



Department of Transportation
Board of Directors – Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2013 – 45 minutes after the close of the
Transportation Board Meeting

AGENDA

1. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*
2. **Approval of Minutes** – (Discussion/Possible Action) – *Approval of the March 11, 2013, CWG meeting minutes.*
3. **Legislative Update** – (Discussion Only) – *Update on NDOT, Transportation, and Construction Related bills proceeding through the Legislature.*
4. **Briefing on Civil Rights Programs** – (Discussion Only) – *Briefing of NDOT Civil Rights Program, DBE Program Requirements, Title VI, Good Faith Efforts and Roles and Responsibilities.*
5. **CWG Discussion** – (Discussion/Possible Action) – *Discuss the future direction and frequency of the CWG meetings.*
6. **Old Business** – (Discussion Only)
 - A. March 20, 2013, NDOT/Industry Liaison Meeting draft minutes
7. **Briefing on Status of Construction Projects** – (Discussion Only)
 - A. Summary of Projects Closed
 - B. Project Closeout Status
 - C. Status of Active Projects
8. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*
9. **Closed session** – (Discussion Only) – *To receive information from counsel regarding potential or existing litigation on construction projects.*

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration.
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada

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Chairman Len Savage
Member Frank Martin
Rudy Malfabon
Bill Hoffman
Tracy Larkin
Rick Nelson
John Terry
Dennis Gallagher
Thor Dyson

Mary Martini
Kevin Lee
Denise Inda
Jeff Shapiro
Megan Sizelove
Sharon Foerschler
Jeff Freeman
Paul Schneider
Bill Wellman

Savage: Good morning, everyone. We'll begin our Construction Working Group meeting at a little after 11:15 on March 11. Can you hear us in Las Vegas?

Martin: Yes, sir.

Savage: Okay. Thank you. So let's start with Agenda Item No. 1, public comment. Is there anyone here from the public in Reno that would like to speak?

Schneider This is Paul Schneider. I'm with the Federal Highway Administration. I know this group, the Construction Working Group, has been interested in project closeouts. It's been a discussion item for the past few months. And just for everybody's information here, the Federal Highway Administration is audited on an annual basis where the Office of the Inspector General goes through all our financial records and make a determination whether we have adequate internal controls to ensure that the various aspects of the financial running of the Federal Aid Highway Program are in place. And we, actually, this last year, for the first time ever, lucky us, got identified that we have an internal weakness on project closeouts and inactive funds, which means the timeframe for closing out projects after they have been determined to be constructed according to the plan specifications and estimate. We have problems with achieving timeframes that we've got in our federal regulations.

And so what's happened through a statistic sampling, six states were reviewed by our Chief Financial Office over the last month, with Nevada Department of Transportation being one of those that was scrutinized. And there will be a national report that goes to our Chief Financial Officer's Office on March 31 of this month, with recommendations for revisions to remove the material weakness, which means improving our processes and procedures for ensuring project closeout in a timely manner, as well as the obligation of funds.

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Just for your information, Nevada won't be specifically named in that. You know, we scrub those so no states are actually named, but we'll be providing that report to Rudy's office, so that the national finding can be implemented here in the State of Nevada. Our Financial Officer, Bob Eatman, is also working close with Scott Sisco on reviewing the closeout process as well as the inactive obligations process to just make it better here in Nevada. But we think that the end result will be, as you can imagine when the Federal Government goes through this, especially being identified as a material weakness, as Rick Nelson said, it kind of rolls downhill. So there won't be -- probably be revised processes and procedures for improving the closeout and inactive obligations process in all the states including Nevada.

You know, the real reason for this, you know, the underlying issue is that when you have untimely project closeout and not a good process for de-obligating, then that -- those amount of funds that are obligated and aren't going to be expended aren't utilized. And so the positive outcome of early closure is you release (inaudible) funds, which then may be re-obligated to new projects. So you get people working out there, plus a greater amount of infrastructure being constructed. On a national basis we have well over \$1 billion all the time on inactive projects, which, just for your information, inactive projects are identified as those projects that we have an obligation, but it's been over 12 months since we've had an expenditure on those projects. Anyway, so just to let you know. I know this group's been interested and we anticipate through that national court and plus our state specific review and evaluation with Scott Sisco's group that we'll need to get a better process and procedures financial systems here in Nevada to decrease that timeframe and decrease the inactive obligation rate.

Savage: Thank you, Paul. And we appreciate your comments. And, as you know, CWG has been diligent since the beginning in trying to reduce our project closeout. In fact, it's an Agenda item every other month we meet, so thank you for your support. Are there any other comments?

Freeman: Quick comment. For the record, I am Jeff Freeman, the Partnering Program Manager for the Nevada Department of Transportation. I just want to bring up Partnering Awards this year. They will be announced and handed out at the next Board meeting, but I want to bring it up now, so everyone is aware they are done. They are out there. We have one Gold Award winner this year. That is W.W. Clyde and the I-15's design-build. They did an excellent job down there sliding the bridge in place. We have four other very worthy projects throughout the State. They were all Silver Award winners. They are all quality projects. I'd like

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to commend Granite and the I-80 design-build. Q&D and the, let's see, it's Contract 3477, U.S. 95 North Winnemucca. RHV, it was administered by a consultant (inaudible) Muller Group on Contract 3469 in Hawthorne, U.S. 95. And, finally, Las Vegas Paving, they did an excellent on the I-15 South design-build. All of those projects were quality projects. I'd like to get them on record one extra time since I was allowed to speak here. And thank you.

Savage: Thank you, Jeff. And you said that's going...

Freeman: Next week -- or next Board meeting. At April we'll actually hand out the award plaques and you get your picture taken with the Governor (inaudible), so look your best that day.

Savage: Thank you. That's good -- that's good news, Jeff. Thank you. Any other public comment? Identify yourself, please.

Wellman: Bill Wellman of Las Vegas Paving. And, actually, this is just kind of in general, and, Chairman Savage, I was going to ask you, moving public comment to the last public comment, No. 9, up one notch, I don't know that you've ever had any of these working groups, but when we leave to your closed session, we don't know how long it's going to be, so typically we leave as a public and don't come back. So I'm not sure you get many -- or much public comment. So if you moved it up one notch...

Savage: I'd have to defer that to counsel, to whether or not that would be an option.

Gallagher: Mr. Savage, of course, that is an option, but so that everybody knows, once the group goes into closed session, they do have to come out of closed session into an open session, even if it's merely for an adjournment, so you could move public comment up one, if you'd like.

Savage: Any other comments on that issue? Personally, I don't see a problem. If there's any other concerns. Member Martin, do you have any?

Martin: I think that's a great idea, sir.

Savage: (Inaudible) as well, so we'll make that change. Thank you, Bill.

Wellman: Thank you.

Martin: Chairman Savage?

Savage: Yes, sir.

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- Martin: The gentleman that spoke very first about the present closeout from the National Highway, are we going to get a copy of that management letter, as I would call it? Is the Board going to get a copy of that letter that you're going to issue?
- Schneider: It's a public document, but I will personally make sure that it is provided to Rudy.
- Savage: Okay.
- Martin: Perfect. Thank you.
- Savage: Thank you, Member Martin. Thank you, again. Any other public comment here in Carson City?
- Larkin: I just wanted to participate. Tracy Larkin, for the record. I just wanted to make one comment, just following up on Paul's. And there will be more discussion as we move down, but the closeouts -- there's been a lot of discussion between the districts and the construction office regarding closeout has been one of the main topics. And, again, it'll be covered a little bit more in here, but we've been getting -- did a survey and getting some feedback on both sides so that we can work through works, and we have planned to work through it as move into the April meetings (inaudible), so it's definitely at the top of the list that's being looked at.
- Savage: Good. Thank you, Tracy. Any other comments in Carson City? Public comment? John Terry.
- Terry: John Terry. If I could, Paul, just a follow-up to yours. Are you guys talking about -- obviously a lot of our balance is not just, or some of our balance is not just on construction contracts.
- Schneider: Right.
- Terry: Is this on agreements and other things that have outstanding balances that are on our list as well? Or is it the concentration on construction contracts?
- Schneider: It's all -- this is Paul Schneider, for the record. It's on all contracts. So it includes consultant contracts, construction contracts, even supportive services contracts for OJT and DBE. It can also include things -- very small items like when you give money to UNR for a transportation intern program. It's any time there is an obligation of federal funds on a project. It doesn't matter if it's a \$50,000 project or a \$500 million project. However, we do stratify when we get concerned about those. If there -- there's three different tiers that we -- that are defined in the

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regulations. If it's been inactive and it's over \$200,000 basically sitting there not being utilized, we contact Nevada Department of Transportation within 12 months. If it's between 50,000 and 200,000, we don't get concerned until 24 months. And if it's less than \$50,000, we don't get concerned for three years. However, even though we don't contact them, at any dollar value, if an expenditure has not occurred on a project in 12 months, it's defined as inactive. And I'm hoping to work with Scott where -- Scott Sisco where we also are not very concerned about the different tiers, that we just try to close all the projects out in a very timely manner here.

Savage: Thanks for the good question, John, and the (inaudible), Paul. Any other questions or comments from Carson City? Anyone in Las Vegas for public comment?

Martin: No, sir.

Savage: Thank you. Anybody in Elko for public comment?

Lee: No public comment. Thanks.

Savage: Thank you, Kevin. With that being said, we'll move on to Agenda Item No. 2, approval of the December 10, 2012 CWG meeting minutes. Are there any comments from Board members?

Martin: On Page, yeah, this is Frank Martin. On Page 26 of the meeting minutes, there was a statement made about -- the question was asked about the prompt payment and the releases of vendors and so on, and then suppliers, asphalt suppliers. And I'm just wondering, there was a liaison meeting that took place, or we were told it was taking place, on this issue, and it had to do with quantities, it had to do with payment. If you remember, Chairman Savage, you asked about vendor releases and that kind of stuff. And there was a liaison meeting going to take place. And I was wondering if there was a result of that liaison meeting that staff wanted to report on.

Savage: I think we'll discuss this further down the Agenda. If we just -- that would be an old business matter, Member Martin.

Martin: Okay. I just didn't see it on the Agenda, sir.

Savage: We'll cover it under Item No. 6 for old business, when we have an opportunity to bring that topic up.

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- Martin: I'm good with that.
- Savage: But, at this time, we're -- are there any other additions, deletions or corrections with the meeting minutes for December 10?
- Shapiro: Chairman Savage, Jeff Shapiro, Chief Construction Engineer. On Page 7, where I'm talking on the bottom there?
- Savage: Yes.
- Shapiro: The sentence reads, I'm constantly refusing my part as a part of the selection process. I actually said recusing, because conflicts of interest kind of stuff. So I would love to help out, I just can't.
- Savage: You never refused.
- Shapiro: Yeah, yeah, I never refuse.
- Savage: So the correction is recuse.
- Shapiro: Recuse. And I hope I'm using that word properly.
- Savage: Recuse. Yes. Any other comments or questions from anyone here? At this time I'll take a motion to approve the Construction Work Group meeting December 10, 2012 meeting minutes.
- Martin: So moved.
- Savage: And I'll second. So the motion passes. Thank you. Moving on to Agenda Item No. 3, construction training and minutes. Who is going to present on that?
- Nelson: Well, I'll get started, Mr. Chairman. For the record, Rick Nelson, Director of Operations. We wanted to provide the Construction Working Group with some insight into the kinds of training and meetings that we routinely hold every year in order to improve the construction program, in order to educate new staff that may have joined over the last year, to push out new policies and also to provide a forum for discussion, particularly to get feedback back into the Construction Division from the field on procedures and specifications and those kinds of things.
- There's three broad topics that we have every year. The first is the Resident Engineer meeting. And this is an annual meeting that -- well, obviously, it's an annual meeting that occurs every year. But it's an annual meeting where we bring all the Resident Engineers, their assistants, and gives us two or three days of

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opportunity to interact in a face-to-face manner. We were fortunate enough this year to have Member Savage attend the opening session. First time ever for a Board member to be present at the Resident Engineer meeting and offer some remarks. You had an opportunity to sort of see how things get kicked off and the kinds of discussion that we have.

What's unique about the Resident Engineer meeting is it gives the Resident Engineers time in sort of a private session to talk about issues that are important to them. One of the features with the Resident Engineer meeting is the Resident Engineers have an opportunity to pose questions from the field into headquarters in a formal way. And we also take those questions very seriously and we provide written responses back to those questions. And our responses are then debated at the Resident Engineer meeting. So if there's additional clarification that needs to be made on either side, there's an opportunity for that to happen. We also have an executive break-out session that occurs at the Resident Engineer meeting as well, where we get a chance to talk about policies and procedures and things that are important at that level between headquarters and the district.

The second opportunity we have here is the Resident Engineer Academy. This year we did not hold a Resident Engineer Academy because we just didn't have the new staff at the Resident Engineer level to step in. This is a week-long academy where anyone who wants to be a Resident Engineer, whether they be a State employee or working for a consultant, has to attend. We cover all things important to be a Resident Engineer. So it's not project-specific kinds of activities. We cover a variety of topics from processing change orders to tort liability to communication, all down through the list. It's been an extremely beneficial program, I think.

And then the third topic of special classes are classes that are put on by the Construction Division for a variety of levels in the field. An office school, for example, the documentation manual and how we administratively process the contract. Various testing schools, concrete, asphalt testing, those kinds of things. We'll do special training classes, for example, in contract change orders as the need arises. I don't know, Jeff, would you like to add anything to the list and sort of what these mean and...

Shapiro: Rick, Jeff Shapiro, again. Yeah, Rick, you're doing a pretty good job with the special topics. There's a couple of things we've got in the hopper that are coming up. We're looking at providing some scheduling training as we try to implement P6, our new scheduling software. We need to bring some people in to show us

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basically how to run the program. Plus I also want to bring somebody in to show us how to review a contractor's schedule, because I think we're struggling with that a little bit, as far as, you know, the reasonableness of the contractor's schedule. Because we struggle with, in some cases, with getting a baseline approved. And so I'd -- I want to bring an expert in to help us -- help us -- teach us how to review a schedule, so we're catching the important stuff.

Another thing that -- or another training session that we've got scheduled for April is we're bringing some folks in from FHWA, subject matter experts, one guy's from Atlanta, another guy's from Sacramento, to go over the core-curriculum training is what they call it, how to administer a federal aid construction project. And they're going to over training on their Construction Project Management manuals. Those are some of the new programs that -- or the new training opportunities that we're going to provide. But Rick did pretty well. You know, in the packet there's a pretty detailed description on what each one of these classes provide. And we're always looking for opportunities to provide more training just to make those better.

Savage: Absolutely. And I want to thank Mr. Nelson, yourself, Jeff, and Mr. Malfabon, Mr. Hoffman for the invitation to the RE meeting. It's very beneficial, I believe, to have a round-table open discussion with the REs. Good feedback. I know nothing's ever perfect in the construction world, but we all try to get better at what we do. And I believe their input, I mean, they're -- like I said at the meeting, they're a catalyst with this equation on everything that revolves around each and every project. And I would like to see, if I could, some of the meeting minutes from that RE meeting, if that would be possible. Because I think it's -- I think it behooves that the (inaudible) and, specifically, this Construction Work Group on potential Agenda items to be discussed further, and some of the RE concerns.

And I was only there for (inaudible) hours and I know you met for, I think, two and a half to three days, isn't that right, Chair? And so I'm sure that what I heard and what I saw was just -- I mean, the passion and the involvement with some of the feedback I thought was very, very positive. And, you know, the quality and constructability of the plans, I know that was one of the major issues. Talking about consultants even further and holding everybody accountable, from the contractor to everyone within the department, it's just very beneficial with a lot of Agenda items. So I think those meeting minutes might be helpful in the future for us to discuss any topics that any particular RE might have, or anyone outside on the construction side, or anybody within the department, I think it would be very

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helpful. So I'd look forward to seeing those. And, again, thank you for the invitation.

Nelson: Tracy, did you want (inaudible)?

Larkin: Yes.

Martin: Chairman Savage?

Savage: Yes, Member Martin.

Martin: I would -- one of the things I wrote down as I was reviewing everything this weekend is, I didn't know this took place. And I would certainly like if you're going to do it again in 2013, like to know that it's going on. Because I, too, would like to attend and watch and see some of these issues that we're struggling with here at the CWG. I think that it's critical, especially when it comes to best management, scheduling, those kind of issues. I think it's really important that, one, the REs know that we're interested in making sure that they have a capability of being successful. And then for Board members to attend those things, if nothing else, just to attend, says another level about -- says a whole different story about what our level of interest is in their jobs.

Savage: I think that would be a great idea. Member Martin, with your experience, your involvement would be very beneficial to the department. My only question would be, again, to our attorney is whether or not we could have two Construction Work Group members attend the meeting.

Gallagher: For the record, Dennis Gallagher, Attorney General's Office. As long as you were there merely to observe, that would be fine.

Savage: Thank you, Dennis. We'll look forward to next year's meeting, Mr. Nelson.

Nelson: Thank you.

Savage: And Tracy.

Larkin: Tracy Larkin, Deputy Director for Southern Nevada. Just to add on to what Rick and Jeff had started, we put out a survey prior to the RE meeting to all the REs and the Assistant REs in the State asking for their feedback. The results, they were compiled, and basically it was on what challenges there were with processes, what issues they saw in the field. It was summarized. That was brought up at the RE meeting and the results gone over. And you should have the results in there. Taking these farther, Mary Martini led an exercise, actually it was broken into

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four different groups, and Construction took the notes on those, covering four specific topics there more in-depth. That is being brought back in and the results of this is going back out. The results of those four break-out sessions are back out to the REs. And that's going over again at the RE meetings in April. And there's one -- well, we can't get everybody together. There is one in each district, so there'll be three different RE meetings in April to go over those back in.

Also, in addition to that, on there, is a survey will be going out to contractors, our main contractors out there, looking for their feedback again on the processes. And what we're trying to do is really identify the challenges that we have in the process from both sides. As more discussion came out, it was easy to see the different perspectives on both sides and where some of the challenges are popping up. And I think Member Martin put it best as saying, we really want to give everyone -- to set them up for success, give them the tools for success to go on and try to eliminate some.

So I really kind of wanted to just comment on what I think is a positive direction that is going between Construction and the districts to move forward and really flush out what our issues are with some of these processes. So there's a lot going on and there'll be more to report at the next meetings. That's it.

Savage: Yes, thank you, Tracy. And it's so true. It's all about communication. And with the electronic world of the Google docs, I mean, the Cloud, there's a lot of things that I think that we're going to see in order to better the communication with all of the NMEs and people that we have working on projects, so I think it's very positive. Thank you, Tracy. Any other comments or input from anyone here in Carson City on the Agenda Item No. 3?

Dyson: Oh, I have one comment. Thor Dyson, District Engineer, for the record. Len, thanks for coming to the RE's meeting. I was there. I heard you speak. Afterwards I had several conversations with staff, different REs, and they were very pleased to have you there. And they appreciated your thoughts. It was obviously, you know -- it was obvious that you were prepared to speak and gave some -- gave the guys, the men and women, a shot in the arm. So I think it was a great beginning and future meetings will impress upon the REs that the Board is, you know, there to help them out and assist the crews as required. So thanks.

Savage: Well, thank you, Mr. Dyson. It's a privilege. Thank you. Any other comments here from Carson City? Las Vegas, any comments?

Martin: No, sir.

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Savage: Okay. We'll move on to Agenda Item No. 4, crew reduction rationale and analysis.

Nelson: On this particular item I know Director Malfabon had mentioned at a Board meeting a month or so back plans to reduce construction staffing by two construction crews, one in District 2 and one in District 1. And I wanted to take this opportunity to brief the Construction Working Group -- or to have Jeff brief the Construction Working Group about that and provide a little discussion just to set everybody's mind at ease that we believe we can make this reallocation of staff without impacting the construction program. So with that, do you want to talk about the rationale a little bit?

Shapiro: Sure. Sure. Jeff Shapiro, again. Basically, under our current organization we have 19 crews. Nine in Las Vegas, six in Reno and the balance in Elko. Crew size varies between 4 people to 16. What we did -- when the Director asked us to look at basically becoming more efficient, you know, some of it's to try to address the slowdown in our program, but we looked at if we could do our jobs basically with two less crews; one less one in Las Vegas and one less one in Reno.

And, granted, the devil's always in the details on these things, but we did do a simplified analysis, making certain assumptions on project sizes and location. And we were able to prove that 17 crews instead of 19 -- well, we feel with a high degree of confidence, let me put it to you that way, with 17 crews instead of 19, we can manage a \$300 million program, which is basically what our program is. But there will be -- we will need to reallocate some resources. There's a little bit of redundancies in what we have right now. And the devil's in the details. We're working with the District Engineers and the Deputy Director trying to hammer out the details on that. And I agree with Tracy and Thor and the other District Engineers, the conversations we're having now about our process, the improved communication is a really incredible thing, in my humble opinion. And I look forward to continuing that dialog, because that's -- it's all about communication, Chairman Savage, just like you said.

But we've got a ways to go yet, but basically we've been approved to reduce the two crews. And we're going to standardize crew size. There's some exceptions, so to speak, on there, but standardized crew size to 12, instead of having variances from 4 to 16. But that is a process we're working with the District Engineers on.

Larkin: I'd also like to point out that -- Tracy Larkin, the reduction is by attrition, so it's not...

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- Shapiro: That is correct. Yep.
- Larkin: I just wanted to clarify that.
- Dyson: And Thor Dyson, District Engineer. We've been tasked to reduce the crew -- 1 crew, 12 individuals, and we're at 9 right now. So we have 3 more individuals and we'll meet that 12 person reduction fairly soon, we think within the end of the year, depending on, you know, retirements, promotions and that kind of thing, transfers. But Ms. Larkin is correct. We're moving forward and it's through attrition and vacancies as they come up.
- Nelson: Rick Nelson, for the record. One of the things that sort of makes this a little easier to plan, anyway, is the work that John and Bill -- John Terry and Bill Hoffman have been doing in formalizing the five-year plan -- the five-year plan of projects. It's, you know, knowing with some degree of certainty what projects we expect to be coming down the pipeline here over the next five years. While it hasn't made the task particularly easy to reduce staff, at least we've got a fairly high degree of certainty that these, in fact, are the projects that we're going to be delivering. And there shouldn't be any surprises pop up. So we're relying heavily on that five-year plan to make sure that we've got adequate staffing in place when those projects do become a reality.
- Shapiro: The one thing I'd like to point out, and part of this is for FHWA's benefit, is we will, you know, depending -- with the standardized crew, we're going to have to do a better job of clarifying roles and responsibilities on inspection, of course. And we'll work with FHWA and everybody to make sure everybody's comfortable with what we're doing. And on those projects, where -- when you have specialized needs or increased workload, we will look to hiring temporary staff to get us through those peaks. And, you know, very common to what a lot of other DOTs are doing right now, so...
- Savage: I guess I have a question on the standardized crew, because it's all relative to the size of the project. So why would you have a quantified -- is it a quantified, standardized crew that you're speaking about?
- Shapiro: Well, what I proposed -- when I did this analysis, I basically broke it down into paving teams. Because our bread and butter is mill and overlay type projects. So I broke it down like that. But we do have some sort of specialty type folks out there; Structural Engineers, Survey Experts. You know, we need to work with the District Engineers. But we -- you know, places like, to use District 1, Las Vegas, for example, having a specialty crew that provides support to the crews that need

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them, if they have a bridge on that particular project, that's one way how we would do that. So people would -- maybe moving around from RE to RE, depending on the needs of the crew. But if there's other needs out there that we have to hire temporary staff, consultants, construction aids, that's how we would fill that as well, so...

Savage: Okay. Maybe I'm misunderstanding these -- the standardization of the personnel. So you're not suggesting that where we had crews from 4 up to 16, you're not going to have a crew of 12 on every project?

Shapiro: No, no, not at all. Not at all. The people would move around depending on the size of the project. And the basic paving team is six people, basically. Yeah.

Savage: Okay. So that 6 people, 12 people, that number in crew size is still going to fluctuate depending on the magnitude of the specific project; is that correct?

Shapiro: Correct.

Dyson: We do that now.

Shapiro: Actually they do it informally.

Dyson: We do it right now.

Savage: Okay.

Dyson: It fluctuates, you know, workload, type of job, location of the job, we'll adjust crew sizes as required. To include what Jeff Shapiro said, if we need to -- you know, when we had tons of work, we would augment or (inaudible) administrations.

Shapiro: What's different, though, it's fairly informal now. We're trying to formalize that a little bit more so everybody understands the process.

Martini: If I can make a comment. This is Mary Martini, District Engineer in Las Vegas, for the record. One of the things to keep in mind is, even though often we have a large project per crew, our crews often will handle several projects, smaller ones. We have two crews, specifically, that can handle a number of projects. So there's that factor as well. Thank you.

Savage: Thank you, Mary. Member Martin, any comments?

Martin: No, sir.

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Savage: Thank you, Jeff and Rick and Mr. Malfabon. I know it's not easy to decrease, but it's a reality in the construction world. We have to be receptive to the changes in the workload. It's a supply-and-demand issue, and I appreciate the department reacting. So if there's no other discussion on Item No. 4, we'll move to Agenda Item No. 5, accountability.

Nelson: For the record, Rick Nelson. What we wanted to do with respect to this item, this ties back to some of the initial discussions that were had when the Construction Working Group was formed. Accountability was one of the nine high-priority items that were identified. And this is just to let the Construction Working Group know that over the next six months or so, we're going to be taking some of the standard reports that we provide to the Construction Working Group, you know, the status of projects, project closeout, there's some other internal reports that we use to monitor progress. And we're going to start manipulating some of those reports and distributing them internally at first so people sort of get a feel for the kinds of things we're looking at. And this could be anything from cost overruns, change order rates, construction engineering rates, and having these in an Excel spreadsheet, which I know the Construction Working Group wanted them provided that way, but, you know, everybody has a day job and do you have the opportunity to sort of slice-and-dice and mix-and-match and try to draw some inferences out of the reams of data that we provide.

We're going to start doing that internally just to sort of get a feel for how we might be able to look for some trends, some outliers. And we hope at the June or August Construction Working Group meeting that we might start laying some of these reports on the table to, you know, look at how things compare district-to-district, contractor-to-contractor, project manager-to-project manager. I know those are the kinds of questions that the Construction Working Group have asked. I know the Controller has asked those kinds of questions. And so we're going to start recombining some of this data up, just to see what it looks like. So we'll be doing that internally so we can sort of get a feel for how to present it and what it's telling it. And then we plan to share that with the Construction Working Group in the future, so...

Savage: Okay.

Nelson: That was -- you know, the two big items were recognizing the crews and, I think, you know, we tapped one of those nails when Member -- Chairman Savage came to the RE meeting. And we want to start doing the same on the accountability side, just for continuous improvement, make ourselves better.

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Savage: That's good. I think it's a great idea, again, to work it inside and have everybody communicate within the huddle and then move it on outside. That's a good idea.

Shapiro: Chairman Savage, Jeff Shapiro. I guess I'd like to add, this is -- and I don't know if struggle's the right word, but this is something that a lot of DOTs nationally have been stressing. And there's been several NCHRP reports out on that. And, you know, best practices on performance measures, i.e., increasing accountability, staff accountability as well as contractor accountability. So, you know, we've been looking at these reports for awhile, trying to glean their best practices out of them and incorporate them into NDOT. But it is a process. Like I said, the improved communication with the District Engineers is definitely going to help us get through this.

Savage: Any other comments on Agenda Item No. 5 here in Carson City? Las Vegas?

Martin: None here, sir.

Savage: Thank you, Mr. Nelson, Mr. Shapiro. Moving on to Agenda Item No. 6, old business. I think now might be the appropriate time, Member Martin, to discuss the subcontractor liens and intent to liens and conditional versus unconditional protection from what the department might be doing with the second and third-tiered contractors. Is that, basically, your question, Member Martin?

Martin: Yes, sir. There was supposed to be a liaison meeting between NDOT and the Contractor's Group to try to discuss that. And if you remember, Chairman Savage, you originally brought this up, what we were doing for those lower-tiered subcontractors to make sure that they were getting paid and make sure we were getting the proper releases, et cetera.

Nelson: The NDOT Construction Industry liaison meeting had been postponed. The new date -- when's the new date, Tracy?

Larkin: It's March 29.

Nelson: It will be March 29. And I believe Lucy sent the Agenda for that meeting out to the Construction Working Group along with the minutes from the last meeting. So the liaison meeting we thought we were going to have we didn't have.

Savage: Those are quarterly?

Nelson: That's the goal is to have them quarterly.

Savage: That's the goal?

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- Nelson: Sometimes they have to shift due to schedules a little bit, but...
- Savage: And I think it's important. I see the minutes here, the draft minutes, of the December 14 liaison meeting.
- Nelson: That's correct. That was the last meeting we had, was in December.
- Savage: Was in December. So we'll -- if you could please copy us again on the March 29 meeting, I think that'd be beneficial.
- Nelson: Did you want to talk about getting (inaudible) that sort of thing?
- Shapiro: Honestly, I would prefer to talk about that during the closed session, if we could, because there are some related issues there.
- Savage: Okay. Let's see. Other items under old business.
- Martin: I had one other that was in the minutes, sir.
- Savage: Yes, Member Martin.
- Martin: On Page 27, we were talking about electronic bidding and the software glitch that occurred. Did we get that worked out and is it moving forward?
- Savage: Yes, it has been worked out. It was my understanding that the individual contractors had to upgrade their software. Is that a correct statement?
- Malfabon: Yes.
- Savage: From our provider.
- Malfabon: Yes, this is Director Malfabon. The other update had to do with the DBE module, so that there's only a one-time entry of the DBE information with submittal of that information within two hours of bid (inaudible) one percent subs rule, so that we accomplish that at the same time. That was another update to the software. So all these updates occur periodically and all contractors are required to be updated at the same time.
- Savage: Okay. Good. So that's a "yes," Member Martin.
- Martin: Okay. So we're receiving bids electronically now; is that correct?
- Savage: Yes.
- Martin: Thank you.

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Savage: I have a couple of questions on old business. The last CWG meeting we spoke about consultants quite a bit. And at the last meeting, Mr. Terry, there was a question -- at the last Board meeting, I should clarify, there was a question on the CMAR project at the Carlin Tunnel regarding the HDR change order. And I know you addressed that briefly at that time, and I didn't want to get into too many details. I thought this might be a nice format to discuss the early release of a change order to HDR on that particular project. So if you could expand a little bit, we would appreciate it.

Terry: John Terry, for the record. Well, a couple issues. One is we are finding that CMAR projects take more time in design. In other words, our preliminary engineering costs, whether they're done internally or we're using consultants (inaudible) have a little more to them because of responding to the contractor input, additional meetings, et cetera. We think there's value in that, and that we're getting value out of that, but we are finding that these added steps are adding to the process.

So I think, one, that plays into that particular agreement. I believe it was started and we found that there was more participation and more meetings and, in that case, some that required travel, than would be required in a normal contract. So that's part one to the answer. I guess the second part to that is, we, as I said at the Transportation Board meeting, do attempt to quantify the numbers and types of meetings that consultants are to attend as a part of the agreement for design, and will entertain change orders where those numbers of meetings greatly exceed what was in there, because we know it's an assumption.

I'd also like to re-state that our agreements for design almost exclusively, while we sometimes do lump-sum, are cost-plus-fixed-fee type agreements, so, with an amount not to exceed. So what we're really talking about here in these types of amendments is increasing the amount not to exceed. And we still have full scrutiny over agreements and are paying actual cost as they are incurred. So I don't know if -- in that, if I kind of answered your question as to how we do this. But we are seeing CMAR is causing more meetings and more coordination, and in some cases more redesign in order to come up with this economical design. And, frankly, if that means an amendment to the basic scope, we'll need to entertain that on these agreements.

Savage: I appreciate that. So that leads into another question, because I understand clearly what you're saying, Mr. Terry. But is the burden of quantifying the meetings or the travels up to the department? Or do we work -- because I realize that

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consultant selection is not based on price. I understand that. But in determining or quantifying trips or meetings or whatever amount we have with consultants, it's not always on the departments' burden to quantify that. Or do you say, "Okay, here's the scope of the project, Mr. Consultant." And Mr. Consultant would say, "Okay, I'm going to have 15 meetings on this one particular project." And NDOT may say, "Well it's only..." How does that work, I guess, is what I'm asking? How does that discussion really go?

Terry: Well, I'll take a shot. And then I guess -- John Terry, again, for the record, and then somebody else can add in. There's a couple of steps. When we put out an RFP -- in fact, we've gone to putting more scope in our RFPs than we used to. We put out a scope, but that's not usually the final scope. The consultant is selected. And then we often work with them to develop a more detailed scope of exactly what they're going to do. And I would put numbers of meetings in there with like numbers of plan sheets that we expect them to produce and other things that we expect them to produce. It is our best estimate of the scope of work, again, on a cost-plus-fixed-fee not to exceed agreement, and then they develop that based upon that scope of work.

So, no, it is not exclusive. We negotiate both the scope of work, and then after the scope of work is done, we negotiate the fee that will be paid based upon that scope of work. So I would not say that the scope of work is 100 percent. The consultant tells us what they're going to do and then we make them do it for that price. We negotiate that with them. We negotiate both the scope and the cost. And so if the scope changes dramatically -- and I'll admit that a lot of design contracts over the years, the scope does change somehow; more plan sheets, different limits, more meetings, less meetings, it evolves over time. The one you guys have also seen a lot of is more time. If a design takes more time, does it take more cost? And we've run into that as well. But, no, the scope of work is negotiated, as well as the fee is negotiated.

Hoffman: Member Savage, if I could just -- Bill Hoffman. In this case, in HDR's case, they were originally hired to help design bridges on that project. But that was a design-bid-build scenario at that time. And to meet the timelines and schedules for a CMAR project, we felt it would be a benefit to the State to have that same design team with that knowledge continue on the project, but the schedule was compressed substantially to meet the CMAR OPCCs and GNPs and, you know, all the acronyms you can throw out with CMAR, but the scope changed because the schedule changed. They were originally hired to provide services to design bridges on a design-bid-build project. We changed that to CMAR when we felt

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very strongly there were savings to the State and to the department to have that same group continue. So that's how the hours may have changed or the meetings changed was just because we changed to a completely different delivery method.

Savage: Mm-hmm. Mm-hmm.

Hoffman: So in that particular case, that's why you saw an amendment for HDR on that project.

Savage: Thank you, Mr. Hoffman. And I think our concern, and I'm talking about the department's concern, is that it's always not up to the department to -- especially on a CMAR project, that's what's so good about a CMAR, is everybody's on the same side going the same direction. So their input is extremely beneficial as to the length, timing, quantifying, whatever it might be. Because I don't believe it should all be the burden of the department to quantify what and how their job might be. Yes, Mr. Terry.

Terry: If I could, John Terry, again. And maybe we ought to look at a different consultant contracting type, perhaps, when we're going to do a CMAR, than our standard cost-plus-fixed-fee based on number of sheets and number of meetings that we have done typically. I mean, we might have to look at if we do this again and we're going to do contracting of design services for a CMAR contract, that perhaps we modify the model slightly from how we're doing normal design-bid-build by the -- by the -- he also has different risks because the contractor's in there kind of helping tell him how to design it and what is an economical design and what isn't. So I think we need to look at our model of design contracts when they're CMAR. And we're learning.

Savage: I think that's good to hear, because it's almost like a design assist rather than a hard plan and spec.

Terry: And maybe cost-plus-fixed-fee with an amount not to exceed and a scope of work negotiated early on isn't the right model.

Savage: Yes. And I'm a fan of CMARs, as you know. And I think those are very beneficial to the State, because it is a reduced cost at the end of the day. And I know there's less change orders on a project, and if everybody's on the same page, so I'm glad to hear that. Thank you, Mr. Terry.

Shapiro: Chairman Savage, I'd just like to say the Construction Division also supports the CMAR. There's nothing better than having a contractor at the table when you're trying to work out all the bugs on a design.

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- Savage: Good. Any other comments with old business?
- Martin: I have one, sir.
- Savage: Yes, Member Martin.
- Martin: Or maybe two more. On Page 34 of the meeting minutes, there were -- on Contract 3290, there was an overpayment of \$600,000. Did we get that money back?
- Shapiro: Member Martin, you said 3390, correct?
- Savage: 3290.
- Shapiro: 3290. No, we have not.
- Martin: 3290.
- Shapiro: We are -- that's a -- if I remember correctly -- this is Jeff Shapiro, for the record, that's a contract we have with Aggregate Industries, and we are going to close out that contract with 3361 at the same time, because we -- and that was at the contractor's request, because we owe them money on 3361. So we're trying to minimize the shock, so to speak, of the -- sending them a \$600,000 bill.
- Martin: So we didn't get the money back, but you hope to.
- Shapiro: No, no, no. We will. We have to or else I'm going to have Paul, the feds breathing down my neck. No, we will get the money back. That's a federal aid project.
- Martin: I won't forget that many commas and zeros, okay, Jeff?
- Shapiro: No, no, sir. No, sir. I don't either. We will get that money back, or those quantities back.
- Martin: Okay.
- Shapiro: It's really being driven by an overpayment in quantities. We will get those quantities back, so...
- Martin: Okay. Thank you.
- Shapiro: Mm-hmm.
- Savage: Another question, Member Martin, or is that all you have?

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- Martin: That's all I have for right now under old business.
- Savage: Anyone else in Las Vegas or Carson City with comments on old business?
- Martin: No one here, sir.
- Savage: Okay. With that, we'll move on to Agenda Item No. 7 (inaudible) on construction projects by Mr. Nelson.
- Nelson: This is the part of the Agenda that's standing, where we cover the status of our projects that have closed out, projects that are underway, and the status of our active projects. Since January we've closed out seven projects so far. Those are highlighted in yellow in Item No. 7 (inaudible) A. The specific sheets for each one of those -- the detail for each of those projects closed out are also attached. And so we'd be happy to answer any questions that you all might have about any of those projects.
- Another attachment that we included in here is closeout performance. And this is a histogram that Megan Sizelove put together for us to quantify our performance from 2011 versus our closeout performance in 2012. And I guess the interesting thing here is we greatly increased the number of projects that were closed out in the 6 and 12-month range, which is -- was certainly one of our goals, was to try to get these projects wrapped up a lot sooner. We had a few outliers out there with some very old and stale projects that we finally got off the books as well. So with that -- we also included the status sheet for projects to be closed out in the attachment. So we've got the District Engineers, we've got Megan, Sharon, everyone's here if you had any particular questions about any one of those projects that were closed out.
- Martin: Rick, on your first sheet, you referenced, the little side note over there that you had highlighted in yellow said that you'd closed out seven projects since January of 2012; is that correct?
- Unidentified: That should be 2013.
- Martin: Oh, is that really 2013?
- Shapiro: Member Martin, Jeff Shapiro. Yeah, it should be 2013.
- Martin: Okay. I thought that seven projects since January 2012, you probably wasn't going to be bragging about that one.
- Shapiro: We didn't -- we did better than that. Yes, sir. I think we did 37.

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Martin: Okay.

Savage: I have a couple of questions. Let me just walk through these. 3452, I guess, if someone can please explain the difference between the preliminary engineering cost and the construction engineering cost, where that line is drawn.

Nelson: John, would you like to talk about the preliminary engineering costs?

Terry: I don't know anything specific about this specific project. I'm sorry, John Terry, again, for the record. And why this one would show such a high preliminary engineering cost. But I know we have gone through many of these and looked at the preliminary engineering cost, and essentially we set up a preliminary engineering charge number really as early as we can get the project programmed, and so it should be the entire project programming. We know there are some discrepancies, especially when we get into the bigger projects that are broken into multiple phases. But I can't explain on this particular project why that percentage is so far off.

Savage: But the preliminary engineering stops after it's programmed; is that -- is that a fair statement?

Terry: Starts when it's programmed for engineering.

Savage: Right.

Terry: No, sometimes if we will even charge to that number, once it's in construction, and if it is a response to an engineering charge. Like, say, we'll hire internal or external, say, we'll hire a consultant. We always give them some money into the construction phase for field construction questions. And so those, in some cases - - so when we usually leave the preliminary engineering number open all the way, almost to the completion of construction.

Savage: Okay. And job cost it out (inaudible).

Shapiro: Chairman Savage, Jeff Shapiro. I'd just like to point out, well, we do get a new set of charge numbers, so to speak, when we go to construction engineering, and that's who -- well, in this case, it's a District 2 project, the District 2 REs and staff would charge to that. That's where the construction engineering comes from.

Eighteen percent on a job, you know, on any job is pretty high, but I do know, you know, this project was really small, \$368,000. And our process as far as documenting the project and the requirements that the REs have to do there, it's

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kind of a -- well, I shouldn't say a one-size-fits-all, but there's a lot of paperwork that goes into even these small jobs. And it's pretty hard to bring those in, you know, less than that. I don't -- this wasn't a consultant's. No, this is one of ours. So the smaller jobs are really labor intensive. And I do know that this project also went over budget. We had a lot of overruns in quantities, road wax, geotech style, borrow, all that kind of stuff. And that tells me that they were -- the crew was working pretty hard to keep up with things to get the job done, which would also bump your cost. It's a (inaudible) firmly.

Savage: It's a bike path that's a mile long. And it's, you know, engineering costs (inaudible) engineer's estimate for the project. So that's something to look into.

Shapiro: Right.

Savage: And on that same note, the agreement estimate versus the engineers' estimate. Can you please, again, clarify the difference for me?

Shapiro: Sure. The engineers' estimate is John's people -- this is Jeff Shapiro, again. The folks in engineering estimate the project using the bid items that are in the proposal, using our historical unit cost data times the quantities and come up with a project estimate. The agreement estimate and what construction uses to call the project budget, the agreement estimate is based on the contractor's actual bid. And so it could be higher and lower, you know, market conditions and all that -- all those kinds of things. But the agreement estimate is based on the contractor's bid. We use the contractor's unit prices times the quantities, plus contingency factors, asphalt escalation, fuel escalation. So they're not going to be the same. You hope they're close. Sometimes they're not though.

Malfabon: Director Malfabon. Just to add to the (inaudible) on agreement estimate, it really breaks it out further. Using the actual bid prices, it breaks it out into the entities that are funding the project. So if the City of Fernley in that case of the bike path has some money into it, federal money or state money, everybody has their portion and it is discrete portions of work. Let's say you have a bridge.

Savage: Mm-hmm.

Malfabon: A bridge will have its own agreement estimate breakout numbers. So it's actual quantities and actual bid prices, but it's parsed out into even smaller increments based on discrete items of work and who's funding those items. So it's an accounting document.

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- Savage: Okay. Thank you, Mr. Director. Contract No. 3511, I think there's a error on the totals there at the bottom.
- Shapiro: 87 million? I would agree with that, Chairman Savage. This is Jeff Shapiro. Again, that's another small project. We'll take a look at that.
- Savage: And the construction contract and the project cost, those are both -- there's an error there.
- Shapiro: Yeah, that was -- we like to make them obvious when we make them.
- Savage: I have to say, well done. And, you know, and I know there's a lot of good things within these contracts, too. There's cost savings. There's contractors that have come on underneath the original timeline. There's a lot of good things. So I don't want to sound, you know, critical on a lot of these issues. But is there a tool within the department or a performance tool that would look at contractors and REs and the big-picture team for less days, less price, equals, you know, a good golden star for this particular team? I don't know if the department tracks when you have -- you know, you have a bid price. And you have a project that comes in less than the estimate. And it comes in underneath the timeline. I mean, are we tracking or rewarding the different contractors and different NDOT people that are involved in -- maybe not, rewarding is the wrong word, acknowledging, I believe is the correct word, acknowledging the people that are part of this success. Because when you come on under days and under price, there should be some type of acknowledgment. And I'm just wondering if that exists. Go ahead.
- Shapiro: Chairman Savage, Jeff Shapiro, again. Our rewarding program is relatively new, and it's primarily with the partnering program. We're pretty limited to what we can do. But the partnering program, we started that in 2009 with the awards. We really haven't given out too many awards, but, you know, getting these folks up in front of -- with the Transportation Board and the pictures and giving them a little plaque, that's really what our program is, other than the job well done. I know the District Engineers do that all the time, but we're kind of limited to what we can do. But, hopefully, that partnering thing is going to raise the level here, and recognize the people that need to be recognized. There's a lot of good people out there working their tails off getting these jobs done, on time, under budget, all that good stuff. Yeah.
- Foerschler: Sharon Foerschler, Construction. I can add to that. We had a particularly very successful project up in the Tahoe Basin that completed two years ahead of time in cooperation with everyone on the department, the local residents, TRPA and

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whatnot. And I, personally, wrote a letter to the contractor to thank him for thinking outside the box and getting us out of the impact of severely impacting the travel over the summer. So, I think, with our partnering efforts throughout the department and our efforts with the contractors, that message is getting across. Probably not as formally as maybe we could, but I know Thor wrote a letter as well.

Dyson: Yeah, I wrote -- same contractor, same project. We felt very strongly, independently, that they produced, you know, that project above and beyond what was expected.

Savage: That's refreshing to hear, because, you know, we have a tendency to hear all the bad sometimes in the construction business.

Dyson: This is Thor Dyson, District Engineer. There's a lot of good things happening out in the field and in the construction office where, you know, you get certain contracts that get the reputation of having -- the contract itself having so many problems. But even with those contracts, many, many things are being resolved at the lowest level that never even come to my office. The REs, the ones that (inaudible), they really do, in many cases, take care of a lot of issues that -- small ones that can turn into big ones. They take care of those at the lowest level. But when a project is outstanding, in that case, Sharon and I both wrote independent letters thanking that particular contractor for what they did.

Savage: That's great, because it goes a long, long ways to acknowledge the good.

Martini: Mr. Chairman?

Savage: Yes, Mary.

Martini: If I could add another comment. While there isn't a formal way to acknowledge those type of accomplishments within the department, often we are the recipient of national and state awards for those very criteria. We believe an award of the Marvin M. Black Award nationally on a couple projects. We had one project that we received about 47 awards. So it is acknowledged. There are forums for it. And when we have a good candidate, we encourage -- either internally we apply or we encourage the contractor to apply for them.

Savage: Good. Thank you, Mary. Okay. With that being said, are there any other comments regarding Agenda Item No. 7, or any questions?

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- Martin: In reviewing the spreadsheets, Rick and Jeff, on all the jobs, I noticed some of these jobs have been over with for a while, but yet nothing has been done. I mean, the department hasn't accepted it, construction -- for an example, I'm looking at Las Vegas Paving down here, on the Summerlin Parkway, that overpass or bypass that was built there, there's (inaudible) all the way across, but there's no acceptance. Yet, your note says construction 100 percent complete. And I'm wondering how does that happen if you're -- it's been -- for what I could see driving by there every day, it's been 100 percent complete for a month, maybe two months. And according to this nothing has been done towards the closeout. And it's not been accepted or anything else. But, obviously, all the money's been paid out, because the only retention you've got is \$50,000.
- Shapiro: Member Martin, Jeff Shapiro. I think I can understand -- or understand -- I think I can answer that question. Mary, correct me if I'm wrong, we still have some open grade to do on that project; isn't that correct? And we're just waiting for temperatures and then we can say it's done? I believe that's the case.
- Martini: Yes. Typically when we will show 100 percent complete, but there are punch-list items that still need to be completed. So we are working on the closeout. As a matter of fact, we just met with LVP and talked about it last week.
- Martin: Okay.
- Martini: So it's a situation where the report doesn't exactly address all of the unique issues on the project. But it'll be closed out soon.
- Martin: Okay.
- Shapiro: The one thing, Member Martin, Jeff Shapiro, again, this construction at 100 percent, some of our reporting, internal reports, when it shows 100 percent, it's just a mathematical calculation. It's not really done yet, so to speak.
- Martin: Yeah, because it looks like you've paid out 100 percent of the contract right now.
- Shapiro: Well, that's -- I'd have to look at the final balance report. But it's my understanding we haven't. Even though the computer might think we have.
- Martin: Okay.
- Shapiro: You know, because that includes change orders and some of these other things that we've done. But it's my understanding there's still some punch-list type stuff that we need to finish. Or was that 100 percent time? I was just told it was at 100

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percent time, which means we're just doing -- we're in the final clean-up mode, which doesn't get assessed against the contractor. We don't assess working days for that.

Martin: I understand. Okay. Thank you.

Dyson: Member Martin, Thor Dyson, District 2 Engineer. Also involved with that is district acceptance for relief of maintenance and then final district acceptance. So we want to make sure that all the issues are addressed, even though the construction's 100 percent. And maybe even a lot of the other remaining issues are complete. District wants to make sure that our maintenance folks and other individuals associated with that project, including myself, will accept the project. So once the contractor's gone, you guys are hard to get back on to the job. So you're off on the next one.

Shapiro: Member Martin, Jeff Shapiro, again. The other thing I'd like to say is, we try to do as many closeout activities as we can concurrently, but when the contractor still has work to do, there's certain things we just can't do until they've submitted, you know, done their final payrolls and all that -- all those kind of things.

Martin: Right.

Shapiro: You know, in theory though, the other stuff, if we do enough of it and concurrently, once that happens and the work's done, the closeout should go pretty quickly. In theory anyways.

Martin: Okay.

Shapiro: Most of the (inaudible) and whatnot, so...

Martin: That -- well, the 100 percent construction complete was the triggering factor for me that said, but nothing else was done. In other words, all the EEO and everything else, nothing had been filed or not submitted yet. So that's why I was looking at that. And then just two more questions, 3267 and 3327. 3267's got your name on it, Jeff.

Shapiro: Yes, sir. That one's my fault, Member Martin.

Martin: Okay. It said that you're right, a change order on 1-26, 2011?

Shapiro: That is a -- yes, sir, that is an overpayment that I need to address. We're still going to have to send RHB a bill, but I just -- due to workload, I've not met up with my previous commitments on that one.

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- Martin: Okay.
- Shapiro: And, oh, I would like to note, Member Martin, that my supervisor is constantly yelling at me over this one, too. Trying to get to it.
- Martin: All right. Didn't mean to bring up a sore subject, Jeff. I apologize, almost. Okay. 3449, that's been done since October 7, construction complete October 7, 2011. And it's -- the note here says quantity sent to contractor, anticipate final payment mid-March. I'm assuming that's mid-March 2013 and not mid-March 2012.
- Shapiro: You are correct, Member Martin. It's Jeff Shapiro, again. It's -- they have 30 days to accept or dispute the quantities. So we're in that 30-day process right now.
- Martin: Okay. Okay. That's it for now. Thank you very much, gentlemen.
- Savage: Thank you, Member Martin.
- Martini: Mr. Chairman?
- Savage: Yes, Mary.
- Martini: If I could make a comment about the future, one of the things that we've started doing here in District 1 is meeting with the contractor again before the project even starts to where our folks have set up the books and they're reviewing them. We're trying to get the construction folks section to review on a regular basis. A good closeout starts before even the job starts. So those meetings and preparation with the contractor, I think, will go a long way to ensure that the final closeout goes more smoothly.
- Savage: Yeah, I concur, Mary, that the job closeout does start the first day of the meeting. So thank you for your comments. Any other comments on Agenda Item No. 7? Any questions?
- Nelson: I'd just like to bring up the -- we have the active contract status, the two big (inaudible) as well. We'd be happy to discuss any questions you might have about any of those projects. I would like just to mention that if there's outstanding claims or issues that if we could defer those to the closed session. There may be pending litigation or litigation on the way regarding those.
- Martin: Thank you. I have some questions on the active contract status report, so I'll wait until closed session.

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- Savage: Okay. With that being said, at this time, I would take a motion.
- Nelson: Mr. Chairman?
- Savage: Yes, Mr. Nelson.
- Nelson: Thinking back to some comments that were made earlier. In the posted Agenda, it does mention that items on the Agenda may be taken out of order. And if it entertains the Board, if it pleases the Board, maybe you might want to take Item No. 9 out of order now?
- Gallagher: Mr. Chairman, that is completely within your prerogative. Again, with the reminder to everybody, when this committee goes into closed session, it will have to re-adjourn in open -- reconvene in open session before it can adjourn.
- Savage: Okay. So let's move to Agenda Item No. 9, public comment. Is there any public comment here in Carson City?
- Nelson: I would like just to mention something here at the end. I was remiss at the beginning of the meeting. I invited Denise Inda, who's our Chief Traffic Operations Engineer, to attend the meeting. Traffic Operations is moving towards a more operations-oriented focus, which does have a role to play during the construction phase of these projects, particularly with respect to, you know, the analysis of traffic and that sort of thing. So if it's okay, I'd like to introduce Denise Inda and maybe give her a moment or two.
- Inda: Great. Thanks, Rick. Denise Inda, Chief Traffic Operations Engineer. And I just wanted to give you just a really brief description of what we do in Traffic Operations. One of the key parts of our work is a supporting role for the contracts that go out. So you don't really see us directly, because the districts and the Construction Divisions are taking care of that. But we do provide a design role for signs, striping, traffic control, signals, lighting and ITS systems. ITS systems are intelligent transportation systems, and it's basically using technology to operate a roadway better. It could be ramp meters. It could be dynamic message signs, other technology in the roadway. So we're kind of behind the scene supporting the Design Division and the others in that role.
- We develop standards based on national requirements that we put out to the different groups, the different divisions through the department. We also have the radio and communications networks that we're responsible for. That includes the 800 megahertz radio, the wireless systems, fiber optic. And if you know, the 800 megahertz radio system is something that we use as well as Highway Patrol, NV

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Energy and other local agencies and groups statewide. So we take care of NDOT's portion of that system.

And we kind of have this broader area of operations where -- oh, and I guess let me take one step back. There are some contracts, most of our (inaudible) under contracts supports a regular design, but we do have a few contracts that go out that are strictly ITS-type contracts. So you might see the ITS design-build that was mentioned as receiving an award today. That was a contract that dealt only with ITS work down in Las Vegas on I-15. We have other system expansion projects that we focus on ITS, because then it allows us to get an integrator who's very knowledgeable in that area, and it more often than not makes the ITS installations go smoother and faster and better. Or at least we like to think so.

So then our operations programs, those are kind of the non-standard projects and programs, and the Board, I think, is more familiar with those, because those generally are put into action through an agreement. So the Board gets to see those either as an approval item or an informational item. And those are programs like, today, we saw Freeway Service Patrol, 5-1-1 Traveler Information. We also have Traffic Incident Management, those kinds of things. And then we also provide that statewide guidelines and policies that go out to the districts and the other divisions.

But, like Rick was saying, that group really focuses on projects and programs that can improve operations. And we are trying to become -- we're trying to develop a culture of operations within our division and then expand it out to the department so that we can really maximize the way our systems function and to get the most bang for the taxpayer's dollar really is what we're trying to do. So that's just a brief highlight. And if there's any questions, I can answer them, or if there's anything else, talk about that.

Savage: Thank you, Denise. Any questions or comment?

Martin: None here, sir. Thank you.

Savage: None here. Thank you, Denise.

Inda: Absolutely.

Savage: Mr. Nelson, any other comments? Any public comment here in Carson City? Public comment in Las Vegas?

Martin: None here, sir.

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- Savage: Elko, is there any public comment?
- Lee: No public comment. Thanks.
- Savage: Thank you, Kevin. So with that being said, I'll take a motion to move to Agenda Item No. 8, closed session.
- Martin: So moved, Mr. Chairman.
- Savage: I'll second. All in favor?
- Group: Aye.
- Savage: Meeting closed at this time. So at this time we'll acknowledge that we're back in open session for any public comment. If there's none, I'll take a motion to end this Construction Work Group meeting.
- Martin: So moved.
- Savage: I'll second. Thank you, everyone. Have a good day.

Representative

List of Construction Related Legislative Bills

Below is the list of bills that impact the Construction program. Attached is a summary of the bills, with the highlighted ones corresponding to the list below.

AB059

AB151

AB172

AB218

AB247

AB263

AB281

SB316

Summary of Live Bills

<i>Bill #</i>	<i>Version</i>	<i>Impact</i>	<i>Staff</i>	<i>Status</i>	<i>CommAction</i>	<i>Hearing</i>	<i>Description</i>
AB016(1)	1st Reprint	Track Only	S Sisco	S-GovAff	4/24 No action	5-06/1:30/2135	Requires the Dept of Admin (DOA) to compile and publish an administrative manual (SAM) consisting of the policies adopted and amended by the State BOE for the Exec. Branch of State Government. 1st Reprint makes technical changes; assigns the Budget Director to be in-charge of the SAM.
AB018(1)	1st Reprint	Significant	T Greco	S-Trans		5-03/0800/2135	NDOT Req - Revises provisions governing the relinquishment of state roads to local governments and the relinquishment of local roads to NDOT. 1st Reprint allows NDOT, counties and cities, to relinquish to each other state highways and local roads, as applicable, provided that: (1) the parties agree in writing to the relinquishment; (2) the governing body of the recipient entity adopts a resolution consenting thereto; and (3) the highway or road is in good repair, or the parties agree to other equitable compensation or considerations. This amended bill also requires NDOT and local governments, to develop a procedural document addressing the cooperative process by which highways and roads are relinquished.
AB021(1)	1st Reprint	Significant	T Greco	S-Trans		5-03/0800/2135	NDOT Req - Revises provisions (1) re open containers of alc. Beverages in for-hire CMVs carrying passengers; and (2) provisions governing the requirements and procedures for reporting motor vehicle accidents; transferring certain duties relating to the reporting of those accidents from the DPS and DMV. 1st Reprint makes minor technical amendments to assure compliance with Federal requirements and to enhance crash data reporting.

Bill #	Version	Impact	Staff	Status	CommAction	Hearing	Description
AB031(1)X	1st Reprint	Track	SS-Cthomпсо	A-W&M			Revises provisions governing requests for books and records of certain agencies of the Executive Department of State Government. 1st Reprint directs state agency agency directors to designate one or more staff to serve as public records officials for the entity. As amended, the bill contains a compilation of all statutory records affected into which the public records policies in the original bill are added.
AB041(1)	1st Reprint	Track	Rick N	S-GovAff	4/29 No action	5-06/1:30/2135	Makes changes related to state purchasing. Raises various contract purchase thresholds that require Purchasing Div. involvement. 1st Reprint deletes sections 2 and 4 to eliminate a proposed increase from \$100K to \$250K of the threshold requiring approval by the Purchasing Div for service contracts. Additional 1st Reprint amendments retain current restrictions and limitations on state and local purchases governed by the Purchasing Division.
AB059(1)	1st Reprint	Track Only	Rick N	S-GovAff		5-01/1:30/2135	Revises various provisions relating to the Public Works Div of the Dept of Administration. See bill analysis. 1st Reprint eliminates a proposed requirement that the Public Works Div periodically inspect buildings and facilities owned by the System of Higher Education.
AB065(1)	1st Reprint	Track	D Gallagher	S-GovAff		5-01/1:30/2135	Revises various provisions of the Open Meeting Law. 1st Reprint clarifies that the requirements of this bill apply only to the main body of a public entity, that meetings of subcommittees or working groups developing information on issues under consideration by a public entity are exempt from the Open Meeting Law since the developed information will be considered in public when the entity meets.

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AB086(1)	1st Reprint	Track	Legal	S-C&L		5-03/1:30/2134	Requires the State Contractors' Board (NV CB) to create a system for verifying that licensed contractors are in compliance with certain provisions governing workers' compensation and unemployment; requiring the Board to suspend the license of a contractor not in compliance with such provisions. LEGAL wants this bill tracked to final outcome. 1st Reprint strikes requiremnt that the NV CB create a new system for verifying that contractors are in compliance and updates existing language to reflect terms that have changed since these sections were last amended.
AB094	As Intro.	Track Only	John Terry	S-C&L	4/26 No action		Existing law provides that the PE/Land Surveyor exam must consist of an 8-hour examination on the fundamentals of land surveying and an 8-hour exam on the principles and practices of land surveying. Section 2 eliminates the requirement that the two examinations be 8 hours long.
AB117(2)	2nd Reprint	Track	Tgreco-KenM	S-Trans			Modifies "rules of the road" law for persons riding various types of cycles. 1st Reprint adds "that a violation resulting in an injury to another person is conclusive evidence of all facts necessary to impose civil liability for the injury." 2nd Reprint strikes "conclusive evidence" and inserts "creates a rebuttable presumption...."

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AB139(1)X	1st Reprint	Track Only	S Sisco	A-W&M	4/26 No action		Requires certain state and local agencies to use the state business portal to assist the public or businesses to acquire state licenses or authority to conduct commercial or professional activities; requiring persons who are not required to obtain a state business license to obtain a certificate of exemption from the Sec of State. 1st Reprint makes technical amendments to facilitate state and local agency integration of their digital application systems to interact with the Sec of State's Business Portal to facilitate acquisition of state business licenses and to disseminate related professional or occupational info to assist the public. The bill also directs agencies having difficulty complying with this bill to seek relief through submittals to the State BOE and the Legislative Commission.
AB145(1)X	1st Reprint	TRACK	T Greco	A-W&M			Establishes a Complete Streets program, thru voluntary contributions, for retrofitting certain roads to improve access to those roads by all users. See bill analysis. 1st Reprint adds Sec. 4.8 to require that any money contributed by public voluntary contributions proposed in the original bill be used solely for Complete Streets program purposes prescribed in this new section.
AB150(1)X	1st Reprint	TRACK	S Sisco	S-LegOps			Provides for the legislative review of governmental agencies to promote oversight and accountability. 1st Reprint strikes all language creating the Legislative Committee on Gov'ntal Oversight and Accountability and adds amends replacing the Leg. Committee on High-Level Radioactive Waste with a new Leg. Committee on Public Lands to review issues relating to the disposal of high-level radioactive waste.
AB151X	As Intro.	Significant	Rudy/Yvonne	A-W&M			Directs NDOT to establish goals for the participation of DBE enterprises and local emerging small businesses in state funded contracts for trans. Projects.

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AB166(1)X	1st Reprint	Track	Sean/Ed	A-W&M			Revises requirements for the registration of a vehicle that is driven in NV by a nonresident who works in Nevada. 1st Reprint adds a definition of "nonresident daily commuter" who lives in or enters NV for employment purposes and owns an unregistered vehicle. Such a person is required to register the vehicle within 10 days of employment in NV.
AB167(1)X	1st Reprint	Track	Sean/Ed	A-W&M			Requires registration of certain vehicles that are driven in NV and owned by a nonresident business. 1st Reprint requires commercial entities owning or operating a non-apportioned vehicle in NV to register the vehicle(s) in NV within 10 days of commencing such operations.
AB169(1)X	1st Reprint	Significant	ScottS/RickN	A-W&M			Revises provisions relating to contracts involving independent contractors and a state or local gov. entity. 1st Reprint makes changes that do not affect NDOT (Sec. 17).
AB172(2)	2nd Reprint	TRACK	ScottS- RJN	S-GovAff			Revises provisions governing bidder preferences on certain public works. 1st Reprint strikes the proposed increase to 100% of workers employed on the project to have NV driver licenses (DL); restricts the NV DL requirement to 50% of design professionals if a bidder preference is involved; eliminates the requirement that personal vehicles owned by workers employed on the project be licensed in NV. Also eliminates the current requirement that 25% of materials suppliers be located in NV. Limits ability to file with the Contractor's Bd allegations of bidder preference violations to those who submitted bids on the project. Deletes section 3 entirely, eliminating the prohibition (on projects greater than \$25MM) from qualification of a contractor who has materially breached a large public work contract.
AB218(1)	1st Reprint	Track	Rick N	S-GovAff			Section 4 enables a contractor or sub engaged on a public work to pay prevailing wages to a worker by paying fringe benefits in the name of the worker. 1st Reprint clarifies treatment of employer contributions to a guaranteed contribution plan on behalf of a worker.

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AB236(1)	1st Reprint	Track	Tgreco/KenM	S-Trans	4/26 No action		Allows lane splitting by operators of a motorcycle or moped provided that the person drives in a cautious and prudent manner and does not exceed a speed of 30 MPH while driving between the other vehicles. 1st Reprint deletes reference to mopeds in the context of "lane-splitting". Motorcycles splitting lanes between adjacent vehicles in travel lanes may not pass at a speed greater than 10 MPH of the adjacent vehicles and does not exceed a maximum speed of 30 MPH while passing.
AB237X	As Intro.	Track	Bill H	A-W&M			Adjusts the compensation of members of certain boards, commissions and similar bodies-including the T-Bd.
AB240(1)	1st Reprint	Track	DennisG-Lou	S-Judic		5-03/0900/2149	Civil actions: revising provisions governing comparative neg. 1st Reprint adds clarification by separating application by the court of "comparative negligence" to plaintiffs and to defendants.
AB247(1)X	1st Reprint	Track	RickN-ReidK	A-W&M			Enacts the Nevada "Buy American Act." See bill analysis. 1st Reprint brings this bill into close proximity to the existing federal requirements in 23 U.S.C. § 313.
AB248(1)	As Intro.	Track	Dennis G/Lou	S-Judic		5-01/0900/2149	Provides that violations of certain driver lic., traffic and veh. registration laws be treated as civil matters. See bill analysis or read the bill for more detail. 1st Reprint creates a statutory (temporary) subcommittee of the Advisory Commission on the Administration of Justice to evaluate laws related to traffic laws and motor vehicles. The provisions of this bill creating this subcommittee expire on 7/31/2015.

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AB251(1)	1st Reprint	Track	Dennis G/Lou	S-GovAff			Requires disclosure by a gov. entity of a person's e-mail address or telephone number if the person provides the address or telephone number to that entity in the course of an existing business or contract'l relationship with the entity, or in the course of seeking to establish such a relationship. 1st Reprint strikes most of the original bill to provide only that a public body make available to the general public such contact info that would enable a member of the general public to contact a member of the public body.
AB252(1)	1st Reprint	Track only	Dennis G/Lou	S-GovAff	4/29 No action	5-06/1:30/2135	Makes various changes to the APA. 1st Reprint requires a proposed NAC regulation to be adopted within two years of submittal to the LCB. The Esecutive head of an agency that does not adopt such a regulation within the prescribed two years must appear before the Leg. Commission to explain why.
AB256(1)X	1st Reprint	Track	Tom G/Bill S	A-W&M			Various motorcycle-trimobile equip & rider safety equip stds revisions (helmets not mentioned). 1st Reprint makes technical changes that limit or define the vehicles to which the bill applies.
AB263(1)	1st Reprint	Significant	Rick N	S-Trans			Revises provisions governing bidding on certain hwy projects. 1st Reprint adds additional criteria that must be considered by the Dir. When considering the qualifications of a contractor.
AB264	As Intro.	Track Only	Sean/Ed	S-NatRes			Increases the penalty for unauthorized catching or feeding of estrays and feral livestock.
AB281	As Intro.	Track	Rick N	S-GovAff		5-01/1:30/2135	Revises requirements for employee records that conractors and subs are required to maintain for each employee on public works projects.
AB283(1)	1st Reprint	Significant	John Terry	S-GovAff			(Includes CMAR-AB 15) Makes various changes to provisions governing bidding for public works. 1st Reprint adds NDOT's AB 15 CMAR cutoff removal language.

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AB291(1)X	1st Reprint	Track	Rick N	A-W&M			Adds 5% preference in state purchasing - inc. public works projects - for businesses owned by a vet with a service-connected disability. Office of Econ Dev runs the certification process. 1st Reprint (1) restricts the 5% increase to purchasing contracts >\$100K but <\$250K; (2) eligibility applies to those with VA-determined >50% disabilities.
AB293(1)	1st Reprint	Track Only	Sean/Ed	S-Trans			Makes failure to register an OHV a secondary offense; provides for the temporary registration of an OHV by DMV employees and police officers. 1st Reprint strikes most of the original bill, leaving only a small portion of section 7, requiring that a registration sticker be affixed to the vehicle and renewed with an annual renewal sticker each year.
AB305(1)	1st Reprint	Significant	JohnT/PaulS	S-Trans		5-03/0800/2135	Requires the Trans Board to adopt NAC regarding outdoor adv (electronic billboards) regarding permits for electronic signs based on regulations adopted by the USDOT. 1st Reprint adds NDOT requested changes that bring this bill into compliance with Federal Law (cited above) and APA provisions.
AB309(1)X	1st Reprint	Track	S Sisco	A-W&M			Requires DMV to establish and implement a system to process security interests electronically; requires the DMV to contract with a qualified provider to establish and implement such a system. 1st Reprint clarifies and strengthens provisions of the original bill. This system ultimately could be used to impose liens and collect PPP tolls from scofflaws who fail to pay when traveling on tolled roads.
AB321(1)	1st Reprint	Track	K King	S-GovAff			Revises provisions governing the Employee Merit Award Program. 1st Reprint revamps the program to improve its administration and effect. Limits awards that may be made without IFC approval to \$5,000.
AB327(1)	1st Reprint	Track only	Scott S	S-GovAff			Transfers the Div of Internal Audits, including its powers and duties, from the Dept of Admin to the Office of the State Controller. 1st Reprint strikes internal audit function transfer to the Controller.

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AB336(1)X	1st Reprint	Track	Sean/Ed	A-W&M			Authorizes registration of semi-trailers used in interstate commerce for a 5-year period - instead of a 12-month period - when the registrant elects to pay registration fees commensurate with that longer period. 1st Reprint consists of a DMV amd to clarify provisions of the original bill.
AB350	As Intro.	Track only	Sean/Ed	S-LegOps		5-02/0800/2144	Requires that legislation adding or revising a requirement to submit a report to the Leg must: (1) expire by limitation 5 years after the effective date of the provision; or (2) be accompanied by a statement justifying the continued need for the requirement.
AB351	As Intro.	TBD	Tgreco-KM	S-H&HS			Revises provisions governing the medical use of marijuana. OTS/NHTSA expresses concern about impact of this bill as to sec. 159 implications, if any.
AB398X	As Intro.	\$270K-HwyFund	Sean/Ed	A-W&M			\$270,000 HwyFund approp to the DMV for creation of a DMV Branch office in Assem District No. 6 in Clark Co.
AB408(1)X	1st Reprint	Track	Dennis G	A-W&M			Requires copies of small business impact statements prepared by state agencies when proposing NAC regs to be submitted to the Leg. Comm. 1st Reprint strikes language authorizing a business to commence an action to declare a regulation void when a business impact statement is not prepared properly. Sec. 6 removes a rebuttable presumption that no significant economic burden is imposed on a business when a governing body does not receive any data or comments indicating such a burden.
AB413(1)X	1st Reprint	Track	Bill Hoffman	A-W&M			Clark County fuel tax indexing authorized. See bill analysis. 1st Reprint amends Section 1 to provide that automatic annual indexing (w/o voter approval) be applicable for the period 1/1/2014 until 12/31/2016. Beginning 1/1/2017 such annual indexing authority must be approved by county voters at the general election to be held in November 2016. Section 11.5 is amended to prevent additional revenue generated by this bill from being pledged to secure future revenue bonds issued pursuant to Ch. 373 NRS.

Bill #	Version	Impact	Staff	Status	CommAction	Hearing	Description
AB418(1)	1st Reprint	Track	Scott S	S-GovAff		5-03/1:30/2135	Revises provisions relating to the distribution of proceeds from ad valorem taxes in Clark & Washoe Counties. 1st Reprint deletes reference to Washoe County and directs Clark County Treasurer to retain 40% of all such additional county real and personal property taxes for distribution between the cities and unincorporated areas based on the respective proportion of each entities assessed valuation (A/V) to the total county A/V. 60% of such additional tax is to be transferred quarterly to the State Treasurer for deposit in the State Hwy Fund.
AB445	As Intro.	Track	Sean/Ed	S-GovAff		5-01/1:30/2135	cf AB004-Requires notices of public meetings by public bodies to be posted on the official State website; requires the Dept of Admin to establish a clear and conspicuous location on the official State website for such postings.
AB446X	As Intro.	Track	Sean/Ed	A-LegOps	4/30 No action		Revises provisions governing requests for the drafting of legislative measures (BDRs): e.g., in Sec. 7, departmental request BDRs for approval by the Governor drop from the current 100 to 50 requests. See bill analysis.
AB447(1)X	1st Reprint	Signif - (NDOT r	Rick/Anita B	A-W&M			NDOT Req - Revises provisions relating to the construction, operation and maintenance of rest area facilities. This bill authorizes NDOT to privatize operation and maintenance of rest areas where possible. 1st Reprint makes technical changes to comply with Federal rules limiting commercial activities at rest areas.
AB464X	As Intro.	Track	Sean/Ed	A-W&M	4/10-No action		Authorizes DMV-Fuel Tax Div to establish by regulation and collect a fee from certain licensed special fuel users for the issuance of the identifying device required by the IFTA.
AB465X	As Intro.	Track Only	Sean/Ed	A-W&M	4/15 No action		Creates the General Services Div in the DPS. (Gen. Fund)
AB470X	As Intro.	Track	Sean/Ed	A-W&M	4/1 No action		Appropriates \$11,630,063 (Hwy Fund) to the NHP to replace fleet vehicles and motorcycles that have exceeded the mileage threshold.

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AB472X	As Intro.	Track	Sean/Ed	A-W&M	4/10-No action		This bill increases the maximum DMV motorcycle training fee from \$100 to not more than \$150 per trainee.
AB473X	As Intro.	Track	Scott S	A-W&M	4/15 No action		Authorizes the DMV to charge an additional fee to defray the cost of producing license plates; creates the License Plate Production Account in the State Hwy Fund.
AB482X	As Intro.	Track	Scott S	A-W&M	4/10-No action		Imposes a temporary assessment on state agency employers for interest payments due on advances made by the Federal Government relating to unemployment benefits.
AB489X	As Intro.	Track	S Sisco	A-W&M			Requires Executive Branch agencies of State Government to charge a convenience fee for the use of a credit card to make a payment to the agency.
AB491X	As Intro.	Track	S Sisco	A-W&M	4/10-No action		Extends the allocation of a portion of the proceeds of the basic governmental services tax to the State General Fund.
SB005(1)	1st Reprint	Track	Rick N	A-GovAff	4/18 No action		Requires the Director of the Dept of Admin. (DOA) to adopt NAC regulations governing the labeling of state owned motor vehicles. Also revises the requirement that any purchase of a motor vehicle by the State receive the prior consent of the BOE or its designee. 1st Reprint replaces the DOA with the BOE in the adoption of NAC; exempts the BOE re the APA (NRS. 233B) when adopting such regulations.
SB014(1)	1st Reprint	Significant	Bill H/Mark	A-Trans		5-02/3:15/3143	NDOT Req - Clarifies apparent conflicting provisions of NRS 484D.655 and 408.210 regarding highway and infrastructure closures of highway facilities under NDOT jurisdiction. 1st Reprint adds a friendly amd to assuage others.
SB020(1)	1st Reprint	Track only	S Sever	A-GovAff	4/24 No action		Revises provisions governing the submission of certain pubs to the State Publications Dist Center. 1st Reprint defines "document" for retention and distribution as anything generated at state or local gov expense.

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SB021(1)X	1st Reprint	Track Only	S Sisco	S-Finance			Makes various changes to provisions governing debt collection by the St Controller. 1st Reprint makes several changes that clarify and strengthen the Controller's ability to collect outstanding debts and obligations due the State. Adds a requirement that the Controller create and administer an electronic payroll system with EFT capability for all state officials and employees.
SB037(1)	1st Reprint	Track only	Rick N	A-Judic	4/17 - No action		Requires a person who removes, damages or destroys certain property to obtain scrap metal to make restitution and to perform community service. Increases fines. 1st Reprint adds storm water collection and processing facilities to the list of metal objects covered.
SB043	As Intro.	Track	Rick N	A-Trans			Revises provisions governing NHP escorts for permit loads on highways.
SB055(1)	1st Reprint	Track	TGreco-Story	A-GovAff	4/30 No action		Revises provisions governing the content of land use master plans in Washoe Co. Adds a trans element. 1st Reprint amds Secs 2 and 4 to provide that if the plan'g comm or governing body (WACO) adopts only a portion of a master plan, the following must be included in the master plan: (1) a conservation plan of the conservation element; (2) the housing element; and (3) a population plan of the public facilities and services element.
SB056X	As Intro.	Track Only	S Sisco	S-Finance			Revises provisions governing certain data made available on the Internet by the State Controller; makes various changes relating to the designation of certain funds and accounts.
SB065(1)	1st Reprint	Track Only	Rick N	A-NatRes	4/30 No action		Sections 2, 3 and 5 expand the authority of the NDEP to issue orders other than emergency orders to correct violations by operators of public water (rest areas?) systems and laboratories for the analysis of water. 1st Reprint allows NDEP to issue cease and desist orders prospectively to prevent anticipated violations.

<i>Bill #</i>	<i>Version</i>	<i>Impact</i>	<i>Staff</i>	<i>Status</i>	<i>CommAction</i>	<i>Hearing</i>	<i>Description</i>
SB074(1)	1st Reprint	Track	SS-Cthomps	A-GovAff		5-03/0900/3143	Reduces fees or charges for copying public records. 1st Reprint makes technical changes by adding changes to all statutes governing handling of public records by state and local entities.
SB109(1)	1st Reprint	Track	Sean/Ed	A-Trans		5-02/3:15/3143	Revises provisions relating to off-highway vehicles (OHV). Track only to ensure that this bill is not amended to allow OHV use on state hwy R/W. 1st Reprint exempts dealers et al from buying a \$50,000 bond req'd by the bill if they already have such a bond filed w/DMV.
SB142(1)X	1st Reprint	Track Only	Sean/Ed	S-Finance			Changes to provisions governing local gov't contracting. 1st Reprint provides - for projects exceeding \$100k - that a Sch Bd evaluate project cost savings potential and report the findings of the evaluation at its next scheduled public mtg. before proceeding.
SB143(1)	1st Reprint	Track Only	Tgreco-KenM	A-Trans	4/30 No action		Requires that tests for all classes of NV driver licenses ask the applicant if they are aware of the NRS' "no texting while driving prohibition."
SB158	As Intro.	Track Only	Sean-Ed W	A-Trans	4/25 No action		Prohibits indemnification agreements involving parties involved in motor carrier transport.
SB171X	As Intro.	Track	Tgreco-JVanH	S-Finance			Provides for a program of matching grants to local gov'ts for the maintenance and repair of public works.
SB175	As Intro.	Track Only	Legal	A-Judic	4/18 No action		Revises provisions relating to testing or calibration of equip. used to determine the concentration of alcohol in a person's breath.
SB179(2)	2nd Reprint	Significant	T Greco,Ken	A-Judic			School zones, ped Xings, enhanced penalties - see bill analysis, fiscal note. 1st Reprint further enhances fines for traffic violations occurring in marked ped Xing zones. The amd adds applicable language to each affected section in Ch. 484 NRS. 2nd Reprint reduces peds' crash avoidance burden on residential streets with spd limit less than 25MPH.
SB191	As Intro.	Significant	Tgreco-RickN	A-Trans		5-02/3:15/3143	Increases the maximum speed (up to 85 MPH) at which a person may drive or operate a vehicle.

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SB201(1)X	1st Reprint	Track only	Sean/Ed	S-Finance			Permits reemployment of retired public employees who are appointed to certain positions by the Governor. 1st Reprint restricts such gubernatorial appointment eligibility to former state or local employees who have not served for at least one year prior to appointment to a salaried position on a state or local governmental board or commission. Adds other minor restrictions to such appts.
SB217(1)	1st Reprint	Track only	Sean/Ed	A-Trans		5-02/3:15/3143	Revises provisions relating to the manner of performing work for construction and repair of roads and bridges in smaller counties. 1st Reprint increases the \$25,000 probable cost limit to \$100,000 for all projects and enables smaller counties to use their own labor and equipment to perform repairs. Allows smaller counties to perform such projects if the cost exceeds \$100,000 but less than \$250,000 but requires detailed reporting of workers and equipment involved in such projects.
SB224(1)	1st Reprint	Track Only	Sean/Ed	A-Judic	4/30 No action		Imposes a fee of \$500, in addition to any other penalty or fine for uncontested DUI offenses. 1st Reprint adds that, if the defendant cannot afford the \$500 fee for special court ordered programs, the court may impose comm'ty service hours having a value commensurate to the \$500 fee.
SB235(1)	1st Reprint	Track only	Rick N	A-C&L			Authorizes a local law enf. agy to est. or utilize an electronic reporting system to receive information regarding purchases of scrap metal; requiring a scrap metal processor to submit to a local law enf. agency info relating to purchases of scrap metal. 1st Reprint significantly enhances the electronic tracking of scrap metal purchases by allowing data to be received and stored confidentially by police-approved 3rd parties.

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SB236(1)	1st Reprint	Significant	ScottS-Dave	A-GovAff	4/26 No action		Requires state agencies to make available on an agency's website executable forms in a format which allows the form to be completed, downloaded, saved and submitted securely to the agency via the Internet. 1st Reprint amends the initial compliance date to 6/30/15. Makes several changes that provide affected agencies flexibility to implement the requirements of this bill. Allows agencies that have budget difficulties implementing this bill by 6/30/15 to apply to the IFC for a waiver of the compliance date if the IFC concurs with the agency's assertion.
SB270X	As Intro.	Track	TomG/JVH	S-Finance	4/3 No action		The \$500,000 must be used by rural airports to match FAA funding for the enlargement, improvement or maintenance of rural airports, landing areas or air navigation facilities in NV.
SB284(1)	1st Reprint	Track	Sean/Ed	A-GovAff		5-07/0830/3143	Directs law enforcement agencies in Clark & Washoe Co. to adopt policies and procedures to govern the investigation of motor vehicle accidents involving peace officers employed by their law enforcement agency are involved. 1st Reprint adds that the policies and procedures must include a requirement that if such a MV accident results in fatal injuries, the investigation must be conducted, except under certain circumstances, by a law enforcement agency other than the agency that employs the officer involved in the accident.
SB286(1)	1st Reprint	Track	Legal	A-Judic			Provides immunity from civil action for certain claims based on the right to petition and the right to free speech. Legal wants this tracked because it may have policy implications on litigation involving NDOT.
SB313(1)	1st Reprint	Track	TomG/KenM	A-Trans			Revisions pertaining to operation of autonomous vehicles in NV. 1st Reprint requires entities testing autonomous vehicles in NV to submit proof of insurance for financial responsibility of \$5,000,000.

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SB316(1)	1st Reprint	Track	Rick N	A-C&L			Requires a contractor to dispose of specified solid waste materials produced by const, demolition or similar work at a materials recovery facility that has been approved to operate pursuant to regulations of the State Env'l Commission, if such a facility is located within 15 miles of the site of the work. 1st Reprint expands the distance radius from material source site to appv'd dump site to 30 miles.
SB322(1)X	1st Reprint	Significant	Rudy	S-Finance	4/29 No action		Revises provisions concerning membership, operation of the NDOT Board of Directors. 1st Reprint revises composition of the 8 Clark County members to provide that instead of being at-large, the members shall be: 2-unincorporated CC residents, 2 CLV residents, and 1 each from the four next largest inc. cities in the county.
SB342(1)	1st Reprint	Track only	Sean/Ed	A-GovAff			Revises provisions governing the vacation and abandonment of city or county streets or roads. 1st Reprint adds a requirement to Sec. 1, subsec 12, requiring a relinquishing locality to ensure that utility easements that are still needed by a utility are properly recorded and maintained before executing a relinquishment action.

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SB343(1)	1st Reprint	Track	Sean/Ed	A-Trans		5-02/3:15/3143	Allows certain off-highway vehicles (OHV) to be registered as motor vehicles intended for use on a highway; allowing certain OHVs to be operated on certain county roads under certain circumstances. 1st Reprint allows "large all-terrain vehicles" - having a seating capacity for 4 persons or two people abreast and a truck bed (e.g., Polaris-type vehicles) to be operated "on a highway" (designated as a general or minor county road per NRS 403.170 - prohibitions from use on state highways per NRS 490.110 remain intact) when the vehicle meets equipment standards of NRS 490.120 (similar to motorcycles) - and is fully insured as a motor vehicle intended for use on a highway to provide proof that the owner carries insurance on the vehicle which meets the requirements for insurance on motor vehicles in this State generally. Sec. 10 amends NRS 490.083 to require registration decals for large all-terrain vehicles to be larger than such stickers for regular OHVs.
SB370X	As Intro.	Track	T Greco	S-Finance			Makes a \$500,000 General Fund appropriation to the Fund for Aviation.
SB377X	As Intro.	Significant	Bill Hoffman	S-Finance			Increases all motor vehicle fuel taxes in NV by 2 cents/gal each year, beginning 1/1/2014 until 2023. Exempted
SB405	As Intro.	Track	Sean/Ed	A-LegOps	4/25 No action		Requires the Director of the LCB to develop biennial recommendations for the elimination of the requirement to submit certain obsolete and redundant reports to the Legislature.
SB408X	As Intro.	Track	Bill H	S-Finance	4/8 - Re-refer		Requires state agencies to assess and review certain future and existing contracts to privatize a governmental service provided by the agency; requires an agency to submit such an assessment or review to the Chief of the Budget Division.

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SB428(1)	1st Reprint	Track	Sean/Ed	A-Trans			Provides that tow car operators are required to accept cash, money order, credit card or debit card or any other electronic transfer of money as payment for towing services. 1st Reprint removes sec. 6 which would have authorized TSA to revise towing charges to which the owner of the vehicle had not consented.
SB456(1)	1st Reprint	Track Only	Sean/Ed	A-Trans			Authorizes insurance companies paying for tow services of ins'd. vehicles to designate vehicle storage lots. Provisions of this bill apply only in Clark County. 1st Reprint removes a proposed requirement that veh. storage lots pay a fee to the law enf. agency whose officer requested that a disabled vehicle be towed to their lot. The intent is that the tow destination be determined by the insurance carrier covering the vehicle.
SB459X	As Intro.	Significant	Bhoff-ScottS	S-Finance	4/1 No action		Supplemental approps to the Dept. of H&HS - Health Care Financing and Policy Div for an unanticipated increase in caseloads for medical services and other costs. GF & Hwy Fund
SB482X	As Intro.	Track	S Sisco	S-Finance	4/1 No action		Authorizes certain transfers of money appropriated to an Executive Branch department in the Executive Department of the State Government; exempts certain revisions of work programs from the requirement that they be approved by the IFC.
SB483X	As Intro.	Track	K King	S-Finance			Extends temporary suspension of the semiannual longevity payments thru the 2013-2015 biennium; extends the temp suspension of merit pay increases during FY 2013-2014; requires state employees to take a certain salary reduction and, with certain exceptions, a number of days of unpaid furlo leave during the 2013-2015 bien.

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SB503(1)	1st Reprint	Track	Sean/Ed	A-Trans	4/30 No action		Real ID resurrected---Provides for issuance of drivers' licenses, ID cards, CDLs and motorcycle drivers' licenses that are federally qualified under the Real ID Act of 2005. Provides for issuance of DLs, ID cards and CDLs valid for a period other than 4 years. 1st Reprint deletes all of the provisions proposing issuance of NV Real ID DLs and ID cards. Remaining provisions permit 8-year driver license renewals by doubling the existing 4-year fee.

NDOT/Industry Liaison Meeting
3:00 p.m. Wednesday, March 20, 2013
AGC Offices, 5400 Mill Street, Reno

DRAFT MINUTES

Present:

Tracy Larkin-Thomason,

Co-Chair

Lance Semenko, Co-Chair

Jeanette Belz

Richard Buenting

Rod Cooper

Tom Greco

Scott Hiatt

Bill Hoffman

Craig Holt

Rudy Malfabon

John Madole

Rick Nelson

Scott Sisco

John Terry

Bill Wellman

1. Meeting was called to order at 10:00 a.m. by co-chairs Tracy Larkin Thomason, and Lance Semenko.
2. Previous minutes of meeting held Friday, December 14, 2012 were reviewed. It was pointed out that there was a typographical error in item 11 in the minutes, and that the word “recommendation” had been misspelled. Motion was made, seconded and carried that the correction be made, and that the minutes be accepted with the correction as noted.
3. Report was given on current transportation funding status. It was pointed out that the impending sequestration funding reduction by Congress could impact NDOT by approximately \$2 million in federal funds and an additional \$450,000 for NDOT administrative costs. It was noted that efforts were being made to bring the ending fund balance up to \$80 or \$90 million.
4. Briefly updated the group on efforts from AASHTO, and the recent briefing given regarding anticipated federal funding in the coming fiscal year. It was expected that more tiger grants would be offered since its earmarks have been eliminated.
5. NDOT Director Malfabon gave an overview of the NDOT current transportation program. Efforts to obtain right-of-way for Project Neon in Las Vegas remain a top priority. Construction program for the three districts are expected to total \$25 million. Revenue per district for district projects estimates are based on federal gas tax receipts not declining further.
6. Reviewed legislation in the current legislative session that may impact NDOT. These included Construction Manager at Risk (CMAR), possible increase in gas taxes, legislation impacting disadvantaged business enterprises. Allowing tolling of new lanes, and Buy American legislation. An update on the progress of these bills will be given at the next quarterly meeting.
7. Discussed current Disadvantaged Business Enterprise (DBE’s) list, the status of updates, and DBE goals NDOT reported that proposed language for contracts regarding the utilization of DBE’s had been sent to contractors.
8. NDOT reported that the number of construction crews in Las Vegas and Reno had been reduced to reflect budget constraints. Nine crews in Las Vegas, and six in Reno, which resulted in the loss of 18-20 positions.
9. Briefly discussed internal construction reviews being performed by NDOT on current projects. NDOT asked that contractors be sure to offer feedback through the online survey available for material lab, design, and storm water.

10. Report was given on partnering on current projects. More than 250 individuals have now been trained on partnering. It was noted that there was a favorable review from contractors on these jobs, which resulted in a reduction of claims. A copy of the partnering report has been attached to these minutes.
11. It was noted that five NDOT projects had received special recognition including two Marvin Black Partnering Awards received at the National AGC Convention earlier in the month.
12. Reported that project closeouts had improved, which had been noted by every construction working group.
13. During open discussion it was noted that a number of long time NDOT employees were retiring and the individuals taking their places were noted.
14. Discussed dates for coming meetings including setting the next meeting for 10:00 a.m., Thursday, June 20 in the AGC conference room in Reno, with the remaining dates tentatively set for 10:00 a.m., Wednesday, September 18, 2013 and 10:00 a.m., Wednesday, December 18.
15. Meeting was adjourned at 11:52 a.m.

Partnering update from Rick Nelson:

Training – The initial partnering training was a success. We have trained almost 250 people from the highway construction community; prime contractors, sub contractor, suppliers, the department construction staff, construction management consultants, and even a couple people from local utilities. The response from this training has been excellent with 97% responding that the training achieved its purpose and 95% saying that the training would help them in their professional and personal lives. We have reoffered the introduction to partnering class this year and will continue to offer this class so that people new to NDOT projects and partnering can become familiar with the partnering process.

This year we rolled out our next phase of partnering training. A program of continuing education, where we will focus on the critical skills needed to partner a job. This year's training focused on communication, specifically how everyone communicates with a different style and how to adjust your message to meet the needs of those whom you are communicating with. The training is off to a great start with over 98% of participants saying that the training achieved its purpose, and the same 98% thought that the training would help them in their personal and professional lives.

We are already looking forward to next training season and providing further training on other partnering skills. Currently the two topics under consideration are negotiations and issue resolution, but we are open to other suggested topics.

Awards – NDOT is entering into our third year for the NDOT excellence in partnering awards. This is the best year yet, we have five quality projects that will be recognized for their hard work. Coming in at the Gold level award is the Mesquite design build. The rest of our projects were all Silver level award winners, these projects are the I 80 Design Build, the I 15 South Design Build, Contract 3469 US95 in Hawthorne, and Contract 3477 US 95 north of Winnemucca. During this time we have had many of our partnered projects receive awards from other organizations, including AASHTO and AGC of Nevada, but most notable is the 2 Marvin M Black (AGC of America) awards, one for the I 15 North Design Build and this year we are rumored to have won the Marvin M Black for the Mesquite design build. Another indication of the Partnering program success was recognition as ENR southwest owner of the year in 2012.

Culture – We have seen a definite shift in the culture of partnering within the community. Contractors and Resident Engineers alike are requesting partnering services on many of our smaller projects that don't require formalized partnering. Partnering has been such a success that after partnering was requested on a District Maintenance project, we started to include the specification and the line item to pay for any requested partnering on all future district contracts.

Projects – To date we have formally partnered over 60 projects, nearly half of these projects were under \$10 million in bid yet formalized partnering was still requested.

**NDOT Construction Contracts Closed Out
January thru April
2013**

Contract	Description	Contractor	Resident Engineer	NDOT/Consultant	Original Bid	CCO Amount	% CCO	Qty Adjustments	% Adjustments	Total Paid	Amount Over/Under	% Change	Agreement Estimate (budget)	% Agr. Est.
3383	SR 574, CHEYENNE AVENUE	LAS VEGAS PAVING	Crew 926- Sulahria	MIRANDA, EDUARDO	\$ 9,677,150.00	\$ 88,176.09	0.9%	\$ 423,186.34	4.4%	\$ 10,188,512.43	\$ 511,362.43	105%	\$ 10,356,209.00	98%
3390	SR 564, LAKE MEAD PKWY	LAS VEGAS PAVING	Crew 901- Alhwayek	PETERSON, CHRISTOPHER	\$ 13,543,210.00	\$ 1,062,126.84	7.8%	\$ (428,457.99)	-3.2%	\$ 14,176,878.85	\$ 633,668.85	105%	\$ 14,543,982.00	97%
3402	I 80 E. NIGHTINGALE INTERCHANGE	ROAD AND HIGHWAY BUILDERS	Crew 904 - Boge	BRADSHAW, JOHN	\$ 11,464,464.00	\$ 654,400.00	5.7%	\$ 765,459.76	6.7%	\$ 12,884,323.76	\$ 1,419,859.76	112%	\$ 12,433,091.00	104%
3417	US 395, CARSON CITY BYPASS AESTHETICS	Q&D CONSTRUCTION	Crew 907- Lani	JOYCE, LUCY	\$ 1,021,452.00	\$ -	0.0%	\$ 14,305.68	1.4%	\$ 1,035,757.68	\$ 14,305.68	101%	\$ 1,143,169.00	91%
3436	I 80, PILOT PEAK INTERCHANGE	ROAD AND HIGHWAY BUILDERS	Crew 918 - Yates	BRADSHAW, JOHN	\$ 11,535,535.00	\$ 121,097.14	1.0%	\$ 897,722.19	7.8%	\$ 12,554,354.33	\$ 1,018,819.33	109%	\$ 12,481,526.00	101%
3446	US 395, WATERLOO LN TO JNCT WITH US50	A. TEICHERT & SON	HDR - Selmi	JOHNSON, NICHOLAS	\$ 12,913,116.86	\$ 372,516.35	2.9%	\$ 1,252,531.86	9.7%	\$ 14,538,165.07	\$ 1,625,048.21	113%	\$ 13,838,963.00	105%
3449	US 395, CA/NV STATE LINE (TOPAZ PARK RD)	MKD CONSTRUCTION	Crew 907- Lani	PETERS, VICTOR	\$ 379,000.00	\$ 18,053.00	4.8%	\$ 15,928.57	4.2%	\$ 412,981.57	\$ 33,981.57	109%	\$ 449,320.00	92%
3452	SR 828, FARM DISTRICT ROAD	DON GARCIA EXCAVATING & PAVING	Crew 904- Boge	BIRD, STEVE	\$ 368,864.40	\$ 2,887.39	0.8%	\$ 80,809.58	21.9%	\$ 452,561.37	\$ 83,696.97	123%	\$ 423,751.00	107%
3460	SR 373, CA/NV STATE LINE TO US 95	LAS VEGAS PAVING	CM WORKS- Ferguson	FINERTY, JENICA / PARSONS	\$ 3,895,000.00	\$ (65,734.39)	-1.7%	\$ 403,794.76	10.4%	\$ 4,233,060.37	\$ 338,060.37	109%	\$ 4,185,314.00	101%
3467	US 50 AND SR 28, RETROFIT DROP INLETS	MKD CONSTRUCTION	Crew 911- Angel	SOLTANI, AMIR/ ATKINS	\$ 446,162.00	\$ 20,247.00	4.5%	\$ 242,626.26	54.4%	\$ 709,035.26	\$ 262,873.26	159%	\$ 517,393.00	137%
3469	US 50, US 95 & SR 362, HAWTHORNE	ROAD AND HIGHWAY BUILDERS	BMG- R. Bowling	PETERSON, CHRISTOPHER	\$ 7,862,633.00	\$ (8,559.43)	-0.1%	\$ 305,916.28	3.9%	\$ 8,159,989.85	\$ 297,356.85	104%	\$ 8,429,445.65	97%
3470	I 15, CA/NV LINE TO N. SLOAN INT.	INTERSTATE IMPROVEMENT	Crew 906- Petrenko	PETERSON, CHRISTOPHER	\$ 8,061,738.13	\$ 50,760.86	0.6%	\$ (120,302.71)	-1.5%	\$ 7,992,196.28	\$ (69,541.85)	99%	\$ 8,646,542.93	92%
3473	DISTRICT 3, VARIOUS INTERSECTION	BECO CONSTRUCTION	DISTRICT- B. RATLIFF	CERAGIOLI, JIM	\$ 341,000.00	\$ -	0.0%	\$ 3,123.50	0.9%	\$ 344,123.50	\$ 3,123.50	101%	\$ 409,300.00	84%
3475	CLARK CO, HENDERSON, FLASHING YELLOW SIG. MOD.	LLO INC	Crew 922- Christiansen	CERAGIOLI, JIM	\$ 940,692.00	\$ -	0.0%	\$ 7,200.22	0.8%	\$ 947,892.22	\$ 7,200.22	101%	\$ 1,046,540.00	91%
3478	SR 722, US 50 TO CH/LA COUNTY LINE	SIERRA NEVADA CONSTRUCTION	Crew 040- Howerton	SOLTANI, AMIR/ PB AMERICA	\$ 4,029,007.00	\$ (550,000.00)	-13.7%	\$ (151,917.68)	-3.8%	\$ 3,327,089.32	\$ (701,917.68)	83%	\$ 4,314,857.00	77%
3479	US 93, NORTHERN NEV. RR NEAR CURRIE	GRANITE CONSTRUCTION	CH2MHILL- M. Johnson	SOLTANI, AMIR/ CA GROUP	\$ 8,654,654.00	\$ 71.38	0.0%	\$ 17,028.85	0.2%	\$ 8,671,754.23	\$ 17,100.23	100%	\$ 9,273,087.00	94%
3502	I 80, E. BATTLE MOUNT. TO ROSNEY CREEK GRADE SEP.	INTERSTATE IMPROVEMENT	Crew 920- Schwartz	BRADSHAW, JOHN	\$ 3,181,013.78	\$ -	0.0%	\$ 52,380.46	1.6%	\$ 3,233,394.24	\$ 52,380.46	102%	\$ 3,411,871.00	95%
3511	US 6, MICROSURFACING	INTERMOUNTAIN SLURRY SEAL	Crew 915- Strganac	BUSH, ANITA	\$ 632,222.00	\$ 33,360.00	5.3%	\$ 17,915.46	2.8%	\$ 683,497.46	\$ 51,275.46	108%	\$ 676,478.00	101%
Totals					\$ 98,946,914.17	\$ 1,799,402.23	1.1%	\$ 3,799,251.39	6.8%	\$ 104,545,567.79	\$ 5,598,653.62	108%	\$ 106,580,839.58	98%
Number of Projects Over/ Under Agr. Estimate (Budget)											Projects Over	7	Projects under	13

Legend = (9) Contracts Closed since last CWG in MAR 2012

N = Need
 S = Submitted (HQ reviewing)
 A = Approved

Department of Transportation Construction Contract Closeout Status April 24, 2013																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer		Contract Bid Price	Retent Held	E E O	L A B	A A B	C P P R	L E	A T S S	W C	Constr. Compl.	Cleanup Finalized	Plant Estab	District Accept	Director Accept	Pick Up Comp.	Comments	Change Orders # Needed	
3290	1	906	FREHNER-PETRENKO MICHELLE	SAINT ROSE PARKWAY IN HENDERSON PHASE 2A	\$61,242,038.90	\$50,000.00	A	A	A	A	A	A		7/11/08	7/15/10	N/A	2/11/09	2/19/09	10/18/10	Contract will be closed at the same time frame as 3361. Sent closeout items to Rob per Jeff on 7/10/12.		
3339	1	926	FREHNER - VACANT MICHELLE	SR 573, CRAIG RD,LAS VEGAS AT UPRR CROSSING AND FROM BERG ST TO PECOS RD, CLARK CO.	\$34,182,531.77	\$10,000.00	A	A	A	A	A	S		5/30/09			6/16/10	7/12/10	11/20/12	Final Qty to contractor on 1-16-13, possible payoff on 2-15-13. Awaiting review of ATSS and final signatures		
3361	1	922	SNP-CHRISTIANSEN MICHELLE	ON SR 146, ROSE PARKWAY IN HENDERSON, PHASE 2B, FROM GILLESPIE ST TO SEVEN HILLS DR/SPENCER AVE & CORONADO CENTER	\$6,583,366.05	\$50,000.00	A	A	N	A	N	A		3/5/10		N/A	10/26/11	2/7/13		Ready for pick up. Project will be picked up about the same time as 3290. Construction Admin currently reviewing revised items received from the crew.		
3409	1	926	CAPRIATTI - VACANT MICHELLE	US 95 FROM RAINBOW/SUMMERLIN INTERCHG. TO RANCHO/ANN RD. & DURANGO DR. (PKG. 1)	\$68,761,909.90	\$50,000.00	N	N	N	N	N	N		12/1/12	2/15/13	12/16/13				Plant establishment, but close to closing out. Punchlist work in progress.	Address CO#9, &12. Paid on prior #11.	
3421	1	916	LAS VEGAS PAVING -RUGULEISKI MICHELLE	ON US 95AT SUMMERLIN PARKWAY	\$26,080,589.00	\$50,000.00	N	N	N	N	N	N	N								There are some outstanding field issues. Construction to begin final closeout asap.	
3442	1	901	ROAD & HIGHWAY-ALHWAYEK MICHELLE	US 95 FROM 3.131 MILES NORTH OF CHINA WASH TO 0.796 MILES SOUTH OF DRY WASH.	\$10,171,171.00	\$50,000.00	A	A	N	A	A	A		11/22/11			1/9/12	11/6/12		Contract has been submitted to Construction for Final Pickup.		
3444	1	901	LAS VEGAS PAVING-ALHWAYEK MICHELLE	SR 604 LV BLVD, FROM N. CRAIG RD TO JUNCTION OF APEX INTERCHANGE RAMPS 3 & 4, A FUNCTIONAL CL. BREAK AT 2004 N. URBAN LIMITS OF LV	\$5,035,000.00	\$50,000.00	A	A	A	A	N	A		9/30/11			1/6/12	2/14/12	3/28/13	Final Qty's sent to contractor on 4/4/2013. Possible Payoff on 5/6/2013		
3445	1	922	LVP -CHRISTIANSEN MICHELLE	US -95/I-515 OVER FLAMINGO ROAD INTERCHANGE	\$3,416,804.05	\$50,000.00	A	A	N	A	N	S		1/17/12	7/12/12	N/A	7/17/12	3/5/13		Contract has been submitted to Construction for Final Pickup.		
3453	1	901	FISHER-ALHWAYEK MICHELLE	ON US 93 FROM BUCHANAN TO HOOVER INTERCHANGE.	\$15,858,585.85	\$50,000.00	S	N	N	S	N	N		11/19/12			12/5/12	1/23/13		Crew is preparing to request closeout; however their priority is closing out 3442 & 3444.		
3454	1	916	FISHER-RUGULEISKI MICHELLE	ON I-15 FROM TROPICANA AVENUE TO US 95 (SPAGHETTI BOWL)	\$5,995,000.00	\$50,000.00	N	A	A	A	N	A	N	3/23/12			4/20/12	5/21/12	9/4/12	RE to resubmit Letter of Explanation. Contractor disputing qty's RE working on issue Cont has Title 6 complaint against it.		
3466	1	922	AGGREATE INDUSTRIES - CHRISTIANSEN MICHELLE	ON I-15 FROM THE SPEEDWAY / HOLLYWOOD INTERCHANGE TO 0.103 MILES NORTH OF THE DRY LAKES REST AREA	\$180,006,000.00	\$50,000.00	N	A	N	N	N	A		1/16/13	4/15/13?	N/A	1/24/2013	2/13/2013		RE is meeting w/ contractor to discuss qty's., Borrow, spall repair, swork on C.O.s		
3472	1	922	LAS VEGAS ELECTRIC.- CHRISTIANSEN MICHELLE	ON MUTIPLE INTERSECTIONS IN DIST. 1 CLARK COUNTY	\$3,393,786.20	\$50,000.00	N	A	N	A	N	A		11/30/12	2/5/13	N/A	1/24/13	4/18/13		Construction at 100%. Crew Starting closeout process.		
3474	1	906	LAS VEGAS ELECTRIC- PETRENKO MICHELLE	ON US 93 FROM RAILROAD PASS CROSSING TO THE I-215 /I-515 INTERCHANGE IN HENDERSON	\$6,647,492.75	\$50,000.00	N	N	N	N	N	N									Construction at 89%	

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Department of Transportation Construction Contract Closeout Status April 24, 2013																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer		Contract Bid Price	Retent Held	EEO	LAB	AB	CP	PR	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab	District Accept	Director Accept	Pick Up Comp.	Comments	Change Orders # Needed
3480	1	902	AGGREGATE INDUSTRIES - YOUSUF MICHELLE	ON SR. 372 FROM THE CALIF / NEV. STATE LINE TO SR. 160 AND ON ST. RT 160 1.317 MI N. OF CLARK / NYE COUNTY LINE TO MI POST NY - 9.954	\$8,175,000.00	\$50,000.00	A	A	A	A	A	A			11/9/12			12/7/12	12/21/12		Const Admin began pickup 4/1/13. Contract sent back to RE for corrections on 4/29/2013	
3481	1	901	AGGREGATE INDUSTRIES ALHWAYEK MICHELLE	ON US 95 FROM 1.47 MI SOUTH OF THE AMAGOSA RIVER TO 6.46 MI NORTH OF THE TRAILING EDGE OF B-636	\$850,000.00	\$50,000.00	N	N	N	N	N	N			10/29/12							
3500	1	902	LAS VEGAS PAVING - YOUSUF MICHELLE	INSTALL FENCING AROUND PORTION OF MATERIALS PIT CL 82-03 AND CONTOUR GRADING OF DETENTION BASINS.	\$812,000.00	\$40,600.00	N	A	A	S	A	A			11/14/12					1/31/13	Need District acceptance	
3504	1	906	AGGREGATE INDUSTRIES PETRENKO MICHELLE	COLD MILL AND PLANTMIX WITH OPEN GRADE AND BRIDGE REHAB ON I707N, I711N, I713N, G662 NORTH AND SOUTH	\$14,200,000.00	\$50,000.00	N	N	N	N	N	N			12/6/12			1/7/13	1/10/13			
3520	1	922	LAS VEGAS ELECTRIC.-CHRISTIANSEN MICHELLE	SIGNAL MODIFICATIONS ON MULTIPLE INTERSECTIONS IN DIST. 1 CITY OF MEQUITE PACKAGE 1	\$179,229.18	\$8,961.46	N	A	N	N	N	A			2/15/13		N/A				Construction at 105%	
3523	1	903	NV BARRICADE & SIGN CO. - VOIGT DEENA	INSTALL INTERSECTION SAFETY IMPROVEMENTS @ VARIOUS INTERSECTIONS IN DIST. 1	\$417,777.77	\$20,888.89	A	N	N	N	N	N									Oustanding submittals	
3392*	1	922	WILLIAMS BROS.-CHRISTIANSEN MICHELLE	VARIOUS INTERSECTIONS IN THE CITY OF LAS VEGAS AND VARIOUS INTERSECTIONS IN CLARK COUNTY.	\$944,304.33	\$47,215.22	A	A	A	A	A	A			9/29/11	11/1/2011	N/A	3/6/12	4/2/12	6/22/12	Final job pickup completed on 06/22/12. Contractor payment is being held due to on going claim as per Jeff Shapiro.	
3397 ARRA	1	916	FISHER-RUGULEISKI MICHELLE	ON I-15 FROM THE CALIFORNIA/NEVADA STATE LINE TO MILEPOST 16.35	\$7,333,333.33	\$50,000.00	A	N	A	A	S	S			12/23/10		N/A	4/23/12	5/21/12		Final pickup is complete just waiting for the claim to be settled to see how payment is to be done. Need certs on \$150,000 material.	
3292	2	905	FISHER-DURSKI ROB	FROM 395 S. OF BOWERS MANSION CUTOFF NORTH TO MOUNT ROSE HWY.	\$393,393,393.00	\$50,000.00	N	N	N	N	N	N			11/19/12						Construction is 92% complete	pd on priors #64&69. .66,75,& 89 are priors. Need 31,76A,78A,79,85 ,87&88.
3327	2	907	RHB-LANI ROB	US 395, CARSON CITY FREEWAY FROM FAIRVIEW DR. TO US 50 E.- PHASE 2	\$44,968,149.00	\$50,000.00	S	S	A	A	N	A			10/8/09		Y, 1yr. following seeding	7/21/11	8/23/11		Pickup process has begun. Estimate the end of May to complete.	
3400	2	907	Q&D -LANI MATT	ON US 395, THE CARSON CITY FREEWAY, FROM CLEARVIEW DRIVE TO FAIRVIEW DRIVE. PACKAGE 2B-1.	\$7,548,315.70	\$50,000.00	N	A	A	A	N	N			11/30/11			12/10/12	12/21/12		Crew is preparing for closeout. Outstanding submittals.	
3401	2	913	GRANITE- COCKING ROB / DEENA	ON 395 FROM MOANA TO I 80	\$31,495,495.00	\$50,000.00	N	N	N	N	N	N			8/27/12		complete	4/22/13			Awaiting Dir. Acceptance	Priors #5R,8R,32,34,35
3433	2	911	GRANITE CONSTRUCTION CO.- ANGEL DEENA	ON US 50, FROM CAVE ROCK TO SR 28	\$3,661,661.00	\$50,000.00	N	S	N	N	N	N			12/12/12		Y, 12/2015				Revised invoices expected from Granite for C.O. Pick up pending 3471 close out.	CCO #3 - crew working on

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Department of Transportation Construction Contract Closeout Status April 24, 2013																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer		Contract Bid Price	Retent Held	EEO	LAB	AB	CP	PR	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab	District Accept	Director Accept	Pick Up Comp.	Comments	Change Orders # Needed
3438	2	904	MERIT ELECTRIC.-BOGE MATT		\$1,013,762.20	\$50,000.00	A	A	N	N	N	N	N		11/15/11			11/6/12	12/7/12		Crew is preparing to request for closeout. No request for pickup as of 3/27/2013.	
3440	2	911	Q&D-ANGEL MATT		\$5,613,054.00	\$50,000.00	N	A	N	N	N	N	N		10/20/12		10/20/13				Construction at 98.9 % Crew starting pickup process.	crew working on CCO#5. Address Co #3
3458	2	904	MERIT ELECTRIC.-BOGE MATT		\$580,325.46	\$29,816.27	N	A	N	N	N	N	A		5/8/12			11/6/12	12/7/12		RE starting closeout process. No request for pickup as of 3/27/2013	LOA #3
3465	2	904	SNC - BOGE DEENA		\$6,969,007.00	\$50,000.00	N	N	N	N	N	N	N		10/4/12	3/27/13	N-hydro-seeding					CO#1 & 4 are prior
3471	2	911	Q & D CONSTRUCTION - ANGEL DEENA		\$2,414,236.00	\$50,000.00	N	N	N	N	N	N	N		8/17/12		Y, 10/2013			2/28/13		CO # 1 is a prior.(will be turned into two
3501	2	911	Q & D CONSTRUCTION - ANGEL DEENA		\$5,318,188.00	\$50,000.00	N	N	N	N	N	N	N				Y, 10/2013				Req. Cont. Comp. cl. Closeout pending closeout of 3471.	Prior #1 (Public Outreach) & 3
3503	2	913	GRANITE DBA DAYTON MATERIALS - COCKING DEENA		\$4,192,192.00	\$50,000.00	S	A	N	N	N	N	N		11/29/12		N	1/4/13	1/25/13		Crew working on closeout. anticipate request week of 5/6/2013	
3512	2	907	SNC-LANI MATT		\$886,007.00	\$44,300.35	N	N	N	N	N	N	N								Per email from RE, All major contract work is complete,except for a few items. No pickup request as of 3/27/2013	
3515	2	904	GRANITE - BOGE DEENA		\$384,384.00	\$19,219.20	N	N	N	N	N	N	N				N				Construction at 93%	
3517	2	907	FACILITIES MGMT INC. - LANI DEENA		\$103,000.20			A	A	N	N	N	N		2/13/13		N	3/13/13	3/27/13		Rec'd EEO cl. 4-22-13	
3518	2	913	GRANITE- COCKING MATT		\$6,978,978.01	\$50,000.00	N	N	N	N	N	N	N								Construction at 94%.	
3267*	2	911	RHB Williams- Angel ROB		\$14,292,292.00	\$50,000.00	A	A	A	A	A	A	A		10/23/06			8/27/08	10/6/08	10/3/08	Contractor needs to sign LOA # 2. Jeff Shapiro needs to write Change Order per meeting 1/26/2011.	

N = Need
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 A = Approved

Department of Transportation Construction Contract Closeout Status April 24, 2013																						
Cont. No.	DIST	Crew	Contractor - Resident Engineer		Contract Bid Price	Retent Held	EEO	LAB	AB	CP	PR	LE	ATSS	WC	Constr. Compl.	Cleanup Finalized	Plant Estab	District Accept	Director Accept	Pick Up Comp.	Comments	Change Orders # Needed
3377*	2	911	PEEK CONST.-ANGEL ROB	SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS	\$6,852,746.00	\$50,000.00	N	N	N	N	N	N	N								on hold - active litigation	
3389 ARRA	2	913	MEADOW VALLEY CONTRACTORS - COCKING DEENA	ON I-580 AT MEADOWOOD MALL EXCHANGE	\$21,860,638.63	\$50,000.00	N	N	N	N	N	N	N				Y				Working on LOA's. Working with contractor to resolve issues.	Payed on Prior 6,9,10,11. Priors 16,20&21 Address 3 ,&19. Contractor has CO 6, 11, & 22
3350	3	908	FREHNER-RUPINSKI ROB	I-80 LANDER CO. FROM ROSNY GRADE SEP. TO LANDER/EUREKA CO. /EUREKA CO. FROM LANDER/EUREKA CO LINE TO CONCRETE PAVEMENT	\$8,922,921.99	\$50,000.00	A	A	A	A	A	A	A		7/20/09			10/16/09	4/21/10	7/1/11	Quantities issues resolved. Quantities to contractor 8/17/12. Final close 10/17/12,	
3435	3	908	RHB (AGGREGATE INDUSTRIES) - RUPINSKI DEENA	I-80 FROM 0.26 MILES EAST OF THE HALLECK/RUBY VALLEY INTERCHANGE TO 0.60 MI EAST OF THE GREY'S CREEK GRADE SEPARATION	\$33,699,999.00	\$50,000.00	N	A	N	S	N	A					N				Has Partial Dist. Acptc. Remedial work to be done to O.G. in June 2013. Working on punchlist items. Apprvd. ATSS 2-25-13.	
3450	3	912	STAKER & PARSON-SIMMONS MATT	I-80 FROM 3.63 MILES WEST OF THE HUNTER INTERCHANGE TO 0.40 MILES WEST OF WEST ELKO INTERCHANGE	\$7,684,054.52	\$50,000.00	A	A	N	A	N	A			8/14/2012	10/1/12	N	11/1/12	12/7/12		Final Pickup in Progress. Pickup Started on 4/16/2013.	
3451	3	ATKINS	RHB - JORDY DEENA	US 50 FROM 3.38 MI. OF HICKSON SUMMIT TO THE LANDER / EUREKA COUNTY LINE .	\$10,799,999.00	\$50,000.00	N	A	A	S	A	A			1/24/12		1/25/14			11/5/12	Plant Estab. period in effect. District / Director acpt. to begin following Plant Estab end date. Revised Final Payroll letter hasn't yet been rec'd by Cont. Comp.	
3456	3	918	RHB-BOGGS MATT	US 93 SCHELLBOURNE REST AREA	\$1,832,222.00	\$50,000.00	N	A	A	N	A	N			1/15/13		5/27/13			2/28/13	Need LDs on working days sheets. Field Pickup completed on Cont 2/28/2013.	
3468	3	912	Q & D- SIMMONS MATT	ON I-80 AT THE WEST CARLIN INTERCHANGE AND ON SR 766 AT THE CENTRAL CARLIN INTERCHANGE	\$7,263,806.50	\$50,000.00	N	N	N	S	N	N									Construction at 98%.	
3521	3	963	PAR ELECTRIC - RATLIFF DEENA	MULTIPLE INTERSECTIONS	\$294,830.00		N	N	N	N	N	N					N				Construction at 88%	
3407*	3	908	PEEK CONST- RUPINSKI ROB	US 93 AT HD SUMMIT	\$3,156,345.49	\$50,000.00	S	S	S	S	S	S			11/19/10			7/18/11	9/23/11		on hold - active litigation	pd on prior #4,6,7,8 Shapiro has CO's

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Active Contract Status 4/22/2013

Attachment C

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	¹ % Work	² % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3267	US 50 & SR 822	\$ 14,988,709.00	\$ 14,292,292.00	\$ 15,002,025.85	\$ 16,332,070.32	108.9%	96.4%	ROAD & HIGHWAY BUILDERS LLC	PETERSEN, CHRISTOPHER,	project is over budget
3290	SR 146 ST.ROSE PARKWAY	\$ 63,339,504.00	\$ 61,242,038.90	\$ 61,285,604.26	\$ 63,601,756.18	103.8%	96.5%	AGGREGATE INDUSTRIES SWR INC	MIRANDA, EDUARDO/HDR	over budget
3292	I-580 FREEWAY EXTENSION	\$ 405,824,356.00	\$ 393,393,393.00	\$ 427,338,075.93	\$ 435,202,671.58	103.4%	104.3%	FISHER SAND & GRAVEL CO	MONTGOMERY, T./CH2M HILL	project is over budget
3327	US 395 CC FREEWAY (2A)	\$ 46,613,794.00	\$ 44,968,149.00	\$ 47,121,133.12	\$ 48,424,601.37	102.8%	100.0%	ROAD & HIGHWAY BUILDERS LLC	GALLEGOS, J./LOUIS BERGER	project is over budget
3339	CRAIGROAD AT UPRR	\$ 35,431,164.00	\$ 34,182,531.77	\$ 34,703,285.79	\$ 35,153,975.01	101.3%	100.0%	AGGREGATE INDUSTRIES SWR INC	PETRENKO, GLENN,	
3350	I-80 ROSNEY CREEK	\$ 9,453,009.00	\$ 8,922,921.99	\$ 12,086,150.24	\$ 10,778,529.42	89.2%	99.0%	AGGREGATE INDUSTRIES SWR INC	BRADSHAW, JOHN,	project is over budget
3361	SR 146 ST.ROSE PARKWAY	\$ 6,987,535.00	\$ 6,583,366.05	\$ 7,747,138.71	\$ 7,926,699.02	102.3%	100.0%	AGGREGATE INDUSTRIES SWR INC	MIRANDA, EDUARDO,	over budget
3366	I-15 DESIGN BUILD SOUTH	\$ 261,225,000.00	\$ 246,500,000.00	\$ 266,072,831.21	\$ 265,597,505.00	101.3%	99.0%	LAS VEGAS PAVING CORPORATION	TERRY, JOHN/JACOBS	over budget
3377	SR 207 KINGSBURY	\$ 7,311,743.00	\$ 6,852,746.00	\$ 7,466,646.94	\$ 8,665,120.10	116.1%	109.9%	PEEK CONSTRUCTION COMPANY DBA	NUSSBAUMER, M./WOOD R.	Contract work not complete, lawsuit pending
3389	I-580 MEADOWOOD MALL	\$ 22,845,305.00	\$ 21,827,613.92	\$ 21,860,638.63	\$ 22,060,305.00	100.6%	127.3%	MEADOW VALLEY CONTRACTORS INC	MONTGOMERY, T./CH2M HILL	Project behind schedule, one claim submitted for \$1.4M
3392	SIGNAL MOD. CL COUNTY	\$ 1,042,602.00	\$ 944,304.33	\$ 1,317,907.91	\$ 1,020,101.22	77.4%	100.0%	WILLIAMS BROTHER INC	CERAGIOLI, JIM,	
3397	I-15, STATELINE	\$ 7,980,222.00	\$ 7,333,333.33	\$ 7,309,318.33	\$ 8,215,177.00	107.9%	100.0%	FISHER SAND & GRAVEL CO	PETERSEN, CHRISTOPHER,	Resolving REA
3400	US 395, CC FRWY (2B)	\$ 8,140,151.00	\$ 7,548,315.70	\$ 7,556,670.70	\$ 7,406,521.62	98.0%	100.0%	Q&D CONSTRUCTION INC	GALLEGOS, J./LOUIS BERGER	
3401	US 395 WIDENING	\$ 35,127,922.00	\$ 31,495,495.00	\$ 33,247,456.17	\$ 36,498,061.00	109.5%	93.7%	GRANITE CONSTRUCTION CO	GALLEGOS, J./ATKINS	project is over budget
3407	OVERPASS SAFETY CROSSING	\$ 3,385,702.00	\$ 3,156,345.49	\$ 3,236,393.34	\$ 3,466,362.60	107.1%	114.5%	PEEK CONSTRUCTION COMPANY DBA	BRADSHAW, JOHN,	lawsuit pending
3409	US 95 WIDENING PCKG 1	\$ 71,947,575.00	\$ 68,761,909.90	\$ 72,488,310.50	\$ 72,789,549.00	100.2%	100.0%	CAPRIATI CONSTRUCTION CORP INC	JOHNSON, NICHOLAS,	Resolving REA, over budget
3421	US 95 SUMMERLIN PKWY HOV	\$ 27,325,505.00	\$ 26,080,589.00	\$ 26,163,667.91	\$ 27,077,089.00	103.5%	100.0%	LAS VEGAS PAVING CORPORATION	TERRY, JOHN/ATKINS	
3433	US 50, CAVE ROCK TO SPOONER	\$ 4,113,346.00	\$ 3,661,661.00	\$ 3,714,238.48	\$ 5,809,407.68	156.4%	155.0%	GRANITE CONSTRUCTION CO	NUSSBAUMER, M./WOOD R.	\$2M change order pending, Construction ongoing
3435	I-80 WEST OF OSINO, ELKO	\$ 35,482,218.00	\$ 33,699,999.00	\$ 33,726,280.28	\$ 35,633,064.00	104.6%	100.0%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	Contractor out of time to complete work
3438	FLASHING YELLOW ARROW, DIST 2	\$ 1,205,826.00	\$ 1,013,762.20	\$ 1,089,865.52	\$ 1,208,634.44	110.9%	100.0%	MERIT ELECTRIC COMPANY	CERAGIOLI, JIM,	
3440	SR 28, JCT SR 431 TO STATELINE	\$ 5,989,778.00	\$ 5,613,054.00	\$ 5,807,217.19	\$ 5,744,260.00	98.9%	100.0%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3442	US 95, N. CHINA WASH, ES COUNTY	\$ 10,705,018.00	\$ 10,171,171.00	\$ 11,508,946.50	\$ 12,952,665.00	112.5%	100.0%	ROAD & HIGHWAY BUILDERS LLC	RAGAN, JAMES/HDR	over budget, exceeded contract schedule
3444	SR 604, LAS VEGAS BLVD	\$ 5,401,284.00	\$ 5,035,000.00	\$ 4,862,801.42	\$ 4,973,619.78	102.3%	80.0%	LAS VEGAS PAVING CORPORATION	BRADSHAW, JOHN,	
3445	US 95/ I-515 FLAMINGO INTER.	\$ 3,661,844.00	\$ 3,416,804.05	\$ 3,480,710.94	\$ 3,457,139.00	99.3%	78.8%	LAS VEGAS PAVING CORPORATION	PETERSON, C./ATKINS	
3450	I-80 TO WEST ELKO INT	\$ 8,298,604.00	\$ 7,684,054.52	\$ 7,867,522.82	\$ 7,677,862.00	97.4%	100.0%	STAKER & PARSON COMPANIES	BIRD, STEVE,	
3451	US 50, CIR LA/EU COUNTY	\$ 11,562,099.00	\$ 10,799,999.00	\$ 10,744,788.30	\$ 10,873,789.00	101.3%	100.0%	ROAD & HIGHWAY BUILDERS LLC	PETERS, VICTOR,	
3453	US 93, BUCHANAN TO HOOVER INT	\$ 17,765,944.00	\$ 15,858,585.85	\$ 17,366,010.30	\$ 18,211,760.00	104.9%	100.0%	FISHER SAND & GRAVEL CO	LORENZI, A./CH2M HILL	over budget
3454	I-15, TROPICANA TO US 95	\$ 7,422,149.00	\$ 5,995,000.00	\$ 5,995,000.00	\$ 7,017,507.53	117.1%	100.0%	FISHER SAND & GRAVEL CO	GARAY, LUIS,	
3456	US 93 WP, REST AREA	\$ 2,015,478.00	\$ 1,832,222.00	\$ 1,832,221.60	\$ 1,765,840.00	96.4%	110.0%	ROAD & HIGHWAY BUILDERS LLC	BIRD, STEVE,	Project is behind schedule
3458	SIGNAL MODIFICATION DIST 2	\$ 661,238.00	\$ 580,325.46	\$ 561,404.12	\$ 498,166.60	88.7%	71.7%	MERIT ELECTRIC COMPANY	CERAGIOLI, JIM,	
3460	SR 373, OVERLAY, NYE CO.	\$ 4,185,314.00	\$ 3,895,000.00	\$ 3,895,000.00	\$ 4,093,834.01	104.7%	100.0%	LAS VEGAS PAVING CORPORATION	SOLTANI, AMIR/PARSONS	
3461	I-80, E.OASIS TO PILOT PK, CIR	\$ 32,539,538.00	\$ 31,000,000.00	\$ 30,999,999.84	\$ 20,705,520.00	67.0%	48.7%	FISHER SAND & GRAVEL CO	BRADSHAW, JOHN,	Over \$2M in pending change orders
3465	SR 341, COLDMILLING, WA & ST	\$ 7,339,877.00	\$ 6,969,007.00	\$ 6,969,007.00	\$ 8,018,340.00	115.0%	100.0%	SIERRA NEVADA CONSTRUCTION INC	MAXWELL, KEVIN,	project is over budget
3466	I-15, SPEEDWAY/ HOLLYWOOD INT.	\$ 19,343,626.00	\$ 18,006,000.00	\$ 17,869,227.50	\$ 17,617,577.00	98.6%	107.7%	AGGREGATE INDUSTRIES SWR INC	PETERSEN, CHRISTOPHER,	
3468	I-80,DIAMOND INT,W. CARLIN	\$ 7,791,069.00	\$ 7,263,806.50	\$ 7,578,971.87	\$ 7,383,704.00	97.9%	89.5%	Q&D CONSTRUCTION INC	PETERS, VICTOR,	
3471	SR 28, ROUNDABOUT	\$ 2,647,363.00	\$ 2,414,236.00	\$ 2,413,220.00	\$ 2,339,516.00	97.1%	0.0%	Q&D CONSTRUCTION INC	BIRD, STEVE,	
3472	VAR. CLARK, SIG. SYS. MOD	\$ 3,671,352.00	\$ 3,393,786.20	\$ 3,411,016.00	\$ 3,449,064.00	106.9%	100.0%	LAS VEGAS ELECTRIC INC	CERAGIOLI, JIM,	
3474	I-515, ITS	\$ 7,046,367.00	\$ 6,647,492.75	\$ 6,647,492.75	\$ 6,367,113.00	95.9%	100.0%	LAS VEGAS ELECTRIC INC	DICKINSON, J./KH & ASSOC.	
3480	SR 372 & SR 160, COLDMILL, NYE	\$ 8,767,449.00	\$ 8,175,000.00	\$ 8,175,000.00	\$ 7,974,664.00	97.5%	105.0%	AGGREGATE INDUSTRIES SWR INC	BIRD, STEVE,	
3481	US 95, COLDMILL & RDBED MOD, NY	\$ 8,938,028.00	\$ 8,500,000.00	\$ 8,500,000.00	\$ 8,845,595.00	104.1%	100.0%	AGGREGATE INDUSTRIES SWR INC	BRADSHAW, JOHN,	
3500	I-15,FECING & EROSION CONT. PIT	\$ 911,520.00	\$ 812,000.00	\$ 812,000.00	\$ 817,327.00	100.7%	91.4%	LAS VEGAS PAVING CORPORATION	SULAHRIA, SAJID	
3501	SR 431, WATER QLTY & EROSION C.	\$ 5,703,141.00	\$ 5,318,188.00	\$ 5,318,188.00	\$ 4,959,569.00	92.1%	110.0%	Q&D CONSTRUCTION INC	NUSSBAUMER, M./WOOD R.	
3503	SR 443, COLDMILL & STRESS RELIEF C.	\$ 4,492,334.00	\$ 4,192,192.00	\$ 4,192,192.00	\$ 4,298,252.00	102.5%	88.0%	GRANITE CONSTRUCTION CO	FINNERTY, J./MANHARD	project is over budget
3504	I-15, STATELINE TO SLOAN INT	\$ 15,305,662.00	\$ 14,200,000.00	\$ 14,200,000.00	\$ 14,576,064.00	102.6%	74.6%	LAS VEGAS PAVING CORPORATION	PETERSEN, CHRISTOPHER,	project is over budget
3505	US 50, WIDEN & DRAINAGE IMP.	\$ 22,256,347.00	\$ 21,212,121.00	\$ 21,201,767.48	\$ 13,001,251.00	61.3%	58.3%	GRANITE CONSTRUCTION CO	BIRD, STEVE,	
3506	SR 225 & SR 226, CHIP SEAL	\$ 1,208,389.00	\$ 1,129,336.00	\$ 1,129,336.00	\$ -	0.0%	0.0%	VALLEY SLURRY SEAL CO INC	BUSH, ANITA	
3507	SR 121 & US 95A, CHIP SEAL	\$ 1,374,949.00	\$ 1,285,000.00	\$ 1,285,000.00	\$ -	0.0%	0.0%	INTERMOUNTAIN SLURRY SEAL INC	BUSH, ANITA	
3510	MULT. ROUTES, MICROSURFACING	\$ 1,896,048.00	\$ 1,772,007.00	\$ 1,772,007.00	\$ 803,716.79	58.5%	40.9%	SIERRA NEVADA CONSTRUCTION INC	BUSH, ANITA	
3512	LY & CH, 20 MILES CONST. FENCING	\$ 988,027.00	\$ 886,007.00	\$ 886,007.00	\$ 972,722.00	109.8%	68.0%	SIERRA NEVADA CONSTRUCTION INC	PETERS, VICTOR,	project is over budget
3513	SR 306 ROADBED MOD	\$ 11,352,772.00	\$ 7,477,007.00	\$ 7,477,007.00	\$ -	0.0%	0.0%	SIERRA NEVADA CONSTRUCTION INC	MINDRUM, GREG	
3514	I 80, BRIDGE DECK REPAIRS	\$ 1,862,300.00	\$ 1,693,000.00	\$ 1,693,000.00	\$ -	0.0%	0.0%	Q&D CONSTRUCTION INC	FROMM, DOUGLAS	
3515	CH,REPLACE OFF-SYSTEM BRIDGE	\$ 452,246.00	\$ 384,384.00	\$ 384,384.00	\$ 355,563.00	92.6%	94.0%	GRANITE CONSTRUCTION CO	MAXWELL, KEVIN,	
3516	US 395, CARSON DRAINAGE IMPROV.	\$ 10,456,300.00	\$ 9,545,454.00	\$ 9,545,454.00	\$ -	0.0%	0.0%	GRANITE CONSTRUCTION CO	JOHNSON, NICHOLAS,	
3517	CC FRWY, DEMO. LANDMARK BUILD.	\$ 116,090.00	\$ 103,000.20	\$ 103,000.20	\$ 95,628.00	92.8%	91.1%	FACILITIES MANAGEMENT INC	JOHNSON, N/ LOUIS BERGER GROUP	

CONTRACT	DESCRIPTION	AGREEMENT ESTIMATE (BUDGET)	BID CONTRACT AMOUNT	ADJUSTED BID CONTRACT AMOUNT	TOTAL PAID TO DATE	¹ % Work	² % Time	CONTRACTOR	PROJECT MANAGER NDOT/CONSULTANT	DESCRIPTION
3518	I 580, MOANA INTCH. DDI	\$ 6,978,978.00	\$ 6,978,978.01	\$ 6,978,978.01	\$ 6,547,470.00	94.0%	0.0%	GRANITE CONSTRUCTION CO	SEARCY, ADAM	
3519	I 515, FLAMINGO INTER, L & AESTHETICS	\$ 2,356,103.00	\$ 2,144,539.61	\$ 2,144,539.61	\$ 1,828,477.00	84.6%	73.8%	LAS VEGAS PAVING CORPORATION	JOYCE, LUCY/ STANTEC	
3520	CITY OF MESQUITE, SIGNAL MOD	\$ 547,905.00	\$ 179,229.18	\$ 179,229.18	\$ 188,133.00	105.0%	12.5%	LAS VEGAS ELECTRIC INC	CERAGIOLI, JIM,	projet is over budget
3521	MULT. INTER. SIGNAL SYTEM MOD	\$ 382,003.00	\$ 294,830.00	\$ 294,830.00	\$ 255,873.00	87.8%	50.0%	PAR ELECTRICAL CONTRACTORS INC	CERAGIOLI, JIM,	
3522	US 93, RR CROSS, ADV. WARN. SIGNALS	\$ 306,753.00	\$ 249,301.00	\$ 249,301.00	\$ -	0.0%	0.0%	TITAN ELECTRICAL CONTRACTING	CERAGIOLI, JIM,	
3523	DIST I, RUMB STRIPS, ADV STOP SIGNS	\$ 470,311.00	\$ 417,777.77	\$ 417,777.77	\$ 376,063.00	90.3%	27.1%	NEVADA BARRICADE & SIGN CO INC	CERAGIOLI, JIM,	
3524	I 80, PE/HU PBS AND OPEN GRADE	\$ 37,048,951.00	\$ 32,106,106.00	\$ 32,106,106.00	\$ 77,548.00	0.2%	12.0%	GRANITE CONSTRUCTION CO	BRADSHAW, JOHN,	
3525	I 80, EU DOWEL RETRO	\$ 17,465,679.00	\$ 14,222,222.00	\$ 14,222,222.00	\$ 1,123,418.00	8.6%	1.3%	ROAD & HIGHWAY BUILDERS LLC	BRADSHAW, JOHN,	
3526	I 15 N.,PART 2 PCKG 2, ITS FAST PCKG D	\$ 6,764,790.00	\$ 4,850,856.00	\$ 4,850,856.00	\$ 1,216,196.00	27.0%	28.5%	TRANSCORE ITS LLC	GARAY, LUIS/KIMLEY-HORN & ASSOC.	
3527	US 93, BOULD. CITY BYPASS, TORT FENCE	\$ 1,459,890.00	\$ 1,327,000.00	\$ 1,327,000.00	\$ 949,608.00	73.1%	55.0%	LAS VEGAS PAVING CORPORATION	LORENZI, ANTHONY	
3529	MULT. INTER. SIGNAL SYTEM MOD	\$ 2,074,259.00	\$ 1,753,671.20	\$ 1,753,671.20	\$ -	0.0%	0.0%	TRANSCORE ITS LLC	BRADSHAW, JOHN,	
3530	I 15 CACTUS INTERCHANGE	\$ 62,732,856.00	\$ 38,900,000.00	\$ 38,900,000.00	\$ 212,852.00	0.6%	2.3%	LAS VEGAS PAVING CORPORATION	MIRANDA, ED/ LOUIS BERGER GROUP	
3531	SR 593, TROPICANA EXP JOINTS	\$ 492,539.00	\$ 308,500.00	\$ 308,500.00	\$ -	0.0%	0.0%	LAS VEGAS PAVING CORPORATION	MANUBAY/JENNIFER	
TOTAL		\$ 1,510,041,617.15	\$ 1,429,020,637.05	\$ 1,510,337,817.90	\$ 1,492,791,994.01					

¹ % WORK = Total Paid to Date / Adjusted Bid Contract Amount

² % TIME = Charged Working Days to Date / Updated Working Days