreement is executed, Agreement Services enters the Agreement into Advantage, saves the final Agreement to the working folder and the shared folder, creates a link for it to be accessed through SharePoint and sends all final documents to Records for retention.

Through the life of the Agreement, the firm’s insurance must be tracked and updated to ensure that it stays current. This is done through an Excel spreadsheet and emails are issued manually.

2.7 Transit Operation Management System (TOMS)

The DEPARTMENT does not currently have a formal system that tracks transit project information throughout the project’s entire lifecycle. Several workbooks are used to track, and update information related to project spending, compliance and other activities. This results in the data being fragmented and unable to interface with data from other spreadsheets, often getting overlooked by staff due to the multiple points of reference.

In addition, none of the financial data interfaces with other DEPARTMENT systems, making congruity of data difficult and cumbersome. Other division staff may not be able to “translate” data available in internal systems relative to reports and requests submitted by Transit Office staff. To address this immediate need the objective of this project will be to implement a grant tracking and administration system. The ideal system provides tracking and managing of grant obligation and funding data, scheduling, milestones, and reports, as well as administration of agreements, including award and funding data and access to pertinent project documents, certifications and reports. Administration and tracking capabilities will be provided from federal grant application, state programming (eSTIP) and subrecipient awards and agreements, through agreement and grant

Attachment A - Scope of Services

closeout. It shall include any budget revisions or amendments made to any grant or agreement and shall include compliance monitoring and reporting features. The system will allow external agencies to submit items such as grant applications, requests for reimbursement, and reports, and allow DEPARTMENT staff to take formal action that initiates project tracking. Integration with internal system to enter and manage the state and federally required programming and scheduling functions required for the funding of projects. The Financial Management Division records apportionment and allocation data at the project level and tracks obligations. The Financial Management Division manages project schedules for multiple years and must balance the schedule with federal grants.

2.8 LPA Index

The DEPARTMENT's current LPA Index application is a project and agreement tracking database which interfaces with other DEPARTMENT applications and systems, such as PSAMS, PCEMS and eSTIP. It was developed internally in 2016-2017 as a temporary option to aid the Local Public Agency (LPA) Program in providing effective project oversight with tracking and managing Federal-Aid project obligation and funding data, scheduling, milestones, agreement processing workflow, and achieving federal oversight and compliance requirements for projects administered by the Local Public Agencies. It also provides access to pertinent project documents, certifications and records, as well as provides archivable notes logs for each project. The purpose of LPA Index is to capture/document and report on essential financial, agreement and project information, from project initiation through close-out for auditing and Federal reporting purposes.

2.9 Commodity and Equipment Procurement System

Agreement Services has never had a database that could manage Open Term Contracts (OTC) to procure commodities and equipment for the DEPARTMENT.

Currently, State of Nevada Purchasing Division (State Purchasing) provides these services, on behalf of the DEPARTMENT, per NRS and SAM. These purchases include, but are not limited to, all light and heavy-duty vehicles, construction equipment, modular offices, and establish OTC's for commodities such as plant-mix, road salt, traffic control devices, etc. These OTC's are set in place to support the DEPARTMENT's efforts in new road and highway construction and maintenance, betterments, and winter snow operations used by the DEPARTMENT's maintenance crew to ensure the road remains safe.

These types of purchase and OTC requests are submitted to State Purchasing via the State's Advantage system, and/or email.

The recent change of State Purchasing's Procurement System (Nevada EPro) has created additional processes to perform the same types of procurements in the past. The financial integration between Nevada EPro and IFS Advantage isn't fully integrated and this has caused delays in vendor payments. With the limited compatibility between the DEPARTMENT's Advantage system, and the additional processes the DEPARTMENT does not interface with Nevada EPro.

Attachment A - Scope of Services

3 Problem Statement

3.1 E-Bidding Systems

3.1.1 Integrated Project Development (iPD Web) or Electronic Bidding System (EBS)

The DEPARTMENT purchased a client server-based EBS in 2009, including four sub-systems (Bidding, Vault, Administration and Estimating). The vendor notified the DEPARTMENT in 2012 that its client server based product (Administration and Estimating), was nearing end-of-life and that they would no longer support further enhancement and maintenance of the application.

The Bidding and Vault sub-system has continued with the iPDWeb -EBS and have been supported. With the Administration, Estimating and Financial Management programs being linked, EBS would need to be replaced to ensure compatibility and data from each phase of the project streamlined to the best possible way. Sometimes data does not always pass from one system to the next. This results in the need for staff to manually enter data multiple times, in multiple systems, increasing the chance of data errors. This system is no longer compatible with current technologies.

3.1.2 iCX (Contractor's Portal)

This portal is specific to contractors. Bidders/Contractors for DEPARTMENT contracts use this program to prepare and submit their bid electronically. iCX application is connected to the iPDWeb application. We would like to streamline the process for the Contractors. We are using multiple systems, increasing the chance for data errors and potentially not giving a Contractor access to bid on projects even though they have met all our requirements.

3.1.3 E-Bidding Portal

3.1.3.1 Intranet

E-Bidding Portal Intranet is where Contract Services post all documents at each step of a contract pertaining to the Advertisement, Bidding, Award, and Execution. Also, Geotechnical Report, Soil Samples, Additional Documents (CADD Files/Drawings) are housed here for the Contractors to download. We would like to streamline this process and only have one system that holds all this information and be able to send out notifications to anyone that wants to be notified of a project.

3.1.3.2 Bid Letting (Contracts Open for Bidding)

E-Bidding Portal – Bid Letting is the question and answers portal for Contractors to submit to a certain contract before bid opening. It is also where all historical data for contracts is held and report can be downloaded. We would like to streamline this process and only

Attachment A - Scope of Services

have one system that holds all this information and be able to pull information on past and present projects.

3.1.4 Quest CDN

Quest is an independent system that is manually updated by Contract Services with the contract information and documents. We would like to get rid of this completely and have the contractors be able to be listed in the system as perspective bidders, if applicable and not have to purchase the documents from another source. Removing this system will remove the chance for data error and not having the need to rely on so many systems.

3.1.4.1 Access Database

The DEPARTMENT would like to run reports and documents right out of the system instead of the manually updating Access daily and Word merging to process necessary documents to complete the steps in Advertising, Bid Openings, Award, Execution, and Notice to Creditors of a contract.

3.2 Integrated Right-of-Way Information Network (IRWIN)

The web based system is at its end-of-life and it has been deemed beneficial to be replaced with Aurigo Masterworks Cloud system, which will eliminate a lot of duplication of data entry and make the Right of Way data available and eventually used by all divisions within the DEPARTMENT.

3.3 e-Procurement and Tracking System (EPATS)

EPATS is a “home-grown” system and is not supported by the systems that the DEPARTMENT uses. It is only used for some of the procurements and does not track the processing of agreements.

3.4 Transit Operations Management System

Currently, Transit Office staff spend large amounts of time on data entry and processing. Multiple workbooks are used to capture and track all information necessary to administer the DEPARTMENT's transit program. In order to streamline all critical grant life cycle activities and reporting, implementation of a single system that interface Transit Office administration activities with multiple state systems is necessary. This will reduce staff data entry and general administration time. Having a single data entry portal will also reduce the possibility of data errors. Creation and updates to these workbooks is also very time consuming for Transit Office staff, and this function of staff will be eliminated or greatly reduced with the proposed system. Finally, there have been several instances of internal audit findings, forfeiture of federal funding, and other grant administration issues that could have been avoided with a more efficient and functional tracking system.

Attachment A - Scope of Services

3.5 LPA Index

The LPA Index application was originally designed to be a temporary means to track and log LPA projects and agreement information. It was internally designed, built and developed by the DEPARTMENT in 2016-2017. It was designed to be compatible with the DEPARTMENT's PSAMS system, with the intention of integrating the functions it provides when PSAMS was upgraded or replaced. Since the DEPARTMENT is currently replacing PSAMS system, the LPA Index application needs to be replaced.

3.6 Commodities and Equipment Procurement System

When procuring vehicle/equipment procurements we no longer are able to place individual orders per unit. All like type equipment is listed as a single line item combining all units on one purchase order. Not all vehicles arrive at the same time. This has created additional processes to receive partial line items which slows the receiving partial line items, releasing payment to the vendor. With the financial interface issues stated in Section 2.6 above, this can only add to potential payment delays.

All transactions to, or through State Purchasing are first entered in Advantage and are encumbered. The DEPARTMENT receives Federal funding and with that comes specific reporting requirements that Nevada EPro cannot currently provide. It doesn't have the capability to evaluate the proposals, procure projects and register vendors.

4 Goals of the Proposed Systems

- Develop, Implement, Configure and successfully deploy a single comprehensive and modular solution for replacing the systems: E-bidding systems, IRWIN, EPATS and LPA Index. In addition, implement functionalities for TOMS and Commodities & Equipment Procurement system with seamless interfaces with other NDOT systems listed in the functional requirements below in Section 7.)
- Migrate data, settings, and other pertinent information from these current systems identified above Section 2 to the new Aurigo Masterworks Cloud solution.
- Ensure that all core functions are integrated together (as applicable) through automated data exchanges, eliminating the need for re-entry of information into multiple systems. Provide similar integration with other NDOT systems listed in the functional requirements below in Section 7.
- The final solution intends to assist NDOT in minimizing the life-cycle costs associated with managing and maintaining the project information currently existing in the systems identified above Section 2.

5 In-Scope Project Activities

To achieve the goals set forth above, the following activities are in-scope for performance by Aurigo:

Attachment A - Scope of Services

- (a) Provide project leadership, project management, contract administration, and Aurigo team governance for business process mapping and requirements elaboration, design and specifications, solution configuration, testing, training;
- (b) Design specifications to meet functional, and non-functional requirements as described in the scope requirements section of this document.
- (c) Iterative configuration of the system using an Agile methodology to deliver functionality.
- (d) Unit and System integration testing (“SIT”) to ensure the configured functionality works in accordance with the documented functional and non-functional requirements;
- (e) Supporting user acceptance testing (“UAT”) to measure end-user acceptance of configured functionality based on defined criteria and scripts;
- (f) Migration of data for projects from in-scope systems listed in Table 1 - NDOT System Inventory, Integration and Data Migration Plan, based on defined, clean data provided by NDOT. Data loads and associated frequencies will be determined during the interface assessment and mutually agreed between Aurigo and NDOT;
- (g) For data migration, NDOT is responsible for providing the data in an agreed upon format. Aurigo is responsible for transforming the data and importing into the Masterworks;
- (h) Reviewing NDOT's current business processes, to identify reengineering opportunities for improvements based on scope and capabilities of the core Masterworks solution;
- (i) Developing training content to support the adoption of the Masterworks solution;
- (j) Supporting deployment (i.e., “Go Live”);

6 Out-of-Scope

The following activities are out of scope; however, NDOT may request Aurigo to perform these activities based on mutual agreement of impact to cost and schedule;

- (a) Manual import or data entry of legacy data;
- (b) Customized enhancements to the core Masterworks product;
- (c) Changes to the Aurigo Connect Methodology (“ACM”), Aurigo’s project delivery model, unless mutually agreed upon between NDOT and Aurigo, and a change order processed to reflect schedule or cost impacts.

7 Scope Requirements

7.1 Functional Requirements

Develop, Configure and Implement a single source Enterprise System to manage project data across the DEPARTMENT for the different systems highlighted above fulfilling each of the below listed requirements.

Attachment A - Scope of Services

7.1.1 E-Bidding

1. Enter, edit, view and manage project data pertaining to Advertising, Bidding, Award, Rejection, Execution and Completion.
 - a. Track projects added or changed based on a date range for Advertising, Bid Opening, Award, Execution and Completion.
 - b. Ability to view project and program information; e.g. project description, project dates, identification numbers, funding approval, project history and comments.
 - c. Ability for users to store and retrieve project related files and documentation (Program Approval and Engineering Authorization, ROW Certification, Environmental Certification, Transportation Management Plan, Traffic Memo, Specifications, Plans, Preliminary Estimate, and Estimate of Quantiles).
 - d. Customizable dashboard that better represent the needs of Contract Services area.
2. Ability to Prequalify Contractors and set a bidding capacity.
 - a. Ability to maintain Contractors rights and project bidding by their bidding capacity, if prequalified, Business License and a Contractor's License.
 - b. Not all Contractors are able to bid on every contract.
 - c. Notify / Flag staff and Contractors when documents need to be updated or have expired.
 - i. Prequalification
 - ii. Certificate of Eligibility
3. Ability to hold Contractors confidential bids until the required bid opening time is meet.
 - a. Contractors should be able to submit bid, to maintain the integrity of the process, pull bid back to adjust and re-submit as many times as they want till bid opening time.
 - b. Able to view the Certificate of Eligibility – This is used for Bidders Preference – Submitted in iCX from Contractor, Viewed in iPDWeb
4. Provide the ability for users to store and retrieve project-related data, files and documents electronically such as Bid Proposals, Certifications, Subcontractor and DBE reports and Maps coming from the Contractors.
5. Interface and/or exchange data with other Departments, internally and external:
 - a. NDOT Departments – Planning, Design, Specifications, ROW, Environmental, Traffic Ops
 - b. Aashtoware – Contractor Pay
 - c. IFS Advantage
6. Create and store versions, (supplementals / addendums) as project is updated, including Advertising, Bid Opening, Award, Execution and Completion.
7. Below is the list of documents pulled from Access Database:
 - I. Invitation to Bid – State and Federal
 - II. ITB Contract Forms – State and Federal
 - III. Bulletin
 - IV. Advertising Package – State and Federal

Attachment A - Scope of Services

- i. Includes Board/Email Information
 - ii. Notice to Contractors
 - V. Supplemental/Addendum Front Office Approval – if need from Front Office
 - VI. Approval to Award or Concurrence to Award
 - VII. PODI Contract – Concurrence to Award
 - VIII. Award Package – State and Federal
 - i. Award Execution and Notice to Proceed
 - ii. Governor Memo
 - iii. Contract and Bonds
 - IX. Execution Letter
 - X. Notice to Creditors
 - XI. Notice of Intent Award Package
 - i. Notice of Intent
 - ii. Governor Memo
 - iii. Contract and Bonds
 - XII. Notice of Proceed After Notice of Intent
 - XIII. Approval to Reject
 - XIV. Hold Bid Prices
- 8. Implement and operate the five (5) core functions (Advertising, Bidding, Award, Execution and Completion) following the process workflows.
- 9. Provide users with the ability to search, query and filter data and create reports.
 - a. Export required data to update the NDOT Website.
 - b. Generate reports, including but not limited to the following Reports as below:
 - i. Proof of Delivery of Supplemental/Addendum – Quest
 - ii. Bidders List – E-Bidding
 - iii. Unofficial Bid Results – iPDWeb
 - iv. Unofficial Bid Tab – iPDWeb
 - v. Preliminary Sub Reports for Bidders - this is at bid opening and after the 2 hours after Bid Opening – iPDWeb
 - vi. Uniform Affidavit of Certification Report – iPDWeb – State and Federal
 - vii. BRAT Report – iPDWeb
 - viii. Price Sensitivity – iPDWeb
 - ix. Final Sub Reports – Same as Preliminary Sub Reports but all changes that came in up to 5:00 pm the next business day after Bid Opening – iPDWeb.
 - x. Contractor Proposal – iPDWeb
 - xi. Contracts for Board Approval – Board Meeting – iPDWeb
 - xii. Informational Contracts – Board Meeting – iPDWeb
 - c. Ability to search for projects and create ad hoc filters of data for display by multiple fields and criteria, including the ability to export results into various formats, including Microsoft Excel.
 - d. Ability to transfer data to BI tables and Microsoft Excel.

Attachment A - Scope of Services

7.1.2 Integrated ROW (IRWIN)

Develop, configure and implement a project programming, scheduling and project tracking:

1. Enter, edit, view and manage project information and ability to access all Project when assigned to the ROW division and have a separate Project tracker in support of the RW specific disciplines for Project Information and Agreements Logging
 - a. Ability to retrieve Project information assigned to the RW division.
 - b. Ability to create Appraisal transactions in accordance with law.
 - c. Ability to access all project related Permitting Information, Outdoor Advertising Information, Utility Information, and Acquisition Information.
 - d. Ability to access all project related documents.
2. Ability to create, access and track Appraisal Information required for each Parcel(s) or Easements, to be used in all of RW acquisition disciplines and with the ability to perform:
 - a. Appraisal Reviews
 - b. Specialty Appraisal
 - c. Generate Appraisal Report
 - d. Administrative Settlement
 - e. Agreement assignment
3. Ability to track each transaction by Company and Type of Utility Work individually by the Project. Utility Work is work assigned to the HQ Utility Section which includes verifying utilities need for a project.
 - a. Ability to perform the adjustment/relocation of utilities for:
 - i. Field Review
 - ii. Cost Estimates
 - iii. Prior Rights Reviews
 - iv. Preparation of Agreements
 - v. Scheduling Relocation Work
 - vi. Track Railroad transactions
 - vii. Identify acquisition needs
 - viii. Prior rights
 - ix. Property Management
 - x. Surplus – Auction and Direct Sale
 - b. Ability to prepare the various types of Occupancy Documents (Agreements/Permits) that are prepared as a result of a Relocation Project:
 - i. Consent to Common Use Agreement
 - ii. Inter-local Agreement (Verification)
 - iii. Relocation Agreement
 - iv. Line Extension Agreement
 - v. Valve/Manhole Agreement
 - vi. Joint Use Quick Claim Agreement (Recorded)
 - vii. Railroad Agreements

Attachment A - Scope of Services

- viii. Occupancy Permit (Request, review and track)
 - ix. Ability to track and Verify invoices to an Agreement
- 4. Ability to track all RW acquisitions to include total and partial parcels acquisition in line with Projects, gifts or donated properties based on the different types of acquisition – Partial Acquisition, Fee Acquisition, Federal Land Acquisition and LPA Acquisition.
 - a. Ability to identify NDOT Parcel #
 - i. Single APN
 - ii. Multi APN's (Combine APN's to single NDOT Parcel#)
 - b. Ability to search Locations for RW verification for Project area
 - c. Ability to calculate Cost (by purchase) based on:
 - i. Title and escrow fees
 - ii. Administrative Settlement
 - iii. Appraisal information
 - d. Ability to retrieve Property owner's information
 - e. Ability to upload maps, sketch maps, project plans and material sites.
 - f. Ability to track RW acquisition for usage for roads construction
 - g. Ability to produce, edit and submit different Agreements forms:
 - i. No Money
 - ii. Payables
 - iii. Receivable
 - iv. Payables/Receivables
 - h. Ability to produce Form fill custom documents
 - i. Ability to create a final Acquisition package
 - j. Ability to export acquisition data to MS Excel
 - i. By Project
 - ii. By parcel
 - iii. By Property Owner
 - k. Ability to accommodate legal Descriptions
- 5. Ability to have a Property Inventory as a repository for accurate, searchable information with respect to each and every parcel, and any changes to it overtime.
 - a. Ability to split parcels to create Surplus Suitable so that surplus real estate can be separated and can be disposed of and to record surplus or other property areas in any user-selected units of measure, for e.g., square feet, acres or square meters.
 - b. Ability to record excess or other property areas in any user-selected units of measure, for e.g., square feet, acres or square meters.
 - c. Ability to record exchange of properties during negotiations with a property owner for any acquisition of a portion in exchange for other properties that DEPARTMENT owns.
 - d. Identify Federal Land Inventory for the parcels that the DEPARTMENT has rights as Federal Lands and need to be combined with the Property Inventory.

Attachment A - Scope of Services

- e. Ability to view, filter data and create dashboards for reporting to the management to review the overall Property Inventory.
- f. Ability to satisfy all Permit requirements for leasing and licenses of DEPARTMENT owned properties.
- g. Custom related Lands Acquired Report in PDF format
- 6. Ability to define data fields, validation rules, processes, inspections, fees, etc., Technical and legal data fields to cover items such as purpose, dimensions, size, spacing, lighting, readability ownership, etc.
 - a. Ability to upload documents for reviewer
 - b. Ability to configure workflows to accomplish multiple concurrent reviews by divisions and sections
 - c. Ability to perform final inspections and notify other division of Sign completion of construction
 - d. Ability to have the sign permit disapproval override by the RW division Chief.
 - e. Ability to complete and track annual inventory.
 - f. Interface with IFS Advantage, update during the initial construction and annual inspections.
 - g. Custom created Sign Permit Report in Pdf format
- 7. Ability to enter, edit, view and search all data for Occupancy Permits for DEPARTMENT Right-of-Way
 - a. Ability to upload documents for reviewer
 - b. Ability to configure workflows to accomplish multiple concurrent reviews by divisions and sections
 - c. Ability to perform final inspections and notify other division of Sign completion of construction
 - d. Ability to have the sign permit disapproval override by the RW division Chief.
 - e. Ability to complete and track annual inventory.
 - f. Interface with IFS Advantage, update during the initial construction and annual inspections.
 - g. Custom Report for the 30-45 day Performance Measurements (TP 10-1-3) . Pdf format
 - h. Custom created Sign Permit. Pdf format
 - i. Ability to create custom workflows to track permit category type.
 - j. Some of these permit types may have sub-types associated with them, and subtypes may each have different workflow processes and conditions associated with them. The first 7 categories have many common features in today's paper systems. Workflows are often very similar, however, there will be a need to allow for different attributes to be stored and different workflows to develop over time based on the permit types.
 - k. Ability to accommodate multiple Work Types within one Permit
- 8. Interface and/or exchange data with other DEPARTMENT systems
 - a. Complete use of ROW ArcGIS layers after launching at the location point, for all modules requesting.
 - b. Application Xtender (AX) – DEPARTMENT's Document Management system

Attachment A - Scope of Services

- c. IFS Advantage – to be able to read billing information and update ODA Inventory
- 9. Ability to have an intuitive user interface and a seamless usage of the system.
 - a. Ease of use within the application navigating between multiple modules.
 - b. Uploading of documents for Permit or ODA reviews
 - c. Ability to define user specific searches (Save for future use)
 - d. Display error messages and warning associated incorrect data entered
 - e. Data validation of defined fields
 - f. Ability to download search data to a MS Excel document
 - g. Ability to create report and save to pdf format
 - h. Allow use to update existing data
 - i. Ability to make records unchangeable once marked complete.
 - j. Ability to request electronic signatures through DocuSign.
 - k. Ability to accept payment, check or credit card.

7.1.3 EPATS

Develop, Configure and Implement a project procurement, advertising and agreement processing solution to:

1. Implement and operate the four (4) core functions (procurement advertising, evaluation, award and agreement processing) following the process workflows.
2. Ability to create and store versions as project is updated.
3. Provide the ability for users to store and retrieve project-related data, files and documents electronically.
4. Enter, edit, advertise and view procurements.
 - a. Internal access to save all applicable information for advertisement.
 - b. Customizable dashboards that show the status of each procurement.
 - c. Ability for internal and external users to store and retrieve project related files and documentation.
 - d. Ability to restrict view and access information, based on role or status of the project.
 - e. Provides portal for proposers register their firm's information and to submit their proposals.
 - f. Allows individuals to sign up to receive advertising bulletins and issues them via email.
 - g. Issues notices and generate specific forms.
5. Enter, edit and process all agreements.
 - a. Store all required backup documentation and in-process documents.
 - b. Customizable dashboards that track and show the status of each agreement.
 - c. Ability to route documents for review, approval, and/or signatures.
 - d. Track firms' insurance and flag when renewals are due.
 - e. Ability combine and track agreement closing documents and to close the agreements in Advantage.

Attachment A - Scope of Services

6. Manage milestones, schedules, tasks and work assignments on single and multiple projects.
 - a. Ability to enter and manage Agreement and Program Team resources; e.g. resource allocations, scheduling information and progress tracking.
 - b. Ability to provide Agreement and Program milestone/task tracking.
 - c. Ability to provide Gantt Chart View of project schedules.
 - d. Ability to provide Project team notifications and communication functionality.
 - e. Ability to approve or reject requests or forms online.
7. Ability to search for agreements and create ad hoc filters of data for display by multiple fields and criteria and Export required data to update the Agreement spreadsheet or replacement.
8. Generate ad hoc reports, including but not limited to the following:
 - i. All active agreements and status of each agreements
 - ii. All information from Advantage
9. Interface and/or exchange data with other systems.
 - a. IFS-Advantage
 - b. NDOT's SharePoint
 - c. DocuSign
 - d. Intelledox
 - e. Outlook

7.1.4 TOMS

Develop, Configure and Implement a project programming, scheduling and financial solution to:

1. Enter, edit, award, view, and manage transit operations and subrecipient project and financial data.
 - a. Ability to enter and edit project, transit, and grant information; e.g. project descriptions, project dates, identification numbers, funding data, project history, and comments.
 - b. Ability to provide systematic notifications to users (both internal and external) after various system dates and submissions.
 - c. Ability to upload and retain transit documentation.
2. Provide users with ability to enter, monitor, and report on all grant application lifecycle activities.
 - a. Ability to enter and post grant application information to outside entities.
 - b. Ability to allow external subrecipients to submit and upload application information.
 - c. Ability to review, notate, and score applications.
 - d. Ability to award and allocate percentages of funds of grants.
 - e. Ability to create, send, and print project documentation on allocations, financials and project data.
 - f. Ability to amend and close out grants and agreements.

Attachment A - Scope of Services

- g. Merge Federal Funding data with Scheduled and/or Programmed Project data so that various ad hoc reports can be developed.
- 3. Allow users to submit invoices for use in tracking and reporting financial data.
 - a. Ability to perform data validation on financial data, including the use of triggers and notifications of data changes.
 - b. Ability to enter and report on requested subrecipient procurements.
 - c. Ability to calculate and track subrecipient spending and federal draw downs.
 - d. Ability to track and report funding across one or multiple funding types, projects, subrecipients, grants, agreements, etc.
 - e. Provide notifications on financial milestones; e.g. monthly due dates, errors, final invoices.
 - f. Ability to provide current and future year projections based on spending trends.
 - g. Ability of DEPARTMENT staff to approve or reject requests or forms online.
- 4. Ability to allow external users to submit documentation for review and reporting by the DEPARTMENT.
 - a. Ability to schedule monitoring deadlines for subrecipient compliance activities.
 - b. Ability to receive and submit monitoring form for desk review and corrective actions.
 - c. Allow third party users to access and submit documentation for monitoring purposes.
 - d. Ability for users to store and retrieve project-related data, files, and documents electronically
- 5. Provide users with an interactive web map reflecting project location(s) and other project details that supports the ArcGIS platform for online applications.
 - a. Mapping component within the user interface that displays project locations and project information. The map will be interactive and will allow users basic web-map functionality; e.g. pan and zoom, select, draw, zoom to and display search results.
 - b. Utilize DEPARTMENT's authorized data set; e.g. standardized DEPARTMENT Linear Referencing System, Base Maps, Map Templates, etc.
 - c. Data sets and feature layers are accessible for use/reference in other DEPARTMENT GIS maps and applications.
- 6. Ability to allow external users to submit training and travel requests for review, approval, and reporting by the DEPARTMENT.
 - a. Ability to track training and certifications.
 - b. Ability of subrecipient to submit request for travel, training, and reimbursement.
 - c. Ability to track training and travel invoices separate from operating grants.
- 7. Generate ad hoc reports to search for grants and create ad hoc filters of data for display by multiple fields and criteria.
- 8. Interface and/or exchange data with other Department and federal systems:
 - a. IFS-Advantage – project, agreement, and grant information would be transferred from Masterworks system to IFS-Advantage to limit data entry and reduce delays in staff time required for review and entry. All relevant information will be included in Masterworks system described in this scope.

Attachment A - Scope of Services

- b. eSTIP – all projects using federal funding must be included in the Statewide Transportation Improvement Program (STIP) prior to submitting grant applications to the respective federal agency. The DEPARTMENT's eSTIP system is an electronic tracking system of all such projects. Project details such as year, funding (federal and local), and descriptions are required for system approval. All relevant information will be included in Masterworks system described in this scope.
- c. Payment Voucher – this system allows for payment to external agencies. Information provided in each payment voucher allows for allocation of expenditures to agreements, grants, and subphases. All relevant information will be included in Masterworks system described in this scope.
- d. Transit Award Management System (TrAMS) – this is the system used by the Federal Transit Administration (FTA) to award and manage federal grants. Project descriptions and funding amounts are required as part of the federal grant application, which is information that will be included in the Masterworks system described in this scope.

7.1.5 LPA Index

Develop, configure and implement a project and agreement management and tracking solution to:

1. Enter, edit, view, process and manage project and agreement data
 - a. Ability to establish temporary project identification numbers until project is scheduled/programmed and identification numbers can be assigned by NDOT financial management
 - b. Project Initiation Form (Project Data Sheet) for LPAs to initiate/submit project data for starting the agreement process
 - c. Capture and track agreement development process/workflow dates
 - d. Ability to enter and edit project and program information; e.g. project description, project dates, identification numbers, funding data, expenditure data, Local Agency contact information, project history and comments
 - e. Capture and track project invoices and documentation for processing invoices for payment
 - f. Processing project documentation templates; e.g. DBE goal request, Issue NTPs, Meeting agendas, develop and process Right-of-Way Setting memos through review and approval workflow.
 - g. Processing checklists for approving Consultant Selection Procedures and Bid Documents
 - h. Ability for users to store and retrieve project related files and documents
2. Manage milestones, schedules, tasks and work assignments on projects
3. Provide users with the ability to Generate ad hoc reports;
 - a. Quarterly LPA Projects report
 - b. Performance Measurement report
4. Interface and/or exchange data with other DEPARTMENT and systems:
 - a. PSAMs (soon to be replaced by Aurigo Masterworks Cloud solution)

Attachment A - Scope of Services

- b. IFS Advantage
- c. eSTIP
- d. B2G Now

7.1.6 Commodities and Equipment Procurement System

1. Ability to create, edit, submit and view the Form 51's and track the status of the Form 51 in the workflow process.
2. Ability to create and submit APR's & PPR's through a streamlined workflow.
3. Ability to make purchases and create, edit, view Purchase Orders (PO) and route it through different approvals for the final payment.
4. Ability to utilize the out of box features of the Aurigo Masterworks product for Agreement's commodity/equipment procurement module including forms, user administration and reporting/dashboards.
5. Interface and/or exchange data with other DEPARTMENT and systems:
 - a. IFS Advantage
 - b. EPATS (will be replaced by Masterworks Cloud as part of this scope)
 - c. DocuSign

7.1.7 Common Functionalities across the system:

1. stem should provide users with the ability to search, query, filter data and create reports.
 - a. Ability to create, submit, print, and view required state and federal reports.
 - b. Ability to create canned and customizable reports.
 - c. Ability to generate ad hoc reports, as applicable and required.
 - d. Ability to export results into various formats, including Microsoft Excel, PDF, and Electronic Data Transfer File (EDT).
 - e. Ability to transfer data to BI tables and Excel.
2. System should provide the user to the ability to create and view robust and intuitive Dashboards at both the Enterprise and Project level based on the reporting needs of different divisions.
3. Create and store versions as project is updated.
4. Import, convert, and migrate all historical data from existing application/systems or databases.*** Ability to add fields and change titles for reporting purposes.

*** Please note that the scope items above do not address the specific data fields that will be required to be transferred over, revised or added as part of the new system. Also, at this time, the extent of the data that will be migrated to each system is not known.

Attachment A - Scope of Services

7.2 Non-Functional Requirements

Requirements to meet DEPARTMENT's technology standards; e.g. data security, data validation, role-based user access, system administrator functionality. (Refer to Appendix A for details)

7.2.1 User Interface

User Interface Requirements describe the characteristics of the user interface between the product and its users. Further definition of each specific user interface will be determined during the design process.

- a. System shall have a web based graphical user interface using DEPARTMENT's Application Development Products and Standards
- b. Administration Tools for system control and operational management shall be included within the graphical user interface.
- c. Administration Tools shall include the management of User Accounts, Access Levels and Security, and Custom Filters.

7.2.2 Usability

Usability Requirements define specific functions relating to work process and how the system shall be used to meet business needs. Usability requirements is the extent to which a product can be used by specific users to achieve goals with effectiveness, efficiency and satisfaction.

- a. System shall include the ability to set user-specified parameters on any field to limit search criteria.
- b. System shall allow users to search data using any field or combination of fields.
- c. System shall allow authorized users to save an ad hoc filter.
- d. System shall provide data validation functionality on all fields
- e. System shall provide user with error messages and warnings associated with improper entries and actions during data entry throughout the entire system.
- f. System shall allow users to export filtered results to Microsoft Excel.
- g. System shall allow users to update or edit any field in the database.
- h. System shall provide access to User Documentation and Help from within the User Interface, including Index and Search.

7.2.3 Performance

Performance Requirements are those that specify static and dynamic numerical requirements placed on the system. These might include any specific items such as number of users supported, hours of operation, and speed of the system itself.

Attachment A - Scope of Services

- a. Capacity – System shall be capable of handling 500 simultaneous user login sessions without system degradation or slowdown.
- b. Availability – System must be available to the internal DEPARTMENT user during extended business hours i.e., Monday – Friday, 6:00 am – 6:00 pm PST.
- c. Latency – System shall have a load response time of less than 5 seconds for all out of the box system requests. System response time may vary but not exceed 10 seconds for the custom features' system requests.

7.2.4 Security

Security Requirements are those that specify factors that will protect the system from malicious or accidental access, modification, disclosure, destruction or misuse.

- a. System shall provide a staging area for new and updated records.
- b. System shall provide users with the ability to review and approve new and updated records.
- c. All modifications to the database shall be logged by user, date and data changed.
- d. System shall prevent log and archive data from being modified.
- e. System must retain the original state of the data.
- f. System shall be capable of managing user access and system functionality based upon a specific set of user groups and login authentication.

7.2.5 Data Management

Data Management Requirements specify any information that is to be placed in the database, e.g. types of information, data access rules, data entities and relationships etc.

- a. System shall allow authorized users to manually override the automatic cumulative calculations as per configured solution
- b. System shall utilize all standard data validation tools; i.e. formatting, required fields, drop down lists, data type and allowed character check.

7.2.6 Standards Compliance

Standards Compliance Requirements are those relating to existing Federal, State, Local and DEPARTMENT Standards, policies, regulations or laws.

- a. System shall have an ADA-compliant interface (Title 6).
- b. System shall comply with all Local, Federal and State Information Security PSPs, and agency information security standards and requirements.
- c. System shall comply with DEPARTMENT Technical Standards.
- d. All software developed as part of this system must meet DEPARTMENT's software standards.

Attachment A - Scope of Services

- e. DEPARTMENT will have the ownership and authorization for all data within the system.

7.2.7 Training and Support

- a. Aurigo will provide an Initial Training before Go-live (separate training for each module) and a Post Launch Follow-up Training to the DEPARTMENT staff in their use of functionality of the existing system identified above in Section 2 as requested by the DEPARTMENT's project manager.
- b. Aurigo will provide training to the DEPARTMENT IT Service Desk staff in the support of use of the new solution including administrative roles as identified by the DEPARTMENT.
- c. Aurigo will provide electronic training manuals, user manuals, and system administrator manuals to the DEPARTMENT .
- d. Training, user, and system administrator manuals may be reproduced by the DEPARTMENT as needed via an electronic version from Aurigo. Training manuals will allow DEPARTMENT to train additional operators as needed. User manuals will describe core functionality and how to use the system. System administrator manuals will describe how to perform the administrative tasks necessary for day to day operations.
- e. All trainings will be held at the DEPARTMENT headquarters located in Carson City or other DEPARTMENT locations, as needed upon request by the DEPARTMENT's Project Manager.

8 Project Delivery Methodology

8.1 Project Planning Phase

The Project Planning Phase is when Aurigo and NDOT set the project foundation up for success. There are two primary threads of activities during this phase. The first is the Aurigo and NDOT Project Managers collaborating on how the project will be managed. The second is Aurigo analyzing NDOT's requirements and preparing for the Business Process Mapping phase. Project Planning phase deliverables include:

- (a) 2.1.2.1 Kick-Off Presentation
- (b) 2.1.2.2 Project Management Plan and sub plans
- (c) 2.1.2.3 Project Plan
- (d) 2.1.2.4 Project Site Setup
- (e) 2.1.2.5 Project Core Team Training on ACM, Project Management Tools, and Agile Methodology
- (f) 2.1.3.1 Requirements Analysis and Traceability Matrix
- (g) 2.1.3.2 Business Process Mapping Workshops Plan

Descriptions, details, frequency, and acceptance criteria for each deliverable are below.

Attachment A - Scope of Services

8.1.1 Software Development Lifecycle (“SDLC”) Methodology

(a) Description

- a. Aurigo Connect Methodology (“ACM”) Overview for All Delivery Phases
- b. Aurigo shall leverage their highly collaborative and comprehensive methodology and approach to design, configure, test and implement the Masterworks Cloud system. ACM includes Aurigo Connected Methods Toolkits and Delivery Architectures. Aurigo Connect Methodology (ACM) is:
 - i. A proven set of processes, deliverables and techniques that enable Aurigo teams to define and deliver projects;
 - ii. A comprehensive collection of methods that supports deployment of the Aurigo Masterworks solution; and
 - iii. Focused on fundamentals such as requirements management, testing, training, quality assurance, and project management.
 - iv. Each software development deliverable phase will include at minimum the following activity performed by Aurigo:
 1. Project Planning
 2. Business Process Mapping
 - a. Further elaboration of NDOT’s functional requirements
 3. Solution Configuration
 - a. Configure the software to meet NDOT’s functional and non-functional requirements
 4. Solution Testing
 - a. Aurigo conducts required system testing and NDOT performs user acceptance testing on the delivered solution
 5. Training
 - a. Train-the-Trainer, and Administrators for final deployment
 6. End User Deployment
 - a. Roll out of application to end users
 7. Go Live
 - a. Full deployment at NDOT

8.1.2 Project Management Deliverables – Completed during Project Planning Phase

8.1.2.1 Kick-Off Presentation

(a) Description

- a. This deliverable is a presentation to familiarize all project team members with the project and ensure there is a baseline level of understanding between NDOT and Aurigo. The presentation includes the following topics:

Attachment A - Scope of Services

- i. Project Overview
 - ii. Goals & Objectives
 - iii. Project Milestone Schedule (high level)
 - iv. Processes, Tools, and Delivery Methodology
 - v. Deliverables
 - vi. Project Team, Roles & Responsibilities
 - vii. Keys to Success
 - viii. Next Steps
- (b) Frequency
- a. The deliverable is due 30 calendar days after contract execution
 - b. The kickoff presentation material shall be provided to NDOT three days prior to delivering the presentation in order for NDOT to review, provide guidance on the content, and request revisions if necessary.
 - c. Aurigo Project Manager and Business Analyst anticipated to travel onsite for the kickoff meeting, with prior approval from NDOT Project Manager

8.1.2.2 Project Management Plan

- (a) Description
- a. The Project Management Plan shall cover the following areas at a minimum:
 - i. Project Overview
 - 1. Describes the project scope, assumptions, and constraints.
 - ii. Project Organization
 - 1. Describes the project structure, stakeholders, roles and responsibilities.
 - iii. Project Schedule Management
 - 1. Describes the tools, techniques, work activities, and process for maintaining and reporting on the project schedule throughout the project lifecycle.
 - iv. Risk and Issue Management
 - 1. Describes the risk and issue management process and how this integrates with processes established by NDOT.
 - v. Communication Management Plan
 - 1. Protocols for communicating status including sample status report, meeting schedule, and agenda. Establishes a consistent method for communication planning, management, methods and activities needed to ensure timely and appropriate collection, generation, dissemination, storage, and disposition of project information. The Communication Management Plan shall detail the varying levels and needs of the project's stakeholders for information regarding the project, status, accomplishments, impact on

Attachment A - Scope of Services

stakeholders, etc. The Communication Management Plan shall define the communication vehicles, target stakeholders, scope and frequency of the project's communications vehicles.

vi. Documents Management Plan

1. This provides a description of the approach to managing the documents and project artifacts collected by and created by the project team.

vii. Requirements Management Plan

1. This provides a description of the approach to managing business and system requirements throughout the lifecycle of the project.

viii. Quality Management Plan

1. Establishes a consistent method and definition of activities, resources and standards needed to manage product and service performance. Includes the approach to measuring and reporting project performance (e.g., service level requirements) and the assessment, measurement, monitoring, and reporting of the required product and/or service performance outcomes. This plan should also address:
 - a. Strategies and processes to promote quality.
 - b. Procedures to periodically measure and report quality performance to NDOT.
 - c. How often the NDOT conducts internal audits and engages external audit firms to conduct audits of its operations if-applicable.
 - d. Controls used within the project to assure quality and consistency.

(b) Frequency

- a. The deliverable is due 60 calendar days after contract execution.
- b. Aurigo Project Manager anticipated to travel onsite one or two times, with prior approval from NDOT Project Manager

(c) Acceptance Criteria

- a. Aurigo shall provide and maintain the Project Management Plan, which must include all identified minimum criteria.
- b. Aurigo shall validate with NDOT that methodologies and details are aligned with NDOT expectations.
- c. Aurigo shall implement a sustainability plan to maintain the Project Management Plan.
- d. NDOT to review and approve final documents

Attachment A - Scope of Services

8.1.2.3 Project Schedule

(a) Description

- a. The Project Schedule includes a schedule of tasks, dependencies, timeframes, deliverables, and demands on project resources. The plan shall be in Microsoft Project and include:
 - i. A milestone schedule, provided in Excel, showing high level phases from Project Planning to Go-Live
 - ii. A project schedule to include tasks, durations, dependencies, and resources
 - iii. A detailed schedule for key activities including project tasks, deliverables. The detailed schedule will include at a minimum the following:
 1. A logical sequence of tasks and deliverables
 2. A clear narrative definition of each task and deliverable
 3. A specific target completion date for each task and deliverable
 4. Task and deliverable relationships and dependencies
 5. Identification of the critical path for the work plan to allow the determination of impacts of any schedule slippage.
 6. All tasks associated with the delivery of the solution, including the tasks assigned to NDOT.

(b) Frequency

- a. The deliverable is due 45 calendar days after contract execution with detailed schedules due 10 working days after each phase start.
- b. Subsequent formal submittals will be required for formal approval of changed baseline dates.

(c) Acceptance Criteria

- a. Aurigo shall provide and maintain the Project Schedule that includes for the full program:
 - i. Milestones to be achieved;
 - ii. Deliverables;
 - iii. Activities performed by NDOT, and Aurigo;
 - iv. Critical path;
 - v. Dependencies
- b. Aurigo shall ensure the schedule is aligned with this agreement to successfully deliver the project.
- c. Aurigo shall implement a sustainability plan to update, maintain, and report on the Project Plan
- d. NDOT to review and approve the Project Schedule

Attachment A - Scope of Services

8.1.2.4 Project Site Setup

(a) Description

- a. Aurigo will setup a SharePoint project site to track and manage:
 - i. Project Documentation
 - ii. Requirements Traceability Matrix (RTM)
 - iii. Decision Log
 - iv. Risk Log
 - v. Issue Log
 - vi. Action Items Log
 - vii. Sprint Feedback Log
 - viii. Change Request Log

(b) Frequency

- a. The deliverable is due 45 calendar days after contract execution.

8.1.2.5 Masterworks Cloud Team Training on ACM, Project Management Tools

(a) Description

- a. Aurigo shall provide initial training to NDOT prior to starting the assessment or design of the Masterworks system. The training is intended to help educate NDOT on Aurigo's SDLC methodology ACM, tools that will be used to manage the project, and the agile methodology being used to configure and review the system.

(b) Frequency

- a. The deliverable is due 60 calendar days after contract execution.
- b. Training to be provided by Aurigo Project Manager and Business Analyst
- c. Training to be provided after the Kick-off meeting and during the same on-site visit.

8.1.3 Business Analysis Deliverables

8.1.3.1 Requirements Traceability Matrix (RTM) Setup and Analysis

(a) Description

- a. Aurigo Business Analysts will load all NDOT's requirements into the project sites Requirements Traceability Matrix. The RTM will represent 100% of the requirements that Aurigo must fulfill in order to close the project.
- b. No additional requirements will go it the RTM without a change order
- c. Aurigo Business Analysts will lead internal analysis, involving a number of Aurigo cross-functional experts, of all NDOT functional and non-functional requirements in order to:

Attachment A - Scope of Services

- i. Identify and log elaboration questions to be asked during the Business Process Mapping workshops.
 - ii. Start mapping the requirements to Masterworks.
 - iii. Develop the Business Process Mapping workshop agenda.
- (b) Frequency
 - a. The deliverable is due 60 calendar days after contract execution.
- (c) Acceptance Criteria
 - a. NDOT will validate that all functional and non-functional requirements are logged in the RTM and reflective of the entire scope of services to be delivered per the contract.

8.1.3.2 Business Process Mapping Workshops Plan

- (a) Description
 - a. NDOT has to provide Aurigo with functional requirements, non-functional requirements, and report examples.
 - b. Aurigo will conduct Business Process Mapping & Elaboration workshops to gain additional information and clarification around NDOT's requirements.
 - c. Additional information could include, as-is business processes, NDOT business roles, elaboration on requirements.
 - d. Aurigo staff will analyze NDOT's requirements and develop a proposed plan for workshops, including what subject matter experts are needed, how long the workshops should be, when, and what the agenda's will be
 - e. NDOT will be responsible for scheduling the required workshops with the appropriate subject matter experts.
- (b) Frequency
 - a. The deliverable is due no later than 60 calendar days after contract execution
 - b. Aurigo will deliver the plan as soon as possible to give NDOT at least 4 weeks' notice for the workshops
 - c. Workshops typically are 6 hours per day for 4 or 5 days and involve multiple SME's. Participants vary from day-to-day and even within a day. Agenda's will determine who is needed when
 - d. Aurigo Project Manager and Business Analyst anticipated to travel onsite two to three times, with prior approval from NDOT Project Manager, to facilitate workshop sessions
- (c) Acceptance Criteria
 - a. Complete Business Process Mapping Workshop plan and agenda's

Attachment A - Scope of Services

8.1.3.3 Requirement Traceability Matrix Review Meetings

- (a) Description
 - a. Aurigo will hold Requirement Traceability meetings where Aurigo and NDOT will review and update the status of requirements until all requirements are closed
 - b. At the beginning of a project, some requirements are met with out-of-the-box functionality and can be demonstrated, confirmed, and closed immediately.
 - c. If Aurigo determines some requirements can be demonstrated and closed, an RTM review meeting will be scheduled with NDOT
- (b) Frequency
 - a. If applicable, the deliverable is due 60 calendar days after contract execution
- (c) Acceptance Criteria
 - a. Meeting scheduled

8.1.4 Project Management Deliverables – Ongoing

8.1.4.1 Project Schedule Updates

- (a) Description
 - a. Aurigo will monitoring and report the project progress.
- (b) Frequency
 - a. Project Schedule updated weekly to reflect changes and actual progress.
 - b. Formal submittals will be required for any changes to the baselined dates.

8.1.4.2 Risk and Issue Management

- (a) Description
 - a. Aurigo shall identify, escalate, analyze, and manage risks that jeopardize achieving milestones including:
 - i. Prioritize (based on probability and impact);
 - ii. Develop risk mitigation and remediation strategies.
- (b) Frequency
 - a. Risks and Issues will be logged as they come up
 - b. Risks and Issues will be reviewed at weekly project status meetings
 - c. Top risks will be documented in weekly status reports

8.1.4.3 Requirements Traceability Matrix (RTM) Updates

- (a) Description

Attachment A - Scope of Services

- a. Aurigo will log and track each functional and non-functional requirement in the project RTM
 - i. Progress traceability from requirement to specification to sprint to test cases will be tracked
 - ii. Each requirement will have a status tracking it from Open to final closure; representing that Aurigo has delivered the requirement to NDOT.
 - iii. Closure of all requirements indicated the project can be closed.
- (b) Frequency
 - a. RTM will be updated each week as progress towards meeting requirements is made
 - b. RTM review meetings will be held between Aurigo and NDOT at a minimum after each phase, i.e. Project Planning, Business Process Mapping, etc.
 - c. RTM review meetings can be help at logical gates agreed upon between Aurigo and NDOT. For example, after an interface, business process, or testing is completed, Aurigo could schedule RTM review meeting with NDOT to update the RTM requirement statuses.

Attachment A - Scope of Services

8.1.4.4 Weekly Status Meeting and Reporting

(a) Description

- a. Aurigo is responsible for communicating a weekly status of project progress, risks, issues and change orders. The Weekly Status Report shall include:
 - i. Status of project health (scope, budget, schedule)
 - ii. Status of work completed against the Project Schedule
 - iii. Actual/projected Project Schedule dates versus baseline Project Schedule milestone dates
 - iv. Projected completion dates compared to approved baseline key dates
 - v. Recovery plan for all work activities not tracking to the approved schedule
 - vi. Objectives for the next reporting period
 - vii. NDOT responsibilities for the next reporting period
 - viii. Status on escalated risks and issues (including schedule and budget), requiring collaborative resolution
 - ix. Disposition of escalated or critical issues and risks
 - x. Status on change control requests
 - xi. Important decisions made and still need to be answered
 - xii. Record and status on action items

(b) Acceptance criteria

- a. Aurigo shall conduct weekly program status meetings to discuss items in the Weekly Project Status Report.
- b. Aurigo shall facilitate such meetings and provide the necessary supporting documents for effective communication and discussion.
- c. NDOT will review and approve all project status reports.

Attachment A - Scope of Services

8.2 Business Process Mapping Phase - Discovery, Elaboration, and Specification Services

The primary deliverable of the Business Process Mapping phase are Functional Specifications (FS) approved by NDOT that contain all the details required to fully configure Masterworks to meet NDOT's requirements. To reach approved Functional Specifications, Aurigo requires Business Process Mapping workshops to gain additional information on each requirement, map out the FS's required to configure the system, and identify business owners and subject matter experts (SME's) for each FS so that the project team knows who approves each FS. The Business Process Mapping phase deliverables include:

- (a) 2.2.1 Business Process Mapping Workshops
- (b) 2.2.2 Functional and Technical Specification RACI
- (c) 2.2.3 Functional Specifications
- (d) 2.2.4 Technical Integration and Data Migration Specifications

Descriptions, details, frequency, and acceptance criteria for each deliverable are below.

8.2.1 Business Process Mapping Workshops

(a) Description

- a. Aurigo shall facilitate workshops with NDOT subject matter experts. The intent of these workshops is to validate and elaborate the solution requirements in the Scope Requirements section of this document
- b. Information from these sessions shall help Aurigo produce
 - i. Validated and elaborated functional and non-functional requirements, including security requirements and enterprise security policies.
 - ii. This may include the addition, modification, and deletion of requirements as deemed appropriate by NDOT staff.
 - iii. Addition of requirements will be logged in the Change Request log. NDOT can review the SME's change requests and determine if they want Aurigo to provide a cost and schedule estimate as the first step to a potential change order. In the alternative, the Change Request will be deferred, possibly for later consideration in this project or for a future system enhancement project.
 - iv. Business Process Diagrams
 - v. Input of all formal requirements into the requirements traceability matrix where the solution requirements are maintained and managed throughout the life of the project using the processes and tools established in the Requirements Management Plan.

(b) Frequency

- a. Workshops duration and frequency will be determined in the Project Planning Phase.

Attachment A - Scope of Services

- b. Typical workshops duration spans 6 to 8 weeks, depending on SME availability.
- (c) Acceptance Criteria
 - a. Workshop plan is defined and executed
 - b. Workshop Meeting minutes
 - c. Reference document loaded into SharePoint
 - d. Updated Requirements Traceability Matrix
 - e. Updated Risk and Issues Log
 - f. Updated Decision Log
 - g. If-applicable, update Change Request Log

Attachment A - Scope of Services

8.2.2 Functional and Technical Specification RACI

- (d) Description
 - a. Aurigo will provide a Functional Specification RACI listing all the FS's planned along with a RACI grid for NDOT to denote who will have the authority to approve the FS and who the SME's that will review the FS.
 - b. For example, a FS for GIS integration may only need to go to GIS SME's for review and approval. This process allows for FS's to be reviewed and approved by the appropriate NDOT representatives quickly.
- (e) Frequency
 - a. Created at the end of the Business Process Mapping workshops
 - b. Updated with the status of each FS as they are being drafted, reviewed and approved.
- (f) Acceptance Criteria
 - a. FS RACI filled in.

8.2.3 Functional Specifications

- (a) Description
 - a. The functional specification (FS) documents expand upon the solution architecture by defining the detailed mechanisms and approaches to implement the technical and functional requirements of the MASTERWORKS CLOUD system. The FS shall include, but is not limited to, the following:
 - i. The user experience design to ensure a compelling user experience for different user groups (e.g., screen mockups)
 - ii. Detailed workflow design and workflow/process flow diagram(s)
 - iii. Application configuration specifications
 - iv. Business rules
 - v. Roles and related permissions
 - vi. Email Notifications
 - vii. Data Dictionary
 - viii. Requirements Traceability that depicts the mapping of functional, non-functional and interface requirements to the specifications.
- (b) Frequency
 - a. To be determined after Business Process Mapping Workshops
- (c) Acceptance Criteria
 - a. Approved Functional Specifications to be used to configure Masterworks to meet NDOT's requirements

8.2.4 Technical Integration and Data Migration Specifications

- (a) Description
 - a. These specifications document the requirements for integration and data migration. The specifications will be jointly developed by NDOT and Aurigo and will identify:

Attachment A - Scope of Services

- i. source to target data mapping
 - ii. data validation rules
 - iii. data transformation requirements
 - iv. security requirements
 - v. bulk data load processes
 - vi. interface methods
 - vii. Exception process handling (e.g., NDOT will identify source, Aurigo shall identify target)
- b. Data Dictionary for target
 - i. The target data dictionary should be in the same format as the source data dictionary.
- (b) Frequency
 - a. One specification per integration and data migration as listed in *Table 1 - NDOT System Inventory, Integration and Data Migration Plan*
- (c) Acceptance Criteria
 - a. Approved Technical Specifications

8.3 Solution Configuration, Integration, and Data Migration Phase

The Solution Configuration phase is when Aurigo configures Masterworks to meet NDOT's functional and non-functional requirements documented in the RTM and further detailed in specifications.

Aurigo delivers the solutions iteratively throughout this phase. Our normal iteration cadence is 3 weeks. At the beginning of each iteration, Aurigo will identify the requirements that will be delivered, configure the solution, and deliver an updated software environment for the NDOT to review during a Sprint Review meeting. The intent of the iteration is not to do final system acceptance or testing but to verify the solution is meeting requirements as documented in the RTM and specifications. If any updates are warranted, e.g., a bug identified or missed requirement, they will be documented in the Sprint Feedback Log and planned for delivery in future iterations. If new scope is identified during an iteration, it will be logged in the Change Request Log and follow the agreed Change Management process.

Aurigo will continue to iterate through the solution configuration phase until all requirements are delivered satisfactorily to NDOT.

The Configuration Phase deliverables include:

- (a) 2.3.1 Configured Solution
- (b) 2.3.2 Sprint Feedback Logs
- (c) 2.3.3 Updated Change Request Log (if-applicable)
- (d) 2.3.4 Integration and Data Migration Services

Descriptions, details, frequency, and acceptance criteria for each deliverable are below.

Attachment A - Scope of Services

8.3.1 Configured Solution

- (a) Description
 - a. Aurigo delivers the solution in iterations so that users can validate functionality as the project progresses and provide feedback.
- (b) Frequency
 - a. Sprints delivered every 3 weeks
- (c) Acceptance Criteria
 - a. Sprint reviewed by SME's
 - b. NDOT feedback provided and defines done

8.3.2 Sprint Feedback Logs

- (a) Description
 - a. Each iteration of the solution is called a Sprint
 - b. Each sprint is reviewed by NDOT to verify it is being configured per specifications
 - c. User feedback is logged in the Sprint Feedback log
 - d. Feedback can be logged by Aurigo and/or NDOT
 - e. Feedback is analyzed and then classified by the Aurigo Business Analyst as either a bug, clarifications, product enhancement request, solution change request, or scope change
 - i. Classifications are defined as follows:
 1. **Bug** = Solution configuration is not functioning per approved specifications or out-of-the-box functions
 2. **Clarification** = Feedback only requires clarification by Aurigo to NDOT to close the feedback
 3. **Product Enhancement Request** = Feedback requesting changes/enhancements to the Masterworks product. Product enhancement changes cannot be made by Professional Services. However, feedback will be passed onto the Product Development Team and logged into the Aurigo Masterworks Idea Portal for consideration in the Aurigo Product Roadmap.
 4. **Solution Change Request** = NDOT requests Aurigo to change a previously approved solution configuration specification. Solution Change Requests will be logged in the Change Request Log (see section 2.3.3.) and tracked to its approved closure
 5. **Scope Change** = NDOT requests a scope change. The new requirement is not part of the original scope of work. Scope change requests will be logged in the Change Request Log (see section 2.3.3) and tracked to its approved closure.
 - f. All feedback is captured, analyzed, and tracked to closure
- (b) Frequency
 - a. Updated after NDOT Sprint Review sessions
- (c) Acceptance Criteria

Attachment A - Scope of Services

- a. Feedback logged, analyzed and disposition planned.

8.3.3 Updated Change Request Log (if-applicable)

(a) Description

- a. During sprint reviews, SME's have a chance to touch and interact with Masterworks
- b. At times, users request new features or functions that were not part of the original scope of the project
- c. All change requests will be captured for review in the Change Request Log
- d. Aurigo and NDOT will review change requests and NDOT can decide if any further action, such as requesting a cost and schedule estimate, is warranted, or if the change request will be deferred.

(b) Frequency

- a. If-applicable - updated after NDOT Sprint Review sessions

(c) Acceptance Criteria

- a. Change request logged, analyzed, and disposition planned.

8.3.4 Integration and Data Migration Services

Table 1 provides a comprehensive inventory of the NDOT systems within the scope of the Masterworks Cloud project, either as targets for replacement with migration of data from the system to Masterworks, or an interface between the system and Masterworks

Data Migration services will be billed as T&M on a monthly basis. Aurigo has included 1000 hours of data migration services.

Integration services will be billed as T&M on a monthly basis. Aurigo has included 2000 hours of integration services

Table 1 - NDOT System Inventory, Integration and Data Migration Plan

No.	System Name	Description	Strategy
1	NDOT Departments	The intent is to interface or exchange data from Planning, Design, Specifications, ROW, Environmental, Traffic Ops as applicable.	Interface
2	IFS Advantage	Project budget lines are entered and used by the Project Billing System to track spending and invoice the Federal Government and other third parties for various road construction projects. Brief descriptions are entered into this system and data items are updated throughout the life of the project. Masterworks will provide an interface to	Interface

Attachment A - Scope of Services

		the IFS Advantage system to reduce redundant data entry.	
3	AASHTOWare Project (AWP)	AASHTOWare Project (AWP) is a construction and materials management software used to manage construction projects, contractor payment and materials testing information for the DEPARTMENT.	Interface
4	RW ArcGIS Layer	RW ArcGIS layer will be a new system which is in implementation phase currently. This layer will establish a ROW boundary or ownership, as a dataset in ESRI geodatabase format.	Interface
5	Application Xtender (AX)	The DEPARTMENT's Document Management system.	Interface
6	NDOT SharePoint & Website		Interface
7	DocuSign		Interface
8	Intelledox		Interface
9	Outlook		
10	eSTIP	All projects using federal funding must be included in the Statewide Transportation Improvement Program (STIP) prior to submitting grant applications to the respective federal agency. The DEPARTMENT's eSTIP system is an electronic tracking system of all such projects. Project details such as year, funding (federal and local), and descriptions are required for system approval. All relevant information will be included in Masterworks system described in this scope	Interface
11	Payment Voucher	This system allows for payment to external agencies. Information provided in each payment voucher allows for allocation of expenditures to agreements, grants, and subphases.	Interface
12	Transit Award Management System (TrAMS)	This is the system used by the Federal Transit Administration (FTA) to award and manage federal grants.	Interface

Attachment A - Scope of Services

13	B2G Now		Interface
14	E-Bidding Systems		Data Migration
15	IRWIN		Data Migration
16	EPATS		Data Migration
17	LPA Index		Data Migration
18	TOMS	Excel Spreadsheets data migration, as applicable.	Data Migration

8.4 Solution Testing Phase

NDOT's solution will go through multiple rounds of testing as part of quality assurance and quality controls before moving into production.

- (a) Developer Unit Testing
- (b) Full System Regression Testing
- (c) Smoke Testing
- (d) System Integration Testing (SIT)
- (e) User Acceptance Testing (UAT)
- (f) Load and Stress Testing (LAST)
- (g) Penetration Security Testing

The first three rounds of testing are done by Aurigo before deploying the system to NDOT for testing. NDOT will perform System Integration Testing and User Acceptance Testing (UAT). The Solution Testing phase concludes with NDOT's approval to move the system to production.

The Solution Testing Phase deliverables include:

- (a) 2.4.1 System Integration Testing (SIT) Environment and Results
- (b) 2.4.2 Load and Stress Testing (LAST) - Performance Testing Results
- (c) 2.4.3 Penetration (Security) Testing Results
- (d) 2.4.4 User Acceptance Testing (UAT) Environment and Results

Descriptions, details, frequency, and acceptance criteria for each deliverable are below.

8.4.1 System Integration Testing (SIT) Environment and Results

- (a) Description
 - a. This phase of testing puts the delivered solution into an isolated testing environment with test versions of all systems that have integrations.
 - b. The overall testing provides point to point testing of every interface that has been developed as part of the release.

Attachment A - Scope of Services

- c. The scenarios that will be run are geared to testing data boundaries, conversion, validation rules, etc.
 - d. NDOT will need to provide access to their applicable business system test environments so that integrations between Masterworks and business system, in scope for integrations, can be tested.
- (b) Frequency
- a. After integration and data migration are configured
- (c) Acceptance Criteria
- a. Test results are run to completion and passed

8.4.2 Load and Stress Testing (LAST) - Performance Testing Results

- (a) Description
- a. The load and stress testing tests the system from a performance and scalability perspective.
 - b. It ensures that all integrations, and configurations, function at predicted user loads, with predicted data sets.
 - c. This testing is critical to ensure that the system will operate normally in a production environment with a full user load accessing the system.
- (b) Frequency
- a. After integration and data migration are configured
- (c) Acceptance Criteria
- a. Test results are provided to NDOT and meet NDOT's non-functional requirements

8.4.3 Penetration (Security) Testing Results

- (a) Description
- a. Penetration testing ensures the system is not vulnerable to attacks by third parties.
 - b. Aurigo regularly runs penetration testing on its platform, but this phase of the project ensures that the delivered solution has no known open security holes.
 - c. During this sub phase, Aurigo performs tests that conform to the OWASP top 10 security flaws for web-based applications
- (b) Frequency
- a. After integration and data migration are configured
- (c) Acceptance Criteria
- a. Test results are provided to NDOT and accepted

8.4.4 User Acceptance Testing (UAT) Environment and Results

- (a) Description
- a. In this testing phase, NDOT will review all solution deliverables submitted by Aurigo.
 - b. Aurigo will work with NDOT to support UAT

Attachment A - Scope of Services

- c. Testing should provide end-to-end business scenario testing from an end user perspective.
 - d. The goal of UAT is to verify that all functional and non-functional requirements have been met and configured to NDOT's approved specifications.
- (b) Frequency
- a. After configuration and SIT is complete
- (c) Acceptance Criteria
- a. Test results are run to completion and passed
 - b. NDOT approves the system for production release

Attachment A - Scope of Services

8.5 Training Phase

Aurigo provides extensive train-the-trainer training and administrative training to support successful adoption of all users. Training is delivered through an Instructor Led Training (ILT) process. The scope of training services for NDOT include:

- (a) Prior to go-live, one initial training of up to 25 users lasting 4 days
- (b) Post go-live, another follow up training of up to 25 users lasting 4 days
- (c) System Administration Training for NDOT's IT Service Desk
- (d) Training will be held at NDOT's facilities located in Carson City.
- (e) Travel expenses will be billed on actuals, as per NDOT policies.

8.5.1 Instruction-Led Initial Train the Trainer Training

- (a) Description
 - a. Aurigo will provide an Initial train the trainer training on implemented Masterworks Solution for each module before Go Live
 - b. Aurigo will repeat the anticipated 4-day train the trainer training post Go Live per NDOT Project Manager's request
 - c. Aurigo will train up-to 50 users, in blocks of up-to 25 users per class
- (b) Frequency
 - a. 4-day course offered two times
 - b. Timing will be mutually agreed upon between NDOT and Aurigo.
- (c) Acceptance Criteria
 - a. Training is provided at NDOT's facilities in Carson City
 - b. End users are ready to use the system

8.5.2 Instruction-Led System Administration Training

- (a) Description
 - a. Aurigo will provide a 1 day System Administrator training course to NDOT's IT Service Desk, and System Administrators
 - b. The administrative training program will enable administrative-users to make any minor modifications and changes to the users, permissions, security settings, business rules, forms, dashboards and reports as they begin to adopt the system (if they choose to do it themselves).
- (b) Frequency
 - a. 1 day course offered one time.
 - b. Timing will be mutually agreed upon between NDOT and Aurigo.
- (c) Acceptance Criteria
 - a. Training is provided at NDOT facilities in Carson City
 - b. System Administrators are ready to maintain NDOT's Masterworks solution

Attachment A - Scope of Services

8.5.3 Training Documentation

- (a) Description
 - a. The training material used for training sessions and provided to NDOT includes:
 - i. Instructor-led training PowerPoint presentation soft copies hosted online
 - ii. Aurigo will also provide the NDOT with user guides, administrative manuals and quick start guides.
- (b) Frequency
 - a. Material required for training sessions will be provided to NDOT one week prior to the training session
 - b. User guides and Quick Start guides will be delivered prior to go-live
 - c. Administrative manuals will be delivered prior to project closeout
- (c) Acceptance Criteria
 - a. Demonstration of instructor-led training, including all supporting materials, effectively communicating end-user, and system administration system processes
 - b. Training material supports user adoptions
 - c. Training material can be used by NDOT to train additional users
 - d. Training material is provided electronically for NDOT's reproduction and use

8.5.4 Post Go-Live/Launch Training Support upon Request

- (a) Description
 - a. Aurigo will repeat the anticipated 4-day train the trainer training post Go Live per NDOT Project Manager's request
 - b. Any additional training or post launch training support requested will be separately priced on a time and materials basis.
- (b) Frequency
 - a. As requested,
- (c) Acceptance Criteria
 - a. Training is provided at NDOT's headquarters in Carson City
 - b. Training delivered as requested.

8.6 End User Deployment and Go-Live Phases

During this phase, planning for production deployment/go-live. The primary activity is deployment readiness, communication planning, and post-deployment smoke testing.

Attachment A - Scope of Services

8.6.1 Deployment Plan

- (a) Description
 - a. Strategy for deployment of the solution to production
 - b. Contingency and rollback plan if deployment is unsuccessful
 - c. Smoke test plan that includes steps to verify the deployed solution is functioning correctly in the production environment
 - d. Criteria for approving production deployment (Go / No Go Decision)
 - e. Anticipated downtime with user impact during deployment
 - f. User and service desk communication plan
 - g. Final deployment approval steps
 - h. Estimate of duration of deployment activities, required resources, and skills necessary of required resources
- (b) Frequency
 - a. Once for production release
- (c) Acceptance Criteria
 - a. Deployment Plan review and acceptance required prior production release
 - b. Deployment Plan review and acceptance required prior to Go / No Go Decision Meeting

8.7 Project Closeout, Final Acceptance and Transition to Support

- (d) Description
 - a. This is the final phase to close out the project and transition NDOT to Aurigo Support
 - b. Project closeout includes:
 - i. Contract Closeout.
 - 1. Verification all expected deliverables have been received
 - 2. Verification all requirements have been met and closed
 - ii. Project Financial Closeout
 - 1. Verify final Professional Services project invoice has been processed
 - iii. Transition NDOT to Aurigo Support
 - 1. Introduce NDOT to Support personnel
 - 2. Review SLA
 - 3. Train NDOT System Administrator on how to log, monitor, and review production issues in the Aurigo Customer Support Portal
 - iv. Obtain Final Acceptance sign-off from NDOT
- (e) Frequency
 - a. One Contract and RTM final review meeting
 - b. One Project Closeout and Transition to Support meeting (includes Customer Support Portal training)
- (f) Acceptance Criteria
 - a. RTM line items closed

Attachment A - Scope of Services

- b. NDOT Final Acceptance sign-off
- c. Final Professional Services invoice processed
- d. Transition to Aurigo Production Support

8.8 Standard Onsite Visits, Travel Authorization and Reimbursements

(a) Description

- a. Aurigo Project Manager to request travel authorization prior to any Aurigo staff traveling onsite.
- b. NDOT Project Manager to approve travel authorization prior to Aurigo staff booking travel.
- c. In the interest of cost savings, travel authorization should be at least two weeks in advance.
- d. Aurigo travel expenses to be invoiced monthly, with attached receipts, and reimbursed by NDOT
- e. Aurigo will comply with NDOT's Travel Policy as follows:
 - i. Travel costs will be reimbursed based on actual costs limited by Federal Travel Regulations (FTR) and the CONUS rate for Nevada. The FTR breaks down meals and incidental expenses at its website: www.gsa.gov/mie. The first and last travel days are calculated at seventy-five percent (75%). The lodging rate excludes taxes and fees. Taxes and fees are reimbursable. See this website for lodging in Nevada: <http://www.gsa.gov/portal/category/100120>

(b) Frequency

- a. The number of Aurigo visits onsite is 100% under the control of NDOT.
- b. In review of NDOT's requirements and Aurigo's recommended best practices, Aurigo recommends around 10 to 12 onsite trips over a 12 months project duration, ranging from 1 to 3 staff per trip, and 2 to 5 days per trip.
- c. The visits, and Aurigo resource, are shown in Table 2 below. Descriptions of each visit are below the table.

Resources	Project Phase								Onsite Visits
	Project Planning	Business Process Mapping (Workshops)	Business Process Mapping (Specifications)	Solution Configuration	Solution Testing	Training	End-User Deployment Go-Live	Project Closeout	
Project Manager	1 to 2 trips	2 to 3 trips			1 trip	1 trip	1 trip	1 trip	7 to 9
Business Analyst(s)		2 to 3 trips	2 to 3 trips	2 to 3 trips	1 trip	4 trips	1 trip		12 to 15
Trainer						4 trips			4
Director, Customer Success								1 trip	1
Customer Support Specialist								1 trip	1

d.

25 to 30

Table 2 - Standard Onsite Visits per Phase

e. Project Planning Phase

- i. Resource(s): Project Manager
- ii. Visits: 1 to 2 trips
- iii. Duration: 2 to 3 days onsite per trip

Attachment A - Scope of Services

- iv. **Purpose:** This time is for Project Managers to work on project plans, project management plans, and prepare for project kickoff

f. Business Process Mapping (Workshops)

- i. **Resource(s):** Project Manager, Business Analyst
- ii. **Visits:** 2 to 3 trips each. 4 to 6 trips in total
- iii. **Duration:** 4 to 5 days onsite per trip
- iv. **Purpose:** These are weeklong workshops (typically scheduled for 6 hours per day) with NDOT to review and clarify business requirements, demonstrate how the system can meet requirements, capture business processes, collect reports, process, SOP's and any other relevant documentation to further elaborate the contracted requirements. Typical projects require at least two weeks of workshops (10 business days @ 6 hrs./day), sometimes a third week (additional 5 business days @ 6hrs/day). **NOTE:** if workshops cannot be scheduled back-to-back during a one-week visits, the number of visits will expand until all 10 to 15 business days are completed.

Attachment A - Scope of Services

g. Business Process Mapping (Specifications)

- i. **Resource(s):** Business Analyst(s)
- ii. **Visits:** 2 to 3 trips
- iii. **Duration:** 2 to 3 days onsite per trip
- iv. **Purpose:** This time is for the Aurigo Business Analyst to walk-thru system specifications (functional, non-functional, technical) with NDOT, collect feedback, update and get sign-off from NDOT. Given these are documentation reviews, onsite it not required but Aurigo has found in-person reviews to be the most effective approach until SME's become familiar with specification format. From there on, reviews can be via conference calls.

h. Solution Configuration

- i. **Resource(s):** Business Analyst
- ii. **Visits:** 2 to 3 trips
- iii. **Duration:** 1 to 2 days onsite per trip
- iv. **Purpose:** This time is for the Aurigo Business Analyst to conduct the "Sprint Review" meetings NDOT. Sprint Review meetings are where Aurigo demonstrates system updates/configurations made during the previous sprint. The purpose is to verify the system is being configured per specifications and test for bugs. These meetings can happen via web conferencing but Aurigo has found in-person reviews to be the most effective approach until SME's became familiar with Masterworks. From there on, reviews can be via web conferencing.

i. Training

- i. **Resource(s):** Project Manager, Business Analyst, Trainer
- ii. **Visits:** 1 trip for the Project Manager, 4 trips each for the Business Analyst and Trainer
- iii. **Duration:** 4 to 5 days onsite per trip
- iv. **Purpose:** These trips are to provide Instructor Led Training. Aurigo recommends the Aurigo Project Manager, and Business Analyst, join the training sessions to support NDOT trainee's during the session. The larger the group, the more support is needed.

j. End-User Deployment Go-Live

- i. **Resource(s):** Project Manager, Business Analyst
- ii. **Visits:** 1 trip each
- iii. **Duration:** 2 to 3 days onsite
- iv. **Purpose:** Aurigo recommends the PM and BA be onsite at go-live to support NDOT in responding to end-user questions and to facilitate the fastest response to issues if they arrive. This can be done remotely, but is more effective in-person.

k. Project Closeout

- i. **Resource(s):** Director, Customer Success; Customer Support Specialist
- ii. **Visits:** 1 trip each
- iii. **Duration:** 1 day

Attachment A - Scope of Services

- iv. **Purpose:** In-person meeting to:
 - 1. Closeout the project
 - 2. Prepare to transition NDOT from Professional Services to Customer Success by:
 - a. Introducing NDOT to the Director of Customer Success and NDOT's assigned Customer Support Specialist (providing a single point of contact)
 - b. Provide Customer Support portal training to NDOT System Administrator(s)
 - 3. The meeting can be conducted remotely. However, Aurigo recommends in-person introductions and an on-site transition meeting for Platinum customers.

Attachment A - Scope of Services

Appendix A

General DEPARTMENT IT Standards

INTRODUCTION

The purpose of this document is to provide Nevada Department of Transportation (DEPARTMENT) vendors with the following IT Architectural Standards as a guideline to facilitate the implementation and management of DEPARTMENT enterprise information systems. This document will provide standards that includes, but is not limited to: planning, designing, building, creating, developing, enhancing, implementing, maintaining, and using DEPARTMENT networks, gateways, front-ends, information systems, applications, databases, computer-based tools, and information assets.

The following products and standards pertain to all vendors that DEPARTMENT engages to conduct business. The vendor's product and/or service must comply with these standards. In addition, these standards apply to any entity connecting to DEPARTMENT IT resources to conduct business. Vendors are responsible for developing and maintaining procedures to facilitate and monitor the implementation of these standards. Additionally, the DEPARTMENT's IT Division has adopted the use of Scrum as its preferred project management approach across all functional areas (Application Development, Systems, Networking, etc.) and prefer vendors with familiarity and/or fluency in Agile methods, however the DEPARTMENT's IT Division can accommodate other methodologies upon approval. The following information will provide a baseline of requirements and specifications and should be included in the completed specific projects, tasks, deliverables, or functions.

Below are the products and standards used within the DEPARTMENT – effective as of 19 September 2017. The standards are constantly changing due to technological advances at DEPARTMENT; therefore, vendors should follow these guidelines but should also check with the DEPARTMENT IT Division for any recent changes to the current specifications or requirements. Depending upon individual project specifications, there may or may not be additional policies, procedures or standards to which vendors must adhere. However, these will be discussed on an as-needed basis.

DATABASE PRODUCTS AND STANDARDS

DEPARTMENT has established Microsoft SQL-Server as the Relational Database Management System (RDBMS) for the primary database standard.

- Database management system (DBMS) based on relational or object-oriented model.
- Microsoft SQL Server 2016 is recommended. Microsoft SQL Server 2014 at a minimum. *Please note that DEPARTMENT will upgrade to SQL 2014 by 2017.*
- Estimate of database size.
- Setup and maintain separate environments (development, test, and production).
- Restrict vendor from direct database access.
- Provide contact list.

Attachment A - Scope of Services

- Personal Identifiable Information (PII) data, Protected Health Information (PHI) data, and Payment Card Information (PCI) data must be encrypted in transit and at rest per Nevada Revised Statute (NRS 603A), the Health Insurance Portability and Accountability Act of 1996 (HIPAA), and the Privacy Act of 1974.
- SQL Server database deployments and changes will be scripted; Oracle schemas will be scripted.
- Oracle 12c is currently used.
- Oracle NLS_Character set needs to be we8mswin1252.
- Oracle NLS_NChar_Character set needs to be AL16UTF16.
- Online Transaction Processing (OLTP) databases:
 - Data logic and business rules must be encapsulated.
 - Ad hoc queries and data modifications are disallowed.
 - Errors must be handled in procedure code without being passed directly to client applications.
 - Revoke or deny all permissions to the underlying tables for all roles and users in the database.

APPLICATION DEVELOPMENT PRODUCTS AND STANDARDS

Application developers and administrators must follow the Software Development Life Cycle (SDLC) process to ensure proper coding and avoid programming deficiencies. The SDLC procedures include fundamentals to ensure security risks do not expose DEPARTMENT'S data and information systems. Applications for end users should be developed in the web software environment. Application developers should keep in mind that some remote offices and public access users still only have limited internet connectivity. Additional requirements on Web, database, network security, and other IT related issues should be investigated with the IT division.

- Must be developed on thin client.
- Must use DEPARTMENT's standard User Interface theme (look and feel).
- The use of beta software is prohibited unless approved by the DEPARTMENT IT Chief.
- Development based on three-tier architecture (client, business logic, and database tier):
 - All user interactions with the database are through the middle tier.
 - The middle tier returns data to the User Interactions tier.
- Web API is used for web services and other communications in the middle tier.
- Following coding standards:
 - Web-based Applications:
 - i. ASP.net using VB.net (used only for maintenance of existing products), C#.net (new Projects)
 - ii. MVC using C#.net
 - iii. HTML5
 - iv. Bootstrap
 - v. Java-script for client-side
 - vi. jQuery, Angular JS or similar development library
 - vii. Ext.net (used only for maintenance of existing products)

Attachment A - Scope of Services

- viii. Site.css stylesheet (no inline CSS)
 - o Desktop Applications (Developing this type of application must be approved by management):
 - i. C#
- Applications should be developed and coded in .NET framework v.4.5. as a minimum.
- The DEPARTMENT is currently using Oracle's OBIEE for standard reporting, however future reporting efforts are intended to use Microsoft PowerBI or SQL Reporting Services. PowerBI (Government version) will likely replace OBIEE as the DEPARTMENT standard.
- Restrict development tools in Production environment.
- Documentation standard:
 - o Code will be documented with comments;
 - o GhostDoc XML documentation;
 - o Software Specification Documentation;
 - o The database will be documented at a minimum, with:
 - i. Entity Relationship Diagram (ERD); and
 - ii. Data Dictionary.
- Database programming standards:
 - o Development of applications hosted on premise to use SQL Server.
 - o Development of applications hosted off premise may use a database platform of the vendor's choosing.
 - o Users will be limited to the minimum level needed to complete their tasks.
 - o The database will be normalized to level 3mod.
 - o Existing DEPARTMENT data and data models will be used where appropriate:
 - i. The DEPARTMENT will provide to the vendor data tables with data when they are to be used by the vendor in their development.
- Software developed for NDOT must adhere to the following secure coding practices:
 - o Validate input from all data sources before use.
 - o Compile code using the highest warning level available for your compiler and eliminate warnings by modifying the code.
 - o Architect and design for security policies. Create a software architecture and design your software to implement and enforce security policies.
 - o Keep the design as simple and small as possible.
 - o Default deny. Base access decisions on permission rather than exclusion.
 - o Adhere to the principle of least privilege. Every process should execute with the least set of privileges necessary to complete the job. Any elevated permission should be held for a minimum time.
 - o Sanitize data sent to complex subsystems such as command shells, relational databases, and commercial off-the-shelf (COTS) components.
 - o Practice defense in depth. Manage risk with multiple defensive strategies, so that if one layer of defense turns out to be inadequate, another layer of defense can prevent a security flaw from becoming an exploitable vulnerability and/or limit the consequences of a successful exploit.

Attachment A - Scope of Services

- Use effective quality assurance techniques. Good quality assurance techniques can be effective in identifying and eliminating vulnerabilities. Fuzz testing, penetration testing, and source code audits should be incorporated as part of an effective quality assurance program.
- Adopt a secure coding standard. Develop and/or apply a secure coding standard for your target development language and platform.
- Identify and document security requirements early in the development life cycle and make sure that subsequent development artifacts are evaluated for compliance with those requirements.
- Use threat modeling to anticipate the threats to which the software will be subjected. Threat modeling involves identifying key assets, decomposing the application, identifying and categorizing the threats to each asset or component, rating the threats based on a risk ranking, and then developing threat mitigation strategies that are implemented in designs code, and test cases.

SYSTEM PRODUCTS AND STANDARDS

It is important to maintain the configuration of DEPARTMENT servers. These servers store, process and transmit critical information. Privileged access must be strictly limited. System administrators will control granting access privileges to users in accordance to DEPARTMENT's policies.

Only DEPARTMENT-approved software shall be installed on any DEPARTMENT workstations, laptop, or server. To avoid technological incompatibility issues, security exposures, software incompatibility issues, and management issues, no one can install non-DEPARTMENT issued software.

- Windows Server 2016.
- Desktop Operating System: Windows 10 & 7 backwards compatibility. Please note the DEPARTMENT started migration to Windows 10 in 2016.
- Below are the specifications of the different systems within the DEPARTMENT
 - Desktop – Dell Optiplex 3050 with I5 and I7 processors
 - CADD – Dell Precision 7820 Tower
 - Mobile – Latitude 5285 and Latitude 5289
 - IT Systems and Desktop Techs – Dell Precision XPS 8920 with I5 and I7 processors
 - Network Techs – Latitude 7480 Ultrabook
- Server: Dell (Model and specifics to be specified by Staff based on application needs).
- Redundant power supply.
- Minimum 64GB RAM or higher.
- Minimum 500GB Drive Array (Solid State Drive (SSD) preferred).
- Redundant raid array (RAID 5 minimum).
- 10gb Network Interface Controller (NIC).
- DRAC Capable if branch office.

Attachment A - Scope of Services

WEB PRODUCTS AND STANDARDS

The following products and standards should be considered when developing web-based solutions.

- Browser support- Current version plus one previous version:
 - Microsoft Edge (latest version plus two versions);
 - Internet Explorer (11.x and newer);
 - Firefox (latest version plus two previous versions);
 - Safari (latest version plus two previous versions); and
 - Chrome (latest version plus two previous versions).
- Applications developed using the latest in Responsive Web Techniques (Mobile First Design) to allow for use on various devices including, but not limited to: desktop, mobile, tablets, etc.
- webDAV usage is not allowed.
- Use of Flash is prohibited.
- Use of Silverlight is prohibited.

GEOGRAPHIC INFORMATION SYSTEMS PRODUCTS AND STANDARDS

DEPARTMENT is implementing an Enterprise Geographic Information System built upon the Esri software platform and using ArcGIS for Portal, ArcGIS Online, and Esri Roads and Highways.

- GIS Software Compatibility
 - All routes and event tables must support Esri's Roads and Highways version 10.5.1 or higher.
 - Any server-side processes must use ArcGIS Server Geoprocessing services, ArcGIS Web API, Runtime SDK (such as Qt or .Net), Python API, Server Object Extensions (SOE), or Server Object Interceptor (SOI) for ArcGIS Server 10.3 or higher. ArcGIS Desktop/Pro or other client-based software cannot be installed on DEPARTMENT servers.
 - Currently, ArcGIS Server 10.3 or newer with SQL Server 2008 R2 or newer.
 - The DEPARTMENT will migrate to ArcGIS 10.5.1 platform with SQL Server 2014 by April 2018
- GIS Data and Services
 - All spatial data developed and delivered by the vendor must reside on be actively managed on the DEPARTMENT's Enterprise geodatabase or Portal's Data Store.
 - All data should be delivered as a file geodatabase with dataset structure approved by the DEPARTMENT's business unit. This includes Geodatabase domains and subtypes.
 - All Linear Referencing System (LRS) events shall be registered with the DEPARTMENT's ArcGIS Roads and Highways which shall reside on the DEPARTMENT's Enterprise Geodatabase.

Attachment A - Scope of Services

- DEPARTMENT-owned GIS data utilized by a web application will be delivered using a Map Service hosted by DEPARTMENT or on the DEPARTMENT's ArcGIS Online organizational account.
- To keep data current and prevent import/export work by staff, GIS data used in a web application will be provided using an NDOT ArcGIS map service, Portal hosted feature service, or ArcGIS Online registered featured service. All data will reside on the DEPARTMENT's Enterprise Geodatabase or Portal Data Store.
- Vendors who deliver solution based on web services must provide a map document, map package, layer file, or layer package that has been approved and finalized by the DEPARTMENT's business unit – including: all symbology, map scales, and labels or annotation prior to deliver to the DEPARTMENT's IT GIS Team for publishing as a map service.
- The addition and removal of fields in any dataset must first be configured in Development and Test Environments. Due to web application and geoprocessing tool dependencies, vendors do not have permission to add/remove fields or add/remove datasets in the Production environment. Once GIS data has been updated in the Test environment, the DEPARTMENT's IT GIS Team will move the data into production.
- Data Dictionary, Metadata and Data Projections
 - The DEPARTMENT prefer that all data sets use the UTM NAD83 Zone 11N map projection.
 - All geospatial data must be provided with a data dictionary approved by the business unit – including: the full names of attributes, meanings of codes, scale of source data, and accuracies of locations.
 - All geospatial data must contain Federal Geographic Data Committee (FGDC) metadata within the dataset or as a separate XML file.
- GIS Applications
 - Custom-built mapping applications must use the ArcGIS Platform for Developers.
 - Custom tools running within client software will not be supported by DEPARTMENT GIS staff after the developer contract is terminated.
- Mobile Data Collection
 - Collector for ArcGIS or Survey123 is preferred.
 - Mobile web applications must be built to support the iOS platform.
 - If the DEPARTMENT's business unit is planning to collect data on a GPS unit, please refer to the DEPARTMENT's business unit for hardware requirements.
 - Mobile Devices using geospatial data must allow offline syncing and disconnected editing for spatial data.

General Security Standards

- All data in transit must be protected using the TLS 1.2 or newer protocol.
- All communication channels between NDOT systems and no-NDOT systems which carry sensitive data must use a virtual private network (VPN) connection.
- Self-signed encryption certificates are prohibited.



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

MEMORANDUM

April 22, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin-Thomason, P.E., Director

SUBJECT: May 13, 2024 | Transportation Board of Directors Meeting

ITEM # 6: SUR 21-11 - Disposal of a portion in the southwest corner of SR28 and Lakeshore Boulevard, Incline Village, Washoe County, Nevada. – *For possible action.*

Summary:

This item asks the Board to approve the disposal of a portion in the southwest corner of State Route 28 and Lakeshore Boulevard, consisting of 10,323 square feet of land, partially improved with a concrete surface driveway. Said partially improved land is identified by the Nevada Department of Transportation (the Department) as NDOT Parcel S-028-WA-0053.054 XS1. The surplus property is located adjacent to 1165 Lakeshore Boulevard (adjacent parcel), in Incline Village, as depicted on the attached Location Map (*Attachment A*) and Right-of-Way Sketch Map (*Attachment B*).

Background:

NDOT Parcel S-028-WA-0053.054 XS1 was acquired as a portion of a larger parcel by the Department through a Deed from Incline Village, Inc on August 7th, 1968. The consideration paid for said larger parcel was \$124,100.00. On March 15, 2022, the Department received a request from the adjacent parcel owner to purchase the partially improved property.

Analysis:

On June 28, 2022, the Surplus Property Committee reviewed the surplus request and considered all relevant factors, including NRS 408.533 and the current and future needs of the Department. The requestor procured an appraisal, and the Department performed a review appraisal, which established the fair market value of the partially improved property to be \$350,000.00. The Committee concluded that the disposal of this parcel is in the best interest of the State.

The surplus parcel solely benefits the abutting parcel owner. As a result and pursuant to NRS 408.533(1)(c), the surplus parcel qualifies to be directly disposed to the adjacent parcel owner, upon approval by the Transportation Board. The adjacent parcel owner has completed and signed the Department's Direct Sale Intent to Purchase Form, agreeing to pay the fair market value for NDOT Parcel S-028-WA-0053.054 XS1. (*Attachment C*).

MEMORANDUM

Department of Transportation Board of Directors

May 1, 2024

Page 2 of 2

The partially improved property has been cleared on any environmental concerns. (*Attachment D*).

The proposed disposal of the Department's fee interest in the partially improved property will be made in accordance with NRS. 408.533. Pertinent portions are below. (*Attachment E*).

NRS 408.533 Disposal of property.

1. Except as otherwise provided in [NRS 37.270](#), all real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of [NRS 408.487](#) and [408.489](#) must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

...

(c) When the title to the real property has been acquired in fee pursuant to NRS 408.487 and 408.489 and, in the opinion of the Board, a sale by means of a public auction or sealed bids is uneconomical or impractical because:

(1) There is no access to the property;

(2) The property has value or an increased value only to a single adjoining property owner;

... the Board may enter into a direct sale of the property with such an owner or any other person for its fair market value.

List of Attachment(s):

- A. Location Map
- B. R/W Sketch Map
- C. Signed Direct Sale Intent to Purchase
- D. Environmental approval
- E. NRS 408.533

Recommendation for Board Action:

Approve the Direct Sale to the abutting property owner of Surplus Parcel designated as Parcel S-028-WA-0053.054 XS1.

Prepared by:

Craig Reynoldson, Chief Right-of-Way Agent

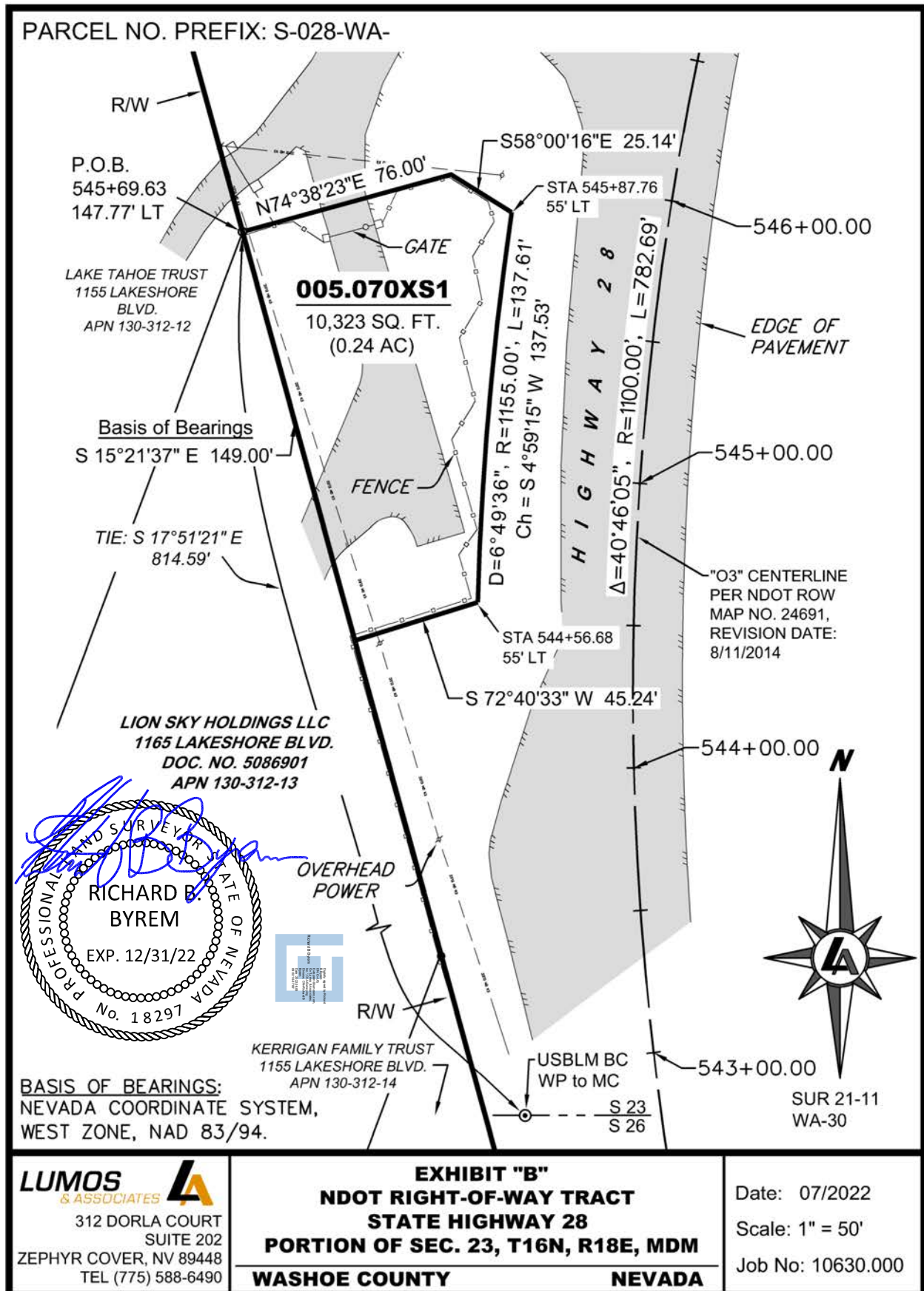
LOCATION MAP



SUR 21-11

Southwest Corner of SR28 and Lakeshore

**Description: Subject area located in Incline Village, Nevada, Washoe County
(SR28 and Lakeshore Blvd.)**



E.A.: 70326
Parcel: 1568A
Surplus No.: S-028-WA-005.054
XS1
Date: 03/14/2024

DIRECT SALE INTENT TO PURCHASE
Nevada Department of Transportation

This direct sale payment is for the purchase of the above-referenced real property, as described by the legal description attached hereto.

The undersigned purchaser hereby agrees to pay to the Nevada Department of Transportation, \$350,000.00, as the full purchase price for said property, to be paid in a lump sum payment, without interest, on or before 60 Days from the Transportation Board approval date.

All terms and conditions of the Department of Transportation's procedures for a direct sale under Nevada Revised Statue 408.533 are hereby specifically incorporated by reference into the terms of this direct sale.

The property will be conveyed by Quitclaim Deed.

The name on the deed is to be as follows:

Lion Sky Holdings. LLC

Purchaser may take possession of the property upon receipt of the recorded Quitclaim Deed, or upon other written notice from the Department of Transportation, if applicable.

All notices pertaining to matters arising in connection with this transaction may be made to purchaser in person or by registered mail addressed as follows:

JEFF YABUKI
Name (Please Print)

3.22.24
Date

7828 N. BEACH DRIVE FOX POINT WY
Address

53217 262.617.4566
Phone

[Signature]
Signature

Manager
Title

COMPLETE THIS FORM AND RETURN WITHIN 10 WORKING DAYS FROM THE DATE OF THIS FORM
AND RETURN WITH THE ENCLOSED LETTER TO:

State of Nevada, Department of Transportation
Right-of-Way Division, Attn: Karen Gonzalez
1263 S. Stewart Street
Carson City, Nevada 89712



MEMORANDUM

Environmental Division

August 9, 2022

To: Britt Tucker, Staff Specialist
From: Christopher Young, Chief, Environmental Services Program *CCY*
Subject: Environmental Certification
Surplus No.: SUR 22-01
Project: DP-RF-003-2-(26)
E.A.: 70054
Surplus Parcel No: U-395-WA-035.478 XS1
Description: Disposal of Right-of-Way along US-395 approximately 408' southeast of Mar Mac Way

The Environmental Division reviewed the requested action as presented in your memo dated August 8, 2022 and found it clear of any documented environmental concern for disposal. Per FHWA opinion expressed March 30, 2016, this request does not appear to be a qualifying action and does not require NEPA or FHWA approval of NEPA, as outlined in 23 CFR 771 and the current programmatic Agreement between FHWA and NDOT.

EC: Project E-File

NRS 408.533 Disposal of property.

1. Except as otherwise provided in [NRS 37.270](#), all real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of [NRS 408.487](#) and [408.489](#) must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

(a) When the property was originally donated to the State, no charge may be made if it is returned to the original owner or to the holder of the reversionary right.

(b) When the property has been wholly or partially paid for by towns, cities or counties, disposal of the property and of money received therefor must be agreed upon by the governing bodies of the towns, cities and counties and the Department.

(c) When the title to the real property has been acquired in fee pursuant to [NRS 408.487](#) and [408.489](#) and, in the opinion of the Board, a sale by means of a public auction or sealed bids is uneconomical or impractical because:

(1) There is no access to the property;

(2) The property has value or an increased value only to a single adjoining property owner;

or

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,
 Ê the Board may enter into a direct sale of the property with such an owner or any other person for its fair market value.

(d) When the property has been acquired and the property or any portion of the property is no longer needed for highway purposes, the Department shall give notice of its intention to dispose of the property by publication in a newspaper of general circulation in the county where the property is situated. The notice must include the Department's appraisal of the fair market value of the property. Any person from whom the property was purchased or the person's heir or grantee may purchase the property at its fair market value by direct sale from the Department within 60 days after the notice is published. If more than one person qualified to purchase the property by direct sale pursuant to this paragraph so requests, the person with the superior claim, as determined by the Department in its sole discretion, is entitled to purchase the property by direct sale. If a person who is entitled to purchase the property by direct sale pursuant to this paragraph reasonably believes that the Department's appraisal of the property is greater than the fair market value of the property, the person may file an objection to the appraisal with the Department. The Department shall set forth the procedure for filing an objection and the process under which a final determination will be made of the fair market value of the property for which an objection is filed. The Department shall sell the property in the manner provided in subsection 2 if:

(1) No person requests to purchase the property by direct sale within 60 days after the notice is published pursuant to this paragraph; or

(2) A person who files an objection pursuant to this paragraph fails, within 10 business days after receipt of a written notice of the final determination of the fair market value of the property, to notify the Department in writing that he or she wishes to purchase the property at the fair market value set forth in the notice.

(e) When the property is sought by another public agency for a reasonable public use, the Department may first offer the property to the public agency at its fair market value.

2. All property, interests or improvements not included within the provisions of subsection 1 must first be offered for sale by the Department singly or in combination at public auction or by sealed bids. If the highest bid received is 90 percent or more of the Department's appraisal of the fair market value of the property, the property may be sold to the highest bidder. The notice and the terms of the sale must be published in a newspaper of general circulation in the county where the property is situated. The auctions and openings of bids must be conducted by the Department. If the property cannot be sold for 90 percent or more of its fair market value, the Department may enter into a written listing agreement with a person licensed pursuant to [chapter 645](#) of NRS to sell or lease the property for 90 percent or more of its fair market value.

3. It is conclusively presumed in favor of the Department and any purchaser for value that the Department acted within its lawful authority in acquiring and disposing of the property, and that the Director acted within his or her lawful authority in executing any conveyance vesting title in the purchaser. All such conveyances must be quitclaim in nature and the Department shall not warrant title, furnish title insurance or pay the tax on transfer of real property.

4. No person has a right of action against the Department or its employees for a violation of this section. This subsection does not prevent an action by the Attorney General on behalf of the State of Nevada or any aggrieved person.

5. All sums of money received by the Department for the sale of real and personal property must be deposited with the State Treasurer to be credited to the State Highway Fund, unless the Federal Highway Administration participated in acquisition of the property, in which case a pro rata share of the money obtained by disposal of the property must be paid to the Federal Highway Administration.

6. The Department may reserve and except easements, rights or interests from the conveyance of any real property disposed of in accordance with this section or exchanged pursuant to subsection 5 of [NRS 408.489](#). The easements, rights or interests include, but are not limited to:

- (a) Abutter's rights of light, view or air.
- (b) Easements of access to and from abutting land.
- (c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.



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

MEMORANDUM

May 1, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: May 13, 2024 | Transportation Board of Directors Meeting

ITEM # 7: Contracts, Agreements, and Settlements—Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990 and July 2011. — *Informational item only.*

Summary:

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

- Construction contracts under \$40,000,000 awarded March 8, 2024, through April 11, 2024.
- Agreements under \$10,000,000 executed March 8, 2024, through April 11, 2024.
- Settlements/Judgments which were presented for approval to the Board of Examiner March 8, 2024, through April 11, 2024.

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to “execute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter”. Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and

MEMORANDUM

Department of Transportation Board of Directors

May 1, 2024

Page 2 of 2

executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements/judgments with contractors, property owners, and other parties to resolve disputes. These proposed settlements/judgments are presented to the Board of Examiners, with the support and advisement of the Attorney General's Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts constitute all that were awarded for construction March 8, 2024, through April 11, 2024, and agreements executed by the department from March 8, 2024, through April 11, 2024. There are no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A. State of Nevada Department of Transportation Contracts Awarded – Under \$40,000,000, March 8, 2024, through April 11, 2024
- B. State of Nevada Department of Transportation Executed Agreements – Informational, March 8, 2024, through April 11, 2024

Recommendation for Board Action:

Informational item only

Prepared by:

Administrative Services Division

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED – INFORMATIONAL
March 8, 2024, through April 11, 2024

1. March 14, 2024, at 1:30 PM the following bids were opened for Contract **4508**, Project No. SPF-000M-(352), on US 6 and US 95, in Nye County, for slurry seal.

VSS International, Inc.....	\$675,120.00
Pavement Coatings Co.....	\$782,219.71
Intermountain Slurry Seal, Inc.....	\$839,559.72
Sierra Nevada Construction, Inc.....	\$861,007.00
American Pavement Preservation LLC.....	\$1,175,302.25

Engineer's Estimate.....\$872,843.95

The Director awarded the contract on March 27, 2024, to VSS International, Inc., in the amount of \$675,120.00.

State of Nevada Department of Transportation
Executed Agreements - Informational
March 8, 2024 through April 11, 2024

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
1	13224	00	2660 SOUTH RAINBOW INVESTMENTS	TEMPORARY EASEMENT	N	\$1,817.00	-	-	\$1,817.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-003.038TE1, CLARK COUNTY.
2	13824	00	BERNARD TSE	TEMPORARY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/20/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-20-2024: ONE (1) TEMPORARY EASEMENT (TE) FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-005.042TE1, CLARK COUNTY.
3	24024	00	BRIVAN RAINBOW, LLC	TEMPORARY EASEMENTS	N	\$6,666.00	-	-	\$6,666.00	-	04/09/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-09-24: THREE (3) TEMPORARY EASEMENTS (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBERS S-595-CL-003.991TE1, S-595-CL-004.025TE1 AND S-595-CL-004.058TE1, CLARK COUNTY.
4	12924	00	DANIEL ITZHAKI LIVING TRUST	TEMPORARY EASEMENT	N	\$2,247.00	-	-	\$2,247.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-003.657TE1, CLARK COUNTY.
5	13324	00	DE COLORES, LLC	TEMPORARY EASEMENT	N	\$5,391.00	-	-	\$5,391.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-003.592 TE1, CLARK COUNTY.
6	13624	00	ELKO COUNTY SCHOOL DISTRICT	LAND ACQUISITION	N	\$29,018.00	-	-	\$29,018.00	-	03/14/2024	01/31/2025	-	Acquisition	Right-of-Way	Craig	03-14-24: ACQUISITION OF A PARCEL OF LAND FOR THE DEPARTMENT'S UPCOMING ROUNDABOUT PROJECT AT STATE ROUTE 227 (SR227) AND BOYD KENNEDY ROAD, PARCEL NUMBER S-227-EL-008.323, ELKO COUNTY.
7	22124	00	EVERGREEN NEVADA, LLC	TEMPORARY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	04/01/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-01-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-002.671TE1, CLARK COUNTY.
8	12024	00	IVAN RAY TIPPETTS	TEMPORARY EASEMENT	N	\$6,308.00	-	-	\$6,308.00	-	03/05/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-05-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-003.867TE1, CLARK COUNTY.
9	24224	00	LEE & YU INVESTMENT, LLC	PERMANENT/TEMPORARY EASEMENTS	N	\$10,420.00	-	-	\$10,420.00	-	04/09/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-09-24: ONE (1) PERMANENT EASEMENT (PE) AND ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBERS. S-595-CL-002.117TE1, S-595-CL-002.075PE1, CLARK COUNTY.
10	14024	00	MGP LESSOR, LLC	TEMPORARY EASEMENT	N	\$4,977,580.00	-	-	\$4,977,580.00	-	03/22/2024	03/31/2025	-	Acquisition	Right-of-Way	Craig	03-22-2024: ACQUISITION OF TWO (2) FEE PARCELS AND ONE (1) TEMPORARY EASEMENT (TE) FOR THE DEPARTMENTS INTERSTATE-15/TROPICANA INTERCHANGE PROJECT IN LAS VEGAS, PARCEL NUMBERS. I-015-CL-037.426 AND I-015-CL-037.429, CLARK COUNTY.
11	14124	00	MGP LESSOR, LLC	PERMANENT AND TEMPORARY EASEMENTS	N	\$14,700,000.00	-	-	\$14,700,000.00	-	03/22/2024	03/31/2025	-	Acquisition	Right-of-Way	Craig	03-22-24: FIVE (5) PERMANENT EASEMENTS (PE) AND SIX (6) TEMPORARY EASEMENTS (TE) ASSOCIATED WITH THE DEPARTMENT'S I-15/TROPICANA INTERCHANGE PROJECT IN LAS VEGAS, PARCEL NUMBERS. I-015-CL-037.230 PE1, PE2, PE3, TE1; I-015-CL-037.356 PE1, PE2, TE1, TE2; I-015-CL-037.392 TE1, TE2, TE3, CLARK COUNTY.
12	11924	00	NS RETAIL HOLDINGS, LLC	TEMPORARY EASEMENT	N	\$2,844.00	-	-	\$2,844.00	-	03/01/2024	03/31/2026	-	Acquisition	Right-of-Way	Craig	03-01-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING AMERICANS DISABILITY ACT (ADA) PROJECT IN ELY, PARCEL NUMBER U-093-WP-068.414TE1, WHITE PINE COUNTY.
13	24124	00	PINE DEVELOPMENT INC.	PERMANENT EASEMENT	N	\$2,532.00	-	-	\$2,532.00	-	04/09/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-09-24: ONE (1) PERMANENT EASEMENT (PE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-005.583PE1, CLARK COUNTY.
14	13524	00	PUBLIC STORAGE OPERATING CO.	TEMPORARY EASEMENT	N	\$2,210.00	-	-	\$2,210.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-002.250TE1, CLARK COUNTY.
15	22024	00	QLV-HDR, LLC	TEMPORARY EASEMENTS	N	\$6,974.00	-	-	\$6,974.00	-	04/01/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-01-24: TWO (2) TEMPORARY EASEMENTS (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBERS. S-595-CL-004.364TE1 AND S-595-CL-004.423TE1, CLARK COUNTY.
16	12824	00	RAINBOW 2625, LLC	TEMPORARY EASEMENT	N	\$4,000.00	-	-	\$4,000.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-003.067TE1, CLARK COUNTY.
17	13124	00	RANDY YUAN	TEMPORARTY EASEMENT	N	\$1,250.00	-	-	\$1,250.00	-	03/14/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	03-14-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-002.676TE1, CLARK COUNTY.
18	23924	00	RUBY VISTA RANCH, LLC	TEMPORARY EASEMENT	N	\$6,260.00	-	-	\$6,260.00	-	04/09/2024	04/30/2026	-	Acquisition	Right-of-Way	Craig	04-09-24: ONE (1) FEE ACQUISITION AND ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING ELKO ROUNDABOUT PROJECT AT THE INTERSECTION OF LAMOILLE HIGHWAY AND BOYD-KENNEDY ROAD IN ELKO, PARCEL NUMBERS US-227-EL-008.282 AND S-227-EL-008.282TE1, ELKO COUNTY.
19	12124	00	SERGEI AND STEPHANIE DESOMOV	TEMPORARTY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/01/2024	06/30/2026	-	Acquisition	Right-of-Way	Craig	03-01-24: ONE (1) TEMPORARY EASEMENT (TE) ASSOCIATED WITH PUBLIC HIGHWAY AGREEMENT (PHA) ACQUIRING TEMPORARY RIGHTS TO REHABILITATE MECHANICALLY STABILIZED EARTH (MSA) ADJACENT TO INTERSTATE 515 (I-515) AND AMERICAN DRIVE IN LAS VEAGS, PARCEL NUMBER I-515-CL-068.627TE1, CLARK COUNTY.
20	11824	00	STORE CAPITAL, LLC	TEMPORARY EASEMENT	N	\$1,000.00	-	-	\$1,000.00	-	02/29/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	02-29-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT NUMBER SPSR-059(001) IN LAS VEGAS, PARCEL NUMBER S-595-CL-004.598TE1, CLARK COUNTY.
21	23824	00	WEST VALLEY MEDICAL, LLC	TEMPORARY EASEMENT	N	\$6,348.00	-	-	\$6,348.00	-	04/09/2024	12/31/2026	-	Acquisition	Right-of-Way	Craig	04-09-24: ONE (1) TEMPORARY EASEMENT (TE) REQUIRED FOR THE DEPARTMENT'S UPCOMING RAINBOW AMERICANS WITH DISABILITIES ACT (ADA) PROJECT IN LAS VEGAS, PARCEL NUMBER S-595-CL-002.619TE1, CLARK COUNTY.
22	16524	00	ACADEMY GLASS COMPANY, INC.	INSTALLATION OF VANDAL RESISTANT FILM	N	\$4,085.00	-	-	\$4,085.00	-	03/11/2024	12/31/2024	-	Facility	District I	Marty	03-11-24: INSTALLATION OF VANDAL RESISTANT WINDOW FILM AT THE 8TH STREET IT/TRAINING BUILDING, CLARK COUNTY.
23	22524	00	MOUNT WHEELER POWER, INC.	LINE EXTENSION AGREEMENT	N	\$939.00	-	-	\$939.00	-	04/02/2024	04/01/2029	-	Facility	Right-of-Way	Craig	04-02-24: LINE EXTENSION AGREEMENT (LEA) WILL PROVIDE UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS AT US HIGHWAY 50 (US-50) AT AULTMAN STREET AND THIRD STREET, WHITE PINE COUNTY.
24	22624	00	MOUNT WHEELER POWER, INC.	LINE EXTENSION AGREEMENT	N	\$1,246.00	-	-	\$1,246.00	-	04/03/2024	04/01/2029	-	Facility	Right-of-Way	Craig	04-03-24: LINE EXTENSION AGREEMENT (LEA) FOR UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS AT US HIGHWAY 50 (US-50) AT AULTMAN STREET AND 11TH STREET, WHITE PINE COUNTY.
25	22724	00	MOUNT WHEELER POWER, INC.	LINE EXTENSION AGREEMENT	N	\$806.00	-	-	\$806.00	-	04/03/2024	04/01/2029	-	Facility	Right-of-Way	Craig	04-03-24: LINE EXTENSION AGREEMENT (LEA) FOR UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS ON US HIGHWAY 50 (US-50) AT AULTMAN AND ELY AVENUE, WHITE PINE COUNTY.

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
26	22824	00	MOUNT WHEELER POWER, INC.	LINE EXTENSION AGREEMENT	N	\$1,697.00		-	\$1,697.00	-	04/03/2024	04/01/2029	-	Facility	Right-of-Way	Craig	04-03-24: LINE EXTENSION AGREEMENT (LEA) FOR UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS AT US HIGHWAY 93 (US-93) AT EAST AULTMAN STREET AND EAST 5TH STREET, WHITE PINE COUNTY.
27	22924	00	MOUNT WHEELER POWER, INC.	LINE EXTENSION	N	\$3,167.00	-	-	\$3,167.00	-	04/03/2024	04/01/2029	-	Facility	Right-of-Way	Craig	04-03-24: LINE EXTENSION AGREEMENT (LEA) FOR UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS AT US HIGHWAY 93 (US-93) AT EAST AULTMAN AT AVENUE C STREET, WHITE PINE COUNTY.
28	14224	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	\$268.00	-	-	\$268.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: LINE EXTENSION AGREEMENT (LEA) TO PROVIDE UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT IMPROVEMENTS ON THE SOUTHEAST CORNER OF STATE ROUTE 445 (SR445), PYRAMID BOULEVARD AND L STREET INTERSECTION, WASHOE COUNTY.
29	14424	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$1,000.00		-	\$1,000.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: DESIGN INITIATION AGREEMENT TO MEET THE UTILITY'S REQUIREMENT FOR BEGINNING THE PROCESS OF DESIGNING A NEW SERVICE PEDESTAL FOR THE DEPARTMENT'S PROJECT IMPROVEMENTS LOCATED ON THE SOUTH SIDE OF US HIGHWAY 50 (US-50) AT MCLEAN ROAD, LYON COUNTY.
30	14524	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: DESIGN INITIATION AGREEMENT TO MEET THE UTILITY'S REQUIREMENT TO BEGIN THE PROCESS OF DESIGNING A NEW SERVICE PEDESTAL FOR THE DEPARTMENT'S PROJECT IMPROVEMENTS ON THE NORTH SIDE OF US HIGHWAY 50 (US-50) AT NORTH PINENUT DRIVE, LYON COUNTY.
31	14624	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: DESIGN INITIATION AGREEMENT TO MEET THE UTILITY'S REQUIREMENT TO BEGIN THE PROCESS OF DESIGNING A NEW SERVICE PEDESTAL FOR DEPARTMENT'S PROJECT IMPROVEMENTS ON THE NORTH SIDE OF US HIGHWAY 50 (US-50), ACROSS FROM BAZIN COURT EAST OF DAYTON, LYON COUNTY.
32	14724	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: DESIGN INITIATION AGREEMENT TO MEET THE UTILITY'S REQUIREMENT TO BEGIN THE PROCESS OF OBTAINING NEW ELECTRIC SERVICE FOR DEPARTMENT'S PROJECT IMPROVEMENTS ON US HIGHWAY 50 (US-50) AT CEDAR RIDGE, LAKE TAHOE, DOUGLAS COUNTY.
33	21724	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$1,000.00	-	-	\$1,000.00	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: DESIGN INITIATION AGREEMENT TO MEET THE UTILITY'S REQUIREMENT TO BEGIN THE PROCESS OF DESIGNING A NEW SERVICE PEDESTAL FOR THE DEPARTMENT'S PROJECT IMPROVEMENTS ON US HIGHWAY 50 (US-50) IN FALLON, LYON COUNTY.
34	24324	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	\$23,805.00	-	-	\$23,805.00	-	04/09/2024	05/01/2029	-	Facility	Right-of-Way	Craig	04-09-24: LINE EXTENSION AGREEMENT (LEA) FOR NEW ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT LOCATED AT EL PASADA AVENUE AND POWELL AVENUE, CLARK COUNTY.
35	36721	01	UNION PACIFIC RAILROAD COMPANY	WIRELINE CROSSING	N	\$4,340.00	-	\$4,000.00	\$8,340.00	-	07/07/2021	08/30/2026	03/11/2024	Facility	Right-of-Way	Craig	AMD 1 03-11-24: INCREASE AUTHORITY BY \$4,000.00 FROM \$4,340.00 TO \$8,340.00 TO EXTEND LICENSE TO CROSS EXISTING UNION PACIFIC RAILROAD (UPRR) RIGHT-OF-WAY (ROW) WITH DEPARTMENT FIBER AND SECONDARY POWER. 07-07-21: WIRELINE CROSSING TO INSTALL TWO (2) FOUR INCH (4") AND ONE (1) THREE INCH (3") CONDUITS FOR FIBER AND FUTURE SECONDARY POWER PLACEMENT AT US HIGHWAY 395 (US-395) NORTH OF RENO FROM MCCARRAN BOULEVARD TO GOLDEN VALLEY STRUCTURE FROM MILEPOST WA 27.064 TO MP WA 31.107. WASHOE COUNTY.
36	15524	00	WESTERN DOOR AND GATE, LLC	INSTALLATION OF SECURITY GATE	N	\$22,578.37	-	-	\$22,578.37	-	03/21/2024	12/31/2024	-	Facility	District I	Marty	03-21-24: INSTALLATION OF A SLIDING SECURITY GATE AT THE 8TH STREET INFORMATION TECHNOLOGY AND TRAINING BUILDING, CLARK COUNTY.
37	65123	00	CARSON CITY PUBLIC WORKS	LOOP DETECTOR UPGRADES	N	\$200,000.00	-	-	\$200,000.00	-	03/14/2024	12/31/2026	-	Interlocal	Traffic Information	Ken	03-14-24: INSTALLATION OF A CONTINUOUS AUTOMATIC TRAFFIC RECORDER AND AUTOMATIC VEHICLE CLASSIFICATION SYSTEM (AVCS) EQUIPMENT WITHIN THE CITY'S RIGHT-OF-WAY ON US HIGHWAY 50 (EAST WILLIAM STREET) LOCATED APPROXIMATELY THREE HUNDRED (300) FEET EAST OF ROOP STREET, CARSON CITY.
38	17424	00	REGGIE W. DOING	TEMPORARY LAND LEASE	N	\$64,476.00	-	-	\$64,476.00	-	03/31/2024	03/31/2027	-	Lease	District I	Marty	03-31-24: TEMPORARY LAND LEASE FOR RELOCATION OF SEARCHLIGHT MAINTENANCE STATION DURING STATION REPLACEMENT CONSTRUCTION, CLARK COUNTY.
39	12224	00	MONTY J. PEARCE, MERRY S. PEARCE, LUKE R. PEARCE, AND AMBER PEARCE	CONSTRUCTION OF SEASONAL FENCING	N	\$15,000.00	-	-	\$15,000.00	-	03/11/2024	Open	-	ROW Access	Right-of-Way	Craig	03-11-24: CONSTRUCTION OF SEASONAL SNOW FENCING OUTSIDE OF DEPARTMENT'S RIGHT-OF-WAY ON PARCEL NUMBERS U-093-EL-085.450TE1 AND U-093-EL-085.450TE2, ELKO COUNTY.
40	08024	00	CONSTRUCTION MATERIALS ENGINEERS, INC.	SPRUNG STRUCTURE INSTALLATION	N	\$65,640.00	-	-	\$65,640.00	-	03/11/2024	12/31/2024	-	Service Provider	Architecture	Anita	03-11-24: BUILDING INSPECTION, MATERIAL AND TESTING SERVICES DURING THE INSTALLATION OF THE SPRUNG STRUCTURE AT THE INDEPENDENCE VALLEY MAINTENANCE STATION, ELKO COUNTY.
41	71323	01	CORRIGAN CORPORATION OF AMERICA	TEMPERATURE AND HUMIDITY CONTROLS INSTALLATION	N	\$14,590.00	-	\$10,706.74	\$25,296.74	-	01/25/2024	01/31/2025	03/22/2024	Service Provider	Architecture	Anita	AMD 1 03-22-24: INCREASE AUTHORITY BY \$10,706.74 FROM \$14,590.00 TO \$25,296.74 DUE TO ADDING ADDITIONAL SCOPE TO INCLUDE A MIXING ROOM LOCATED AT THE CARSON CITY HEADQUARTERS LAB. 01-25-24: INSTALLATION OF TEMPERATURE AND HUMIDITY CONTROLS TO COMPLY WITH CONCRETE AND CEMENT ACCREDITATION FOR THE CARSON CITY HEADQUARTERS LABORATORY CONCRETE CURE ROOM, CARSON CITY.
42	16924	00	EXEVISION INC.	ELECTRONIC BIDDING SERVICES	N	\$96,800.00	-	-	\$96,800.00	-	03/01/2024	02/28/2025	-	Service Provider	Information Services	Jeramie	03-01-24: ELECTRONIC BIDDING SUBSYSTEM (EBS) AND SYSTEM MAINTENANCE SUBSYSTEM (SMS) HOSTING, LICENSING, AND MAINTENANCE IN IPDWEB, AND FOR ICXWEB, STATEWIDE.
43	23423	01	IDECO-NV, INC.	INSPECTION AND REPAIR OF FUEL DISPENSING EQUIPMENT	N	\$25,440.00	-	\$35,500.00	\$60,940.00	-	05/17/2023	05/31/2027	03/21/2024	Service Provider	District I	Marty	AMD 1 04-05-24: INCREASE AUTHORITY BY \$35,500.00 FROM \$25,440.00 TO \$60,940.00 TO PROVIDE ADDITIONAL FUNDS FOR FREQUENTLY REQUIRED REPAIRS AND EQUIPMENT REPLACEMENT. 05-17-23: INSPECTION AND REPAIR OF FUEL DISPENSING EQUIPMENT AT THE NORTH STATION, SOUTH STATION, AND GLENDALE STATION, CLARK COUNTY.
44	21124	00	J DEPUTY ELECTRICAL SERVICES, LLC	INSTALLATION OF NEW ELECTRICAL CIRCUITS	N	\$2,950.00	-	-	\$2,950.00	-	04/03/2024	06/01/2024	-	Service Provider	District III	Sami	04-03-24: INSTALLATION OF TWO (2) NEW ELECTRICAL CIRCUITS FOR EXISTING ROLL-UP DOORS AT THE BATTLE MAINTENANCE FACILITY, LANDER COUNTY.
45	21224	00	J DEPUTY ELECTRICAL SERVICES, LLC	INSTALLATION OF NEW ELECTRICAL CIRCUITS	N	\$6,800.00	-	-	\$6,800.00	-	04/03/2024	06/01/2024	-	Service Provider	District III	Sami	04-03-24: INSTALLATION OF NEW ELECTRICAL CIRCUITS FOR EXISTING ROLL-UP DOORS AT THE WINNEMUCCA MAINTENANCE FACILITY, HUMBOLDT COUNTY.
46	21324	00	J DEPUTY ELECTRICAL SERVICES, LLC	INSTALLATION OF NEW ELECTRICAL CIRCUITS	N	\$2,325.00	-	-	\$2,325.00	-	04/03/2024	06/01/2024	-	Service Provider	District III	Sami	04-03-24: INSTALLATION OF NEW ELECTRICAL CIRCUITS FOR EXISTING ROLL-UP DOORS IN THE QUINN RIVER MAINTENANCE FACILITY.

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
47	76919	03	J&L	JANITORIAL SERVICES	N	\$342,280.00	\$384,235.60	\$13,568.15	\$740,083.75	-	03/09/2020	05/01/2024	03/25/2024	Service Provider	Buildings and Grounds	Maya	AMD 3 03-25-24: INCREASE AUTHORITY BY \$13,568.15 FROM \$726,515.60 TO \$740,083.75 AND EXTEND TERMINATION DATE FROM 04-01-24 TO 05-01-24 TO ALLOW FOR UNINTERRUPTED JANITORIAL SERVICES AT DEPARTMENT'S CARSON CITY HEADQUARTERS CAMPUS AND SURROUNDING FACILITIES. AMD 2 03-14-22: INCREASE AUTHORITY BY \$384,235.60 FROM \$342,280.00 TO \$726,515.60 AND EXTEND THE TERMINATION DATE FROM 04-01-22 TO 04-01-24 DUE TO THE INTEGRATION OF DAILY COVID-19 SANITIZATION SERVICES. AMD 1 03-23-20: NO COST AMENDMENT TO AMEND AGREEMENT NUMBER FROM "P796-19-073" TO "P769-19-073" DUE TO AN ERROR IN THE ORIGINAL NUMBER ASSIGNMENT. 03-09-20: JANITORIAL SERVICES AT ALL OF THE DEPARTMENT LOCATIONS IN CARSON CITY, NEVADA FOR THE SAFETY AND MAINTENANCE OF THE DEPARTMENT PROPERTIES, CARSON CITY.
48	17824	00	KORTE CONSTRUCTION COMPANY	REPLACEMENT OF HAND WASH TUB	N	\$29,845.00	-	-	\$29,845.00	-	04/01/2024	06/30/2024	-	Service Provider	District I	Marty	04-01-24: REPLACEMENT OF THE EMPLOYEE HAND WASH TUB AND TO REPAIR THE SURROUNDING AREA IN BUILDING E AT THE NORTH MAJOR MAINTENANCE STATION, CLARK COUNTY.
49	18324	00	KORTE CONSTRUCTION COMPANY	REPLACEMENT OF FIXTURES	N	\$20,768.00	-	-	\$20,768.00	-	03/30/2024	06/30/2024	-	Service Provider	District I	Marty	03-30-24: REPAIR AND REPLACEMENT OF FIXTURES IN THE SUPERVISOR RESTROOM LOCATED IN BUILDING E AT THE NORTH MAJOR MAINTENANCE STATION, CLARK COUNTY.
50	66523	00	LEXICON SUPPORT SERVICES, LLC	TITLE VI SUPPORT SERVICES	N	\$2,759,104.00	-	-	\$2,759,104.00	-	03/18/2024	06/30/2028	-	Service Provider	External Civil Rights	Sonnie	03-18-24: FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND FEDERAL TRANSPORTATION ADMINISTRATION (FTA) RELATED TITLE VI SUPPORT SERVICES, STATEWIDE.
51	16424	00	NEVADA BARRICADE & SIGN COMPANY, INC.	TRAFFIC CONTROL SERVICES	N	\$249,998.00	-	-	\$249,998.00	-	03/30/2024	12/31/2024	-	Service Provider	Bridge / Structures	Jessen	03-30-24: TRAFFIC CONTROL SERVICES AT DESIGNATED LOCATIONS AND AS DIRECTED BY THE ENGINEER TO ALLOW INSPECTION CREWS TO CONDUCT ACCESS REQUIRED BRIDGE INSPECTIONS THROUGHOUT DISTRICT II, CARSON CITY, CHURCHILL, DOUGLAS, LYON, MINERAL, PERSHING, AND WASHOE COUNTIES.
52	56423	00	NEVADA BARRICADE & SIGN COMPANY, INC.	SIGN INSTALLATION	N	\$199,200.00	-	-	\$199,200.00	-	11/30/2023	03/31/2024	-	Service Provider	Traffic Operations	Seth	11-30-23: STATE FURNISHED SIGN INSTALLATION THROUGHOUT DISTRICT II, DOUGLAS, CARSON, LYON, WASHOE, CHURCHILL, AND PERSHING COUNTIES.
53	56623	00	RED STAR FENCE COMPANY, LLC	FENCING REPLACEMENT	N	\$188,100.00	-	-	\$188,100.00	-	04/03/2024	07/31/2025	-	Service Provider	District I	Marty	04-03-24: REMOVAL OF DAMAGED STRETCH OF FENCE AND REPLACEMENT WITH A NEW SEVENTY-TWO (72)-INCH CHAIN LINK FENCE AND TORTOISE MESH SOUTH OF STATE ROUTE 164 (SR164) AT MILEPOST (MP) 15.33, CLARK COUNTY.
54	30318	03	RHP MECHANICAL SYSTEMS	IT EQUIPMENT MAINTENANCE	N	\$20,000.00	\$40,000.00	\$20,000.00	\$80,000.00	-	06/14/2018	06/30/2025	03/26/2024	Service Provider	Information Services	Jeramie	AMD 3 03-26-24: INCREASE AUTHORITY BY \$20,000.00 FROM \$60,000.00 TO \$80,000.00 AND EXTEND TERMINATION DATE FROM 06-30-24 TO 06-30-25 DUE TO CONTINUED NEED FOR PREVENTATIVE MAINTENANCE AND EMERGENCY SERVICES TO THE COOLING SYSTEM LOCATED IN THE IT SERVER ROOM. AMD 2 04-22-22: INCREASE AUTHORITY BY \$20,000.00 FROM \$40,000.00 TO \$60,000.00 AND EXTEND THE TERMINATION DATE FROM 06-30-22 TO 06-30-24 DUE TO CONTINUED NEED FOR PREVENTATIVE MAINTENANCE AND EMERGENCY SERVICE ON THE COOLING SYSTEM LOCATED IN THE IT SERVER ROOM. AMD 1 03-25-20: INCREASE AUTHORITY BY \$20,000.00 FROM \$20,000.00 TO \$40,000.00 AND EXTEND THE TERMINATION DATE FROM 06-30-20 TO 06-30-22 DUE TO CONTINUED NEED FOR PREVENTATIVE MAINTENANCE AND EMERGENCY SERVICE ON THE COOLING SYSTEM LOCATED IN THE IT SERVER ROOM. 06-14-18: PREVENTATIVE MAINTENANCE AND EMERGENCY SERVICE ON THE COOLING SYSTEM LOCATED IN THE INFORMATION TECHNOLOGY (IT) SERVER ROOM, CARSON CITY.
55	09323	01	SOUTHLAND INDUSTRIES	CHILLER REPLACEMENT	N	\$223,900.00	-	\$66,740.00	\$290,640.00	-	02/19/2023	06/30/2024	03/21/2024	Service Provider	District I	Marty	AMD 1 03-21-24: INCREASE AUTHORITY BY \$66,740.00 FROM \$223,900.00 TO \$290,640.00 TO SUPPLEMENT SCOPE OF SERVICES. 02-19-23: REPLACEMENT OF CHILLER #2 AT THE TRAFFIC MANAGEMENT CENTER/NEVADA HIGHWAY PATROL SOUTHERN COMMAND BUILDING, CLARK COUNTY.
56	49718	03	SUMMIT PLUMBING CO., LLC	SEPTIC SERVICES	N	\$18,000.00	\$13,200.00	\$9,900.00	\$41,100.00	-	10/25/2018	04/30/2026	03/30/2024	Service Provider	District II	Bhupinder	AMD 3 03-30-24: INCREASE AUTHORITY BY \$9,900.00 FROM \$31,200.00 TO \$41,100.00 TO EXTEND THE TERMINATION DATE FROM 04-30-24 TO 04-30-26 DUE TO CONTINUED NEED FOR SERVICES. AMD 2 04-29-22: INCREASE AUTHORITY BY \$13,200.00 FROM \$18,000.00 TO \$31,200.00, EXTEND TERMINATION DATE FROM 04-30-22 TO 04-30-24 DUE TO THE NEED FOR CONTINUED MONTHLY SEPTIC TANK SERVICES AT THE SPOONER MAINTENANCE STATION, AND CHANGE AGREEMENT NUMBER FROM "P497-18-270" TO "P497-18-271" TO ALLOW DISTRICT II BETTERMENTS TO PAY FOR CONTINUED SERVICES. AMD 1 12-02-21: NO COST AMENDMENT TO CORRECT THE DIVISION CODE FROM DISTRICT II BETTERMENTS (C271) TO DISTRICT II BUDGET (C270), CHANGING THE AGREEMENT NUMBER FROM P497-18-271 TO P497-18-270. 10-25-18: SEPTIC PUMPING SERVICES TO PUMP THE TWO THOUSAND FIVE HUNDRED (2,500) GALLON SEPTIC TANK AT THE SPOONER MAINTENANCE YARD, DOUGLAS COUNTY.
57	60821	01	TITAN ELECTRICAL CONTRACTING, INC.	ESCAPE RAMP MAINTENANCE	N	\$34,900.00	-	\$15,000.00	\$49,900.00	-	01/13/2022	06/30/2025	03/21/2024	Service Provider	Maintenance and Asset Management	Anita	AMD 1 03-21-24: INCREASE AUTHORITY BY \$15,000.00 FROM \$34,900.00 TO \$49,900.00 FOR ADDITIONAL TESTING. 01-13-22: ON-CALL REPAIRS, MAINTENANCE AND REPLACEMENT OF ALL REQUIRED EQUIPMENT FOR THE REMOTE MONITORING SYSTEM AT THE STATE ROUTE 431 (SR431) TRUCK ESCAPE RAMP, FOR THE SAFETY AND WELFARE OF THE TRAVELING PUBLIC, WASHOE COUNTY.
58	19124	00	UTILITY SERVICES, INC.	INSPECTION OF WATER SYSTEM	N	\$40,770.72	-	-	\$40,770.72	-	03/30/2024	12/31/2024		Service Provider	District I	Marty	03-30-24: INSPECTION, PRESSURE TESTING AND INSTALLATION OF CHLORINATOR AT THE LATHROP WELLS REST AREA PUBLIC WATER SYSTEM, NYE COUNTY.
59	17524	00	VISION SIGN, INC.	SIGNAGE INSTALLATION	N	\$8,020.00	-	-	\$8,020.00	-	03/30/2024	06/30/2024	-	Service Provider	District I	Marty	03-30-24: MANUFACTURING AND INSTALLATION OF FUEL ISLAND AVAILABILITY LIGHT-EMITTING DIODE (LED) SIGNAGE, CLARK COUNTY.
60	18624	00	VISION SIGN, INC.	REPLACEMENT AND INSTALLATION OF MOMUMENT SIGN	N	\$9,390.00	-	-	\$9,390.00		03/21/2024	06/30/2024	-	Service Provider	District I	Marty	03-21-24: MANUFACTURE AND INSTALLATION OF REPLACEMENT FACES FOR THE DAMAGED MONUMENT SIGN AT THE SOUTHERN NEVADA VISITORS CENTER IN DISTRICT I, CLARK COUNTY.

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
61	18524	00	WHEELERS ELECTRIC, INC.	INSTALLATION OF LIGHT FIXTURES	N	\$18,979.00	-	-	\$18,979.00	-	03/30/2024	06/30/2024	-	Service Provider	District I	Marty	03-30-24: INSTALLATION OF LIGHT FIXTURES AND POLES AT THE BUILDING D FUEL ISLAND AND PARKING LOT LOCATED AT THE NORTH MAJOR MAINTENANCE STATION, CLARK COUNTY.
62	50623	01	XCEL MAINTENANCE SERVICES, INC.	JANITORIAL SERVICES	N	\$249,600.00	-	\$45,120.00	\$294,720.00	-	11/05/2023	10/31/2025	03/21/2024	Service Provider	District I	Marty	AMD 1 03-21-24: INCREASE AUTHORITY BY \$45,120.00 FROM \$249,600.00 TO \$294,720.00 TO COMPENSATE THE SERVICE PROVIDER FOR EXTRA WORK LINE ITEMS, INCLUDING ADDITIONAL DISTRICT I TRAILERS REQUIRING JANITORIAL SERVICES. 11-05-23: PROVIDE JANITORIAL SERVICES FOR THE SOUTH MAINTENANCE STATION AND VARIOUS LOCATIONS IN DISTRICT I, CLARK COUNTY.

NO COST AGREEMENTS AND/OR AMENDMENTS																	
Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
63	12724	00	AT&T CORPORATION	VALVE COVER ADJUSTMENT	N	\$82,110.00	-	-	-	\$82,110.00	03/11/2024	03/31/2029	-	Facility	Right-of-Way	Craig	03-11-24: NO COST AGREEMENT PROVIDING FOR THE ADJUSTMENT TO NON-COMPENSABLE VALVE AND MANHOLE COVERS IN CONFLICT WITH THE DEPARTMENT'S PROJECT AT STATE ROUTE 445 (SR445), PYRAMID HIGHWAY, FROM NUGGET AVENUE TO YORK WAY, WASHOE COUNTY.
64	12624	00	CENTURYLINK OF NEVADA, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	03/11/2024	06/30/2024	-	Facility	Right-of-Way	Craig	03-11-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217849 ON US HIGHWAY 95 (US-95) FROM MILEPOST (MP) 8.56 TO MP 8.62, CLARK COUNTY.
65	23724	00	CHARTER COMMUNICATIONS	OCCUPANCY PERMIT	N	-	-	-	-	-	04/05/2024	06/30/2024	-	Facility	Right-of-Way	Craig	04-05-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217937 ON US HIGHWAY 395 (US-395) FROM MILEPOST (MP) 30.91 TO MP 31.22, DOUGLAS COUNTY.
66	23324	00	CITY OF LAS VEGAS	VALVE COVER ADJUSTMENT	N	\$12,537.50	-	-	-	\$12,537.50	04/05/2024	05/01/2029	-	Facility	Right-of-Way	Craig	04-05-24: NO COST AGREEMENT PROVIDING FOR THE ADJUSTMENT TO NON-COMPENSABLE VALVE AND MANHOLE COVERS IN CONFLICT WITH THE DEPARTMENT'S PROJECT AT STATE ROUTE 595 (SR595) RAINBOW BOULEVARD, CLARK COUNTY.
67	23224	00	COX COMMUNICATIONS LAS VEGAS, INC.	OCCUPANCY PERMIT	N	-	-	-	-	-	04/03/2024	06/30/2024	-	Facility	Right-of-Way	Craig	04-03-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 218222 ON STATE ROUTE 159 (SR159) FROM MILEPOST (MP) 31.65 TO MP 31.66, CLARK COUNTY.
68	23624	00	MOAPA VALLEY TELEPHONE COMPANY	OCCUPANCY PERMIT	N	-	-	-	-	-	04/05/2024	06/30/2024	-	Facility	Right-of-Way	Craig	04-05-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 218229 ON STATE ROUTE 168 (SR168) FROM MILEPOST (MP) 20.93 TO MP 20.95, CLARK COUNTY.
69	12524	00	NV ENERGY	LINE EXTENTION AGREEMENT	N	-	-	-	-	-	03/11/2024	03/31/2029	-	Facility	Right-of-Way	Craig	03-11-24: NO COST LINE EXTENSION AGREEMENT (LEA) FOR UPGRADED ELECTRIC SERVICE TO POWER THE DEPARTMENT'S PROJECT BY RELOCATING A 120/240 SERVICE METER AT THE SOUTHWEST CORNER OF LAKE MEAD PARKWAY AND FIESTA HENDERSON, CLARK COUNTY.
70	14924	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	-	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: NO COST DESIGN APPROVAL AGREEMENT TO FORMALIZE DEPARTMENT'S APPROVAL OF UTILITY'S PROPOSED DESIGN TO SUPPLY ELECTRIC SERVICE TO MEET THE DEPARTMENT'S PROJECT REQUIREMENTS AT THE SOUTHEAST CORNER OF LAKE MEAD PARKWAY AND FIESTA, CLARK COUNTY.
71	23424	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	\$3,000.00	-	-	-	\$3,000.00	04/05/2024	05/01/2029	-	Facility	Right-of-Way	Craig	04-05-24: NO COST DESIGN INITIATION AGREEMENT TO BEGIN PROCESS TO OBTAIN NEW ELECTRIC SERVICE FOR THE DEPARTMENT'S PROJECT IMPROVEMENTS AT THE DISTRICT II ADMINISTRATIVE BUILDING LOCATED AT 305 GALLETTI WAY, WASHOE COUNTY.
72	14324	00	NV ENERGY	VALVE COVER ADJUSTMENT	N	\$182,850.00	-	-	-	\$182,850.00	03/28/2024	04/01/2029	-	Facility	Right-of-Way	Craig	03-28-24: NO COST AGREEMENT FOR THE ADJUSTMENT TO NON-COMPENSABLE VALVE AND MANHOLE COVERS IN CONFLICT WITH THE DEPARTMENT'S PROJECT ON STATE ROUTE 445 (SR445), PYRAMID HIGHWAY, FROM NUGGET AVENUE TO YORK WAY, WASHOE COUNTY.
73	13724	00	SKY FIBER NETWORKS LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	03/14/2024	06/30/2024	-	Facility	Right-of-Way	Craig	03-14-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT NUMBER 217797 ON STATE ROUTE 208 (SR208) MILEPOST (MP) 2.33 TO MP 15.39, LYON COUNTY.
74	23024	00	SKY FIBER NETWORKS LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	04/03/2024	06/30/2024	-	Facility	Right-of-Way	Craig	04-03-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217794 ON STATE ROUTE 339 (SR339) FROM MILEPOST (MP) 0.00 TO MP 11.52, LYON COUNTY.
75	23124	00	SKY FIBER NETWORKS LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	04/03/2024	06/30/2024	-	Facility	Right-of-Way	Craig	04-03-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217885, STATE ROUTE 89 (SR89) FROM MILEPOST (MP) 3.00 TO MP 3.08, LYON COUNTY.
76	21624	00	SPECTRUM PACIFIC WEST, LLC	OCCUPANCY PERMIT	N	-	-	-	-	-	03/28/2024	06/30/2024	-	Facility	Right-of-Way	Craig	03-28-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE STATE'S RIGHT-OF-WAY UNDER PERMIT 218067 ON US HIGHWAY 395 (US-395), FROM MILEPOST (MP) 31.21 TO MP 32.44, DOUGLAS COUNTY.
77	13024	00	VALLEY ELECTRIC ASSOCIATION, INC.	OCCUPANCY PERMIT	N	-	-	-	-	-	03/13/2024	06/30/2024	-	Facility	Right-of-Way	Craig	03-13-24: NO COST AGREEMENT TO INDEMNIFY THE STATE OF NEVADA AGAINST ANY ACTION ARISING OUT OF THE COMPANY'S USE OR OCCUPANCY OF THE DEPARTMENT'S RIGHT-OF-WAY UNDER PERMIT 217986 ON STATE ROUTE 372 (SR372), MILEPOST (MP) 3.22 TO MP 5.67, NYE COUNTY.
78	12424	00	ALBERTSON'S LLC	MULTI-USE LEASE	Y	\$28,285.00	-	-	-	\$28,285.00	03/14/2024	03/14/2029	-	Lease	Right-of-Way	Craig	03-14-24: NO COST AGREEMENT FOR A MULTI-USE LEASE OF DEPARTMENT PROPERTY ON PARCEL NUMBER S-564-CL-001.833 LE1, CLARK COUNTY.
79	02419	01	CITY OF SPARKS REDEVELOPMENT	MULTI-USE LEASE	N	-	-	\$10.00	-	\$115.00	03/11/2019	03/10/2029	03/08/2024	Lease	Right-of-Way	Craig	AMD 1 03-08-24: NO COST AMENDMENT TO INCREASE RECEIVABLE AUTHORITY BY \$10.00 FROM \$105.00 TO \$115.00 AND EXTEND THE TERMINATION DATE FROM 02-28-23 TO 03-10-29 AFTER CITY EXERCISED ITS FIRST RENEWAL OPTION. 03-11-2019: MULTI-USE LEASE OF STATE OF NEVADA PROPERTY, PARCEL NUMBER I-080-WA-016-600, WASHOE COUNTY.
80	18724	00	JEFFERY SIEGEL	EMPLOYEE HOUSE LEASE	N	\$2,400.00	-	-	-	\$2,400.00	06/01/2023	05/31/2027	-	Lease	District III	Sami	06-01-23: NO COST EMPLOYEE HOUSE LEASE FOR HOUSE #2 AT THE QUINN RIVER MAINTENANCE STATION, HUMBOLDT.
81	04819	01	MAIDSTONE ASSOCIATES	MULTI-USE LEASE	N	\$166,365.00	-	\$169,385.00	-	\$335,750.00	04/04/2019	04/03/2029	03/26/2024	Lease	Right-of-Way	Craig	AMD 1 03-26-24: NO COST AMENDMENT TO INCREASE RECEIVABLE AUTHORITY BY \$169,385.00 FROM \$166,365.00 TO \$335,750.00 DUE TO THE LESSEE EXERCISING ITS FIRST OF THREE (3) OPTIONS TO RENEW THE LEASE FOR A FIVE (5) YEAR TERM. 04-04-19: MULTI-USE LEASE FOR PARCEL S-667-WA-024.098, ON THE CORNER OF KIETZKE LANE AND PLUMB LANE FOR FIFTEEN (15) YEARS. WASHOE COUNTY.
82	12324	00	QUALITY TRAINING CENTERS	MULTI-USE LEASE	N	\$62,460.00	-	-	-	\$62,460.00	03/13/2024	03/31/2029	-	Lease	Right-of-Way	Craig	03-13-24: NO COST AGREEMENT FOR MULTI-USE LEASE OF DEPARTMENT PROPERTY ON PARCEL NUMBER I-015-CL-039.379 LE1, CLARK COUNTY.
83	18924	00	TERRELL COLE	EMPLOYEE HOUSE LEASE	N	\$4,580.00	-	-	-	\$4,580.00	10/16/2023	11/01/2027	-	Lease	District III	Sami	10-16-23: NO COST EMPLOYEE HOUSE LEASE FOR HOUSE #245 AT THE EMIGRANT MAINTENANCE STATION, EUREKA COUNTY.
84	19024	00	TIM PHENIX	EMPLOYEE HOUSE LEASE	N	\$4,780.00	-	-	-	\$4,780.00	01/22/2024	01/31/2027	-	Lease	District III	Sami	03-31-24: NO COST EMPLOYEE HOUSE LEASE FOR HOUSE #243 AT THE EMIGRANT MAINTENANCE STATION, ELKO COUNTY.

NO COST AGREEMENTS AND/OR AMENDMENTS																	
Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amendment Date	Agreement Type	Division	Division Head	Note
85	21524	00	LINCOLN LAWYER 3 PRODUCTIONS, LLC	TEMPORARY USE PERMIT	N	\$525.00	-	-	-	\$525.00	03/26/2024	03/31/2024	-	ROW Access	Right-of-Way	Craig	03-26-24: NO COST AGREEMENT FOR TEMPORARY USE OF THE DEPARTMENT'S RIGHT-OF-WAY TO FILM A MOVING MOTORCYCLE TRAVELING SOUTH AT THE POSTED SPEED, FROM A CAMERA MOUNTED ON THE ROOF OF A SECOND VEHICLE ON STATE ROUTE 604 (SR604) FROM MILEPOST (MP) 12.93 TO MP 9.19, CLARK COUNTY.
86	14824	00	LINCOLN LAYWER 3 PRODUCTIONS, LLC	TEMPORARY USE PERMIT	N	\$6.00	-	-	-	\$6.00	03/26/2024	03/31/2024	-	ROW Access	Right-of-Way	Craig	03-26-24: NO COST AGREEMENT FOR TEMPORARY USE OF THE DEPARTMENT'S RIGHT-OF-WAY TO FILM A MOTORCYCLE DRIVING SOUTH AT POSTED SPEED FROM A CAMERA MOUNTED ON THE ROOF OF A SECOND VEHICLE ON STATE ROUTE 159 (SR159) FROM MILEPOST (MP) 12.5 TO MP 6, CLARK COUNTY.
87	13424	00	REED, INC.	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	03/14/2024	12/31/2029	-	ROW Access	Right-of-Way	Craig	03-14-24: NO COST AGREEMENT FOR CONSTRUCTION OUTSIDE RIGHT-OF-WAY ASSOCIATED WITH THE DEPARTMENT'S UPCOMING ELY AMERICANS WITH DISABILITIES ACT (ADA) PROJECT ON PARCEL NUMBER 002-055-06 AT 909 EAST AULTMAN STREET, WHITE PINE COUNTY.
88	18322	01	ARCADIS, A CALIFORNIA PARTNERSHIP	ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) MANAGEMENT	N	\$4,657,700.00	-	-	\$4,657,700.00	-	01/27/2023	12/31/2026	03/23/2024	Service Provider	Traffic Operations	Seth	03-23-24: NO COST AMENDMENT TO CHANGE NAME OF SERVICE PROVIDER FROM "IBI, A CALIFORNIA PARTNERSHIP" TO "ARCADIS, A CALIFORNIA PARTNERSHIP". 01-27-23: DEPLOYMENT, UPDATING, MAINTAINING AND MONITORING OF THE USER-FRIENDLY ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) THAT OPERATE THE DEPARTMENT'S INTELLIGENT TRANSPORTATION SYSTEM (ITS) DEVICES, STATEWIDE.
89	70322	01	HDR ENGINEERING, INC.	FULL ADMINISTRATION OF CONTRACT 3966	Y	\$3,031,910.00	-	-	\$3,031,910.00	-	04/12/2023	05/31/2024	03/25/2024	Service Provider	Construction	Sam	AMD 1 03-25-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 03-31-24 TO 05-31-24 DUE TO CONTINUED NEED OF SERVICES. 04-12-23: FULL ADMINISTRATION OF CONSTRUCTION ENGINEERING SERVICES ON CONTRACT 3966 ON US HIGHWAY 95A (US95A) MILL AND OVERLAY, LYON AND MINERAL COUNTIES.
90	08222	02	HDR ENGINEERING, INC.	ON-CALL ENVIRONMENTAL SERVICES	N	\$2,912,548.80	-	-	\$2,912,548.80	-	03/14/2022	06/30/2026	03/12/2024	Service Provider	Environmental	My-Linh	AMD 2 03-12-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 06-30-25 TO 06-30-26 TO MAXIMIZE SERVICES. AMD 1 10-12-23: NO COST AMENDMENT TO REFLECT SERVICE PROVIDER'S NEW OVERHEAD RATE. 03-14-22: ON-CALL ENVIRONMENTAL SERVICES, STATEWIDE.
91	19719	03	KIMLEY-HORN AND ASSOCIATES, INC.	ENGINEERING DESIGN SERVICES	N	\$1,400,000.00	-	-	\$1,400,000.00	-	06/07/2019	09/30/2025	03/13/2024	Service Provider	Safety	Lacey	AMD 3 03-13-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 04-30-24 TO 09-30-25 DUE TO REQUIRED ADDITIONAL COORDINATION WITH UNION PACIFIC RAILROAD AND STATEHOLDERS. AMD 2 09-21-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 09-30-24 TO 04-30-24 DUE TO REQUIRED ADDITIONAL COORDINATION WITH UNION PACIFIC RAILROAD AND STATEHOLDERS. AMD 1 10-27-20: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 09-30-21 TO 09-30-23 DUE TO FINANCIAL INELIGIBILITY NOTIFICATIONS. 06-07-19: RAILWAY/HIGHWAY DESIGN ENGINEERING SERVICES, STATEWIDE.
92	08322	01	KLEINFELDER, INC.	ON-CALL ENVIRONMENTAL SERVICES	N	\$2,779,291.20	-	-	\$2,779,291.20	-	03/14/2022	06/30/2026	03/12/2024	Service Provider	Environmental	My-Linh	AMD 1 03-12-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 06-30-25 TO 06-30-26 TO MAXIMIZE SERVICES. 03-14-22: ON-CALL ENVIRONMENTAL SERVICES, STATEWIDE.
93	47423	02	SIERRA NEVADA CONSTRUCTION, INC.	INSTALLATION OF CATTLE GUARDS	N	\$298,007.00	-	-	\$298,007.00	-	10/11/2023	06/30/2024	03/30/2024	Service Provider	Maintenance and Asset Management	Anita	AMD 2 03-30-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 03-31-24 TO 06-30-24 DUE TO CONTINUED NEED OF SERVICES. AMD 1 12-20-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-23 TO 03-31-24 DUE TO CONTINUED NEED OR SERVICES. 10-11-23: INSTALLATION OF CATTLE GUARDS AND FENCE ON THE TRADITIONS PARKWAY APPROACH TO US HIGHWAY 50 (US-50) AT MILEPOST (MP) LY-8.69, LYON COUNTY.
94	55723	02	TITAN ELECTRICAL CONTRACTING, INC.	INSTALL SOLAR POWERED SIGNS	N	\$214,842.00	-	-	\$214,842.00	-	11/21/2023	12/31/2024	03/26/2024	Service Provider	Traffic Operations	Seth	AMD 2 03-26-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 03-31-24 TO 12-31-24 DUE TO CONTINUED NEED OF SERVICES. AMD 1 12-20-23: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-23 TO 03-31-24 DUE TO CONTINUED NEED IN SERVICES. 11-21-23: INSTALL TWO (2) SOLAR SPEED FEEDBACK SIGNS ON US HIGHWAY 95 (US-95) NEAR WALKER LAKE FOR SAFETY OF TRAVELING PUBLIC, MINERAL COUNTY.
95	66123	00	KINROSS ROUND MOUNTAIN GOLD CORPORATION	NEVADA SHARED RADIO SYSTEM (NSRS) ACCESS	N	\$7,200.00	-	-	\$0.00	7,200.00	03/28/2024	06/30/2028	-	Interlocal	Traffic Operations	Seth	03-28-24: NO COST AGREEMENT NEVADA SHARED RADIO SYSTEM (NSRS) TO PROVIDE LAND MOBILE RADIO SERVICE FOR PUBLIC SAFETY, NYE, MINERAL, AND ESMERALDA COUNTIES.
96	61323	01	TITAN ELECTRICAL CONTRACTING, INC.	INSTALL SOLAR FLASH BEACONS	N	\$206,205.00	-	-	\$206,205.00	-	01/03/2024	12/31/2024	03/14/2024	Service Provider	Traffic Operations	Seth	AMD1 03-14-24: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 03-31-2024 TO 12-31-24 DUE TO THE NEED TO ACQUIRE SPECIFIC INTELLIGENT TRANSPORTATION SYSTEM. 01-03-24: INSTALLATION OF SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACONS ON BOTH SIDES OF WRIGHT WAY AND STRIPE IN FRONT OF CARSON CITY'S DEPARTMENT OF MOTOR VEHICLES, CARSON CITY.



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

MEMORANDUM

May 1, 2024

TO: Department of Transportation Board of Directors

FROM: Tracy Larkin Thomason, P.E., Director

SUBJECT: May 13, 2024 | Transportation Board of Directors Meeting

ITEM # 9: Receive information on the One Nevada Plan, NDOT's Long Range Transportation Plan and process. – *Informational item only.*

Background:

The One Nevada Transportation Plan, adopted in 2018, is Nevada's long-range statewide plan. The plan provides a foundation for a robust performance-based planning and prioritization process, which NDOT has been developing, implementing, and enhancing since the plan was adopted.

This process includes identifying criteria and evaluating projects against the six goals of the One Nevada Plan: Enhance Safety, Preserve Infrastructure, Optimize Mobility, Transform Economies, Foster Sustainability, and Connect Communities. All identified projects are scored against these criteria, which are also weighted for relative importance. Cost is also used as a factor in order to ensure we consider the relative values of projects compared with resource allocation/availability.

The final process to develop the recommended program of projects includes what we call "harmonization". This process involves looking at planned project eligibility for federal and state fund sources, readiness and dependencies, performance targets, and geographic distribution across the state.

The One Nevada process provides NDOT a transparent and data driven method to advance projects that will provide the greatest benefit for the state's infrastructure network. This process will be used to develop both the Work Program and Statewide Transportation Improvement Plan (STIP) that will both have a planned adoption prior to the start of the 2025 federal fiscal year.

Recommendation for Board Action:

Information Item Only

Prepared by:

Kevin Verre, Multi-Modal Planning & Program Development Chief