

Transcript of Nevada Department of Transportation  
Board of Directors Meeting  
February 8, 2016

Governor Brian Sandoval  
Lieutenant Governor Mark Hutchison  
Controller Ron Knecht  
Frank Martin  
Tom Skancke  
Len Savage  
BJ AlMBERG  
Rudy Malfabon  
Bill Hoffman  
Dennis Gallagher

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Sandoval: Good morning everyone, I will call the Nevada Department of Transportation Board of Directors Meeting to order. Can you hear me loud and clear in Las Vegas? [pause] Can you hear us in Las Vegas? [pause] Can you hear us in Las Vegas? [pause] Was that a yes? I guess what I would suggest, anybody that's speaking, talk directly into the microphone.

We'll move forward, I guess we'll be as brief as possible.

Malfabon: Yes Governor.

Sandoval: We'll commence with Agenda Item No. 1, which is to receive the Director's Report.

Malfabon: Thank you Governor and Board Members. I wanted to request that we take, during the Agenda, the Item 8, take it after the Approval of the Minutes, Item 3, just with respect to Director Dykema's time. She has another Committee Meeting to present today.

So, going on with the—I wanted to mention some new management staff that NDOT has promoted or acquired. Ruth Borelli is our new Chief Right-of-Way Agent. Ruth has 16 years' experience in Right-of-Way and four and a half years as the Deputy Chief Right-of-Way Agent. Ruth, are you here? Can you stand? Randy Travis was recently promoted to Planning Data Administrator position in Planning. He had previously 19 years in NDOT Traffic Information. So, in his new role, he supervises that section, Research and Roadway Systems. Randy, is he present, no? He's working. And, new acquisition, formerly from DETR, Mark Costa, but also served in the US Army. Mark? Mark has a bachelor's in

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economics and an MBA. Great acquisition for our planning team. Welcome to all those folks and congratulations. Mark will oversee multimodal, so aviation, rail, freight, transit, bike and ped.

Some of this stuff is a repeat but I wanted to add that, you probably saw on the news that President Obama is talking about a possible tax on \$10.00 per barrel of oil. We don't think that that's going to get through Congress, but I just wanted to mention it because the President is looking at ways to fund some of the transportation improvements that he feels needs some additional funding across the nation. The other thing that I wanted to mention is, I met with Director Jim Wright, from the Department of Public Safety. One of the things that the State DOTs are concerned about in the FAST Act was the policy change that removed our ability to flex funding to behavioral safety programs. Behavioral safety programs are like, Click It Or Ticket. Things that have to do with education, enforcement. We feel that those are very good programs. They have a lot of return on investment and we'll meet our obligations rather than pull the rug out from under the Department of Public Safety and the Office of Traffic Safety who works for DPS.

The last thing is, you might have seen some articles recently about Nevada having \$22M in earmarks that could be used for new flexibility that was under the Appropriations Act. I wanted to reiterate, as I did last month, that that money is dedicated to certain projects. The Laughlin Bridge, Colorado River Bridge. Clark County has that earmark. Starr Interchange on I-15, NDOT and Henderson are using that earmark. Then, another earmark remaining is being used by North Las Vegas for the 215 and I-15 north Interchange Improvements. So, that money is obligated. We have used more than 10% of those funds, so we didn't have that flexibility to move that around like some other states that had earmarks that were just sitting around not being used.

We're moving along on the Industrial Center improvements at Apex. The I-15 and US-93 improvements RFP was issued. Proposals are due February 23<sup>rd</sup> from engineering firms. I wanted to mention that it is a phased approach. When it comes time for the environmental clearances done and all the preliminary engineering is done, we'll ask the Board to approve an amendment for the design-build procurement. We anticipate using the design-build process to procure this project. It's the quickest way to deliver the infrastructure improvements. I wanted to give you a heads up that there will be a significant amendment once we get to that phase. We feel that it's better to nail down the scope and negotiate the

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fee at that time, rather than do it all at once. It protects both parties to that agreement. Then we met with Faraday Future's representative in Las Vegas to discuss the project and our schedule for the project.

I wanted to quickly cover some of the presentation that I gave to the Southern Nevada Tourism Infrastructure Committee. That's the Committee that's chaired by Steve Hill, from the Governor's Office of Economic Development. It was based on the Transportation Investment Business Plan. I spoke with General Manager Tina Quigley from the RTC of Southern Nevada and she'll give a more comprehensive presentation on the business plan coming up. There's a lot of improvements slated for Las Vegas to connect the core of the airport to the convention centers and the strip, and some connections to improve access to downtown Las Vegas. NDOT was primarily involved in two of the project suites to improve core area access from I-15 and improve downtown circulation and access.

I'm going to go over these quickly. A lot of these you have seen before in the HOV Update for Southern Nevada that John Terry had presented. It includes the HOV ramps to have direct access. There's a photo there that shows an example of a direct access ramp from the center of a freeway to a bridge over the freeway. That's the type of thing we're looking at. At Hacienda and Harmon, there's existing bridges over the freeway on I-15. Mead doesn't have that great separation yet.

We also have been studying the Tropicana Interchange improvements. You can see the significant right-of-way impacts for that future project. You can see the arena depicted there as well. We know that it's something that's needed to improve I-15 and the access and moving up traffic in that area. A lot more to come on that. We haven't done the environmental clearances yet.

There's also in the HOV plan that was in the business plan, the direct connection of the HOV system from the I-15 to the 215 Beltway. You'd have a flyover ramp from I-15 to the Beltway and then eventually, the next phase would go into the airport. Possibly through the center tunnel that's not currently being used underneath the runways.

Also, some improvements for downtown circulation. We'd have to work with the City of Las Vegas on this one. Maryland Parkway is a proposed new interchange on 515, which a lot of people in Vegas refer to as US-95.

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Then, HOV access, a direct connection ramp off of 95, the 515, at City Parkway, to improve downtown access and circulation.

So, a lot of these were identified previously, as I said, in the HOV Plan Update. One thing to mention about this one is, the City of Las Vegas would like us to advance this one more rapidly. We're going to work with our Project NEON design-builder Kiewit to not preclude this type of improvement in the future. We don't have any environmental approvals for this design. We'll get working on that. We just want to accommodate this in the future, under Project NEON, not build it under Project NEON.

I have the website there, in your presentation. It's a great report, very comprehensive and as I said, General Manager, Tina Quigley, from the RTC of Southern Nevada will give a more comprehensive update in the future.

I wanted to give the Board an update on recent developments with a project. We were going to repave Carson Street from where the terminus of the freeway near US-50, on the south end of Carson City, up to Fairview Drive. We were approached by Carson City. Their plans, just as they are doing downtown with the Complete Street idea and you have just a generic photo, depiction of a complete street. You have wider sidewalks, landscaping, bike lanes. They want to use that approach on this segment of Carson Street too, which is in need of repaving. We met with Carson City and we felt that it's best to not subject the public to traffic control and the waste of funding by building something, repaving the road and then tearing it out three years or so later. We're going to work with Carson City. We proposed to use the project funds for their Complete Street Project at the right time there. So, amend our agreement for Carson Freeway. We'll do a patching and a resealing of the road to keep it together. We feel that it was in the public's and Department's and Carson City's best interest to not waste the funds for the repaving and then tear it up later.

On Glendale Avenue, we had a complete reconstruction project that was going to be advertising late this year. The RTC of Washoe County is developing their Master Plan for Complete Streets and also updating their Bike and Ped Plan. They had some workshops scheduled February 17<sup>th</sup> and 25<sup>th</sup> to get input from the public on this. They requested that we include bike lanes on Glendale Avenue. We're reviewing how the bike lanes that are proposed by RTC will impact the existing on street parking. I have a meeting with Mayor Martini of the City of Sparks and his Public Works staff coming up later this month. We want to find out if there is

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on street parking and the businesses adjacent to Glendale Avenue are affected, we want to know how they feel about that, is there support from the City for that type of change. I know that there's a lot more to come in looking into this request. NDOT was only looking at rebuilding the pavement from the edge of the curb to the curb or basically from people's driveways on over. So, you can see they have significant impacts that we want to discuss with the City of Sparks and RTC and then the public.

An update on Reno Spaghetti Bowl. We attended the RTC North Valley's Public Information Meeting and had a booth there to share information on our traffic study, which is ongoing. We also hired a firm, HDR, to conduct a charrette. We'll do a lot of planning with the RTC and Washoe County to set up for that brainstorming session which we call a charrette. So, we're negotiating the contract scope and fee and that will be before the Board next month. The kick off meeting is also going to be scheduled. A lot of stakeholders involved from elected to local public agency representatives, to the general public. A lot of work to do on that planning effort.

I wanted to show you a quick video. I'm very impressed by the quality of our Public Information staff and Dave Gaskin's effort, our Deputy Director for Storm Water and Environmental, in highlighting the storm water improvements that we're doing at NDOT Maintenance Facilities. If we could show the video.

[video plays]

Just to recap, we're very pleased with the efforts of Kim Smith and the rest of the Communication Staff in developing those types of videos and public outreach.

There aren't any recent settlements and verdicts going to the Board of Examiners this month. I allow time for any questions from the Board Members.

Sandoval: Thank you Rudy. What did we used to do before we had that nice car wash?

Malfabon: We had wash stations but the water was not going to those types of settling basins and going on to a sanitary sewer, it would go into the storm drain.

Sandoval: Congratulations to the team that put that video together. That was very informative and very well done. Thank you for that. Hopefully in the future, perhaps you're working on it already, but I'd love to see what we're doing around Tahoe with regard to storm water and put something together like that. That'd be real helpful, but that was great.

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A few things, questions and comments. First, I got a copy of this book. I really encourage everyone here, if you haven't already, at NDOT to take a look at it. It's called Building Nevada's Highways. Sholet and Julie are prominently referenced in the book. There's some amazing photographs and a presentation of the history of transportation in Nevada. I'm not sure where you get it, I guess I'm not being real helpful, but it just came out a couple of months ago. It really traces the history and development of Nevada's Highway System. I don't know if you've seen it Rudy.

Malfabon: I haven't seen it yet. I know we're coming up on our 100<sup>th</sup> year anniversary.

Sandoval: Oh, Amazon, I should've known better. In any event, it's really good. Sholet one of your photos is in here. You got credit for that, right there. I don't know if you've seen it yourself. In the forward are the acknowledgements and I'm one of those nerds who reads the acknowledgements, but again, it acknowledges you and Julie and the staff at NDOT for your contributions to it. It's a very remarkable book.

Rudy, just a question. When I was driving into Carson last night, I saw that gas was \$1.75 a gallon. I was wondering, how long has it been since it was that low and whether that is the lowest price in the State. But, fill up, while you have the chance, but—

Malfabon: Yes, I'd have to look into that. It is very low. That's probably why the President wanted to put \$10.00 on a barrel on gas.

Sandoval: Yeah, now is the time. And then, finally and on a more serious note and I appreciated the report Rudy. You talked about the fact that we've got this work going on at Apex with the 93 and the 15. We've got Project NEON obviously that we're going to be doing a groundbreaking for that. You've got the downtown area. You have the airport connector and all those things. Having spent some time, always spending time in Las Vegas, like we all do, I'm wondering if it would be helpful to put together or propose some type of multi-agency working group or subcommittee to hopefully coordinate all of the construction that is going on in Southern Nevada. Because that's just us. It doesn't even include RTC and this isn't to suggest that we're not communicating already. I don't know if these are one-offs with Las Vegas, with Clark County, with Southern Nevada Water Authority, with NV Energy. Given the volume of projects that are going on, perhaps it would be good to have a regular committee that meets with

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representatives from each one of these agencies to talk about how we coordinate all those things.

You mentioned it yourself with regard to Carson City and not laying things down and then digging it back up. I know there's frustration in Southern Nevada with the orange cones everywhere. It's a blessing and a curse. We finally have some funding to get some meaningful road projects going on but at the same time, there is frustration with regard to delay and such, associated with all the construction going on. Perhaps for the next Board Meeting, we could have some type of perhaps a proposal and we can talk more about what I have in mind to get the stakeholders in Southern Nevada on a regular basis together to begin to coordinate all these projects.

**Malfabon:** Definitely will. We're doing a lot of coordination. We'll prepare a presentation on that and get with you on some of your thoughts on that. Definitely, the coordination of the road construction projects, it's not only the public agencies like NDOT, the county, RTC, the cities, but also the other, sewer, water, utilities, developers that are doing work on the roads and highways too.

**Sandoval:** We could talk about the—it's just working well. You mentioned the Southern Nevada Tourism Infrastructure Committee with Director Hill. That has gone extremely well. It gets everybody on a regular basis together to talk about those things. I think the drivers and the public would appreciate an effort associated with transportation in that regard. Just something that I would like to see on the next agenda. That's all I have. Questions from other Board Members? Member Savage.

**Savage:** Thank you Governor. Just a brief comment. I want to say thank you to the Department in Northern Nevada and Northeastern Nevada. We've been inundated and fortunate with the weather since the last Board Meeting and the crews, the men and women have been out there 24/7. I know this Board is very grateful for the work and the effort they've made. It's very much appreciated. I wanted to reach out from the top to the bottom of this Department and say, thank you.

**Malfabon:** Thank you Member Savage. I know that our maintainers have been working tirelessly out there. Snow, rain, whatever the weather is. We had a lot of trucks blow over in Washoe Valley in some of those high wind events and they've been doing a great job of keeping the public safe on our highways.

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Sandoval: Any questions or comments from Southern Nevada? All right. Then let's move to Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board?

Berry: Hi, good morning Governor Sandoval and Members of the Board. Thank you for the opportunity to comment on Agenda Item No. 4. In regards to Agreement No. 06916. I'm Amy Berry, CEO of Non-Profit Tahoe Fund. Some of you may know, we have raised a little more than a million dollars for the North Demonstration Project, what we call the Incline to Sand Harbor Bike Path from more than 400 private individuals. Donations ranged from \$100 to \$100K. They came from individuals, foundations and corporations. We're going to use \$500 of this match for the match that's required for the Federal Lands Access Program Funding of more than \$12M. We've replaced the—we've placed the remaining funds in a long-term investment account for maintenance, for State Parks, once the project is built and a small fee to cover admin expenses for the Tahoe Fund.

These donors are all very eager to see the new section of bike path constructed along Route 28 to improve safety along the corridor and create a new recreational amenity. We understand this is a major undertaking and requires necessary time to properly engineer and construct the trail. We're happy to see that NDOT is now taking a lead on this project. They have a wonderful track record of projects, especially in the Tahoe Basin. The South Demonstration Project was done on time and under budget. We have complete faith in their ability to do the very same for this section of trail.

On behalf of the donors of the Tahoe Fund, we would like to request your approval of Agreement No. 06916, with CH2M to provide design and engineering services in support of the SR-28 North Demonstration Project. This will allow the project to move forward into final design and ultimately construction.

As we've discussed with NDOT staff, it is our hope that construction will begin in this building season as we are a little concerned that a further delay could generate requests from our secured donations to be refunded.

Thank you for your support of the North Demonstration Project.

Sandoval: Thank you for being here today.

Berry: Thank you.

Sandoval: Thank you.

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Jorgenson: Mr. Governor, Board. Thank you. I am—can you hear me all right? I am Randy Jorgenson. I'm representing Becho, Inc. Mr. Governor, on January 28<sup>th</sup>, we submitted to you and the rest of the Board a request to have an issue added to the agenda today regarding the Contract No. 3389. We asked that this—that the issue that we have be brought before the Board here today, however this has not been done so. We're requesting that this be voted on, on Agenda No. 4. We were assured during last month's meeting that you would follow-up with us regarding this issue, however, nobody from your office seems to want to deal with this matter. It's not simply going to go away. We respectfully ask that we can follow-up today on these issues.

The prime contractor, ACC, that has requested that NDOT consider our settlement offer that has been proposed to each of you. We have come up with an alternative plan, via change order No. 29, that I believe was also emailed to everyone, that will result in the closest to a win-win situation that we believe that we could have under this.

Given all the related issues, we've also done some research as well. Extensive research of the Federal Funding Guidelines and how through this research, we understand that the State actually stands to lose millions in federal funding if this issue is not resolved. Out of our plan, via agreement Change Order No. 29, that can prevent all that from happening.

If the State does not wish to address this issue, or does deny it, then we'd have to ask at this point that Mr. Malfabon, what type of analysis did you use to determine that Becho was only due \$4,500. That is a question that we would like answered here when I'm done. We believe that today is a good day to resolve this issue and that the litigation expenses would take this issue into the tens of millions. What our contractor is asking for now is a considerable savings to the State.

Mr. Governor, we also ask that given all that is known with this issue, if the State's intention is just to turn this over to Snell and Wilmer to have this settled, how do we avoid this from happening now at this point? How can we move on and how can we get this issue settled on Contract 3389?

At this point, I have nothing further.

Sandoval: Thank you Mr. Jorgenson. This is not on the agenda, so we're not going to have a conversation and a question/answer period. In terms of—I don't have any

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knowledge, independent knowledge regarding what conversations, if any took place outside of your presentation today. I know that the Department is always willing to have conversations with you. Otherwise, we can't have a discussion on what you've presented today.

Jorgenson: It will not be covered under Agenda Item No. 4 or any agenda on this day. How do we get this on the Agenda? We had requested that this be on the agenda and it has not.

Sandoval: Again, Mr. Jorgenson, that's not a conversation to have at this meeting because it's not on the agenda, but we can have a—somebody can have a conversation in that regard, later.

Jorgenson: Okay. So, we request that there is a follow-up and I'm sure we'll probably get something today?

Sandoval: Again, I can't say one way or the other, but I'm certain there will be a conversation after today.

Jorgenson: Okay, thank you. Thank you to the Board and thank you Mr. Governor.

Sandoval: Thank you. Any other public comment in Carson City? Any public comment in Southern Nevada? Then, let's move—we're going to move up Agenda Item No. 8. Director Dykema is with us today. That Agenda Item No. 8 is a report on the Nevada Electric Highway on US-95.

Dykema: Good morning Governor and Members of the Board. I will give a quick overview and status update of the Nevada Electric Highway. Some background on the project. First of all, promoting clean transportation options obviously aligns with the mission of my office as well as the goals of the State. In order to do that, we have to make sure that we provide the infrastructure necessary to do so.

Some background on the Nevada Electric Highway. We created a partnership with NV Energy in order to develop the Nevada Electric Highway last summer. The goal of the Nevada Electric Highway is to provide electric vehicle owners the ability to drive and charge their vehicles between our major urban centers, Reno and Las Vegas.

You can see from the photo here, this is our press conference that we did last June where we announced the plans for the project. We proceeded to solicit interest from host sites located in targeted communities along US-95. We identified the

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targeted communities based on distance apart. We targeted Fallon, Hawthorne, Tonopah and Beatty, based on the extended range of electric vehicles being about 70 to 100 miles currently.

You can see from the map here, the first three communities are located within NV Energy's service territory, Fallon, Hawthorne and Tonopah. And the fourth, because it's outside of NV Energy's service territory has required us to work directly with Valley Electric Association.

There are three major components to the Nevada Electric Highway. The first is NV Energy's Charging Station Shared Investment Agreement Program. This is an existing program that NV Energy has offered over the years and a lot of the charging stations we see, around Reno and Las Vegas, have been a result of that program, which has been very successful. Through the program, they offer an initial upfront cost abatement payment to the host site, in order to help them acquire, permit, install, own and operate the charging station on their property.

NV Energy has actually allotted all of their funds within their budget to the Nevada Electric Highway now. We are lucky that they're not currently offering the program to anything outside of the Electric Highway. They're helping us to see this program succeed.

The second major part of the project is the grant funding provided from the Governor's Office of Energy. In order to offset some of the installation costs of the charging station, we are utilizing grant funds that are allocated to our office from the DOE and it's our State Energy Program Formula Grant. It's an annual grant fund that we receive. We are issuing \$30,000 for the three stations, located in NV Energy's service territory and \$15,000 in grant funds to Valley Electric Association.

The difference between the amount of funding is due to the third component of the project which is the Demand Charge Offset Program. Each charging station will consist of a DC, direct current fast charger, which can charge a vehicle in less than an hour, along with two level two stations, which typically take like 4-6 hours to fully charge a vehicle. There can be significant demand charges associated with the DC fast charger. In order to help mitigate that, my office is offsetting those demand charge increases for the first five years of operation. However, only the sites located within NV Energy's service territory are eligible for this incentive and that is due to the statutory restrictions on that particular budget account, which is funded through the revenue that we receive through the

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Renewable Energy Tax Abatement Program to our office. NRS 701A.450 allows us to utilize that budget to offset the cost or consumption of electricity by NV Energy Rate Pairs.

Some of the eligibility criteria that we've used to select the host site. Obviously, the need to be on or near US-Route 95 and they have own the property or have consent from the owner to install and operate and maintain the charging station on the property. They have to provide a dedicated parking spot so the charging can be done safely. They have to provide year-round, 24 hour access, since people are traveling at all hours of the day or night on the highway. They cannot charge for the five years of operation. They have to use the charging stations that are compatible with the charge point networks so that we have a way of monitoring usage to quantify that. Then they have to accept the terms of NV Energy's Charging Station Shared Investment Agreement.

Working with NV Energy, we had a competitive solicitation process and we collected applications over the summer. Based on the eligibility criteria and the applications received, we selected the Fox Peak Station in the Town of Fallon. The Fox Peak Station is a gas station owned by the Fallon Paiute Shoshone Tribe. The current status of the charging station at this site, the Fallon Tribal Council has been reviewing the terms of NV Energy's Shared Investment Agreement for quite some time now. I'm told their legal review is complete and just last week they were finalizing the construction quotes. We expect a counteroffer to NV Energy, to the \$30,000 upfront abatement payment, but we don't expect it to be significant to deter moving forward.

Hawthorne was a little different experience. We initially selected the El Capitan Lodge Casino as the applicant for the host site. We were working with them. They were reviewing the agreement and then we learned last fall that they were no longer interested in proceeding with the partnership. Then we moved on to the next on the list which was the Golden Gate Petroleum Gas Station, which is located at the north end of the town by the McDonald's, near driving in on 95 there. Unfortunately, they had already moved forward with a Tesla Super Charger and were not interested in having another one on their site. So, we moved on from there as well.

That brings me to why I'm here before you today. We are now looking at, hopefully locating it at an NDOT Rest Area. We're looking at the Ladybird Park Rest Area, which is conveniently located right in the middle of town. It will still

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provide that foot traffic and access to electric vehicle owners to other local businesses.

The status of the one in Tonopah. We initially selected the Town of Tonopah as the host site. Pocket Park was the location that they were looking at. It's a little park along 95 in Tonopah. The town had reviewed the agreement. It was going through multiple board meetings and we were expecting approval by the end of the year, then their counteroffer ended up to be triple the amount of the abatement payment. NV Energy declined to move forward with that counteroffer.

We next reached out to the Mizpah Hotel and have been trying to solicit interest from them. They were one of the applicants on the list however, we have not gotten a response and so now we are looking at again, potentially the Rest Area. The Miller's Rest Area, we're looking at a little north of town.

The good news is, our fourth charging station and Valley Electric Association has been successful. This one is located at the Stagecoach Eddie World Gas Station, which is a good, convenient place in a commercial development, right by the entrance to Death Valley National Park. It's got restaurants and motels and a post office there. There is a Tesla Super Charger located on the site next to it. We're accommodating all electric vehicles. We got the NEPA approval last fall and the installation is complete. The charging station is operational as of last Thursday.

This structure is a little unique from the other three that we're working with NV Energy on in that Valley Electric Association will actually own and operate the station through a lease structure, instead of going through like the charging station agreement with the host site.

Some of our plans moving forward are to expand the Nevada Electric Highway beyond the current project on 95 and to electrify our state's highway infrastructure across 80, US 50 and 93. I think Board Members you have the map in front of you that shows what this looks like. It's basically showing the service territories of NV Energy and then the Rural Electric Co-Op and the routes 80, 93 and 50 and what we're looking at as far as how many charging stations, approximately where and who are partners would be.

We can utilize NV Energy's Charging Station Shared Investment Program for approximately seven of the stations. We've targeted these locations, based again on the distance, for extended range vehicles. Then we'd be looking at

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approximately one on 50, one along 93 and then we'd be looking to engage the Rural Electric Co-op for the remainder of the charging stations.

The Governor's Office of Energy can use the same state energy program formula grant funds from DOE, however, it's only going to go so far without a significant contribution from the host sites. The equipment costs alone for the charging stations are about \$40,000. We can definitely use the grant funds toward that end but we will have to engage the Nevada Rural Electric Association and get the rural electric co-ops on board. We have reached out to them and we've gotten a good response. They are definitely interested in helping us on this project. We actually have a meeting planned with NV Energy, Valley Electric Association and the managers of Wells, Mount Wheeler and Lincoln Power District next month to share the experience on the current project along 95 and discuss some siting options.

Alternatively, or as another option, I guess, we could look at locating the charging stations along rest areas. With the Department of Transportation's participation, we could complete US-93 by locating at the rest areas I've listed here on this slide. They're approximately the correct distance to accommodate the travel. It would only leave us one station that would have to be sited at a local business or potentially property of Mount Wheeler Power District in Ely.

Again, we could utilize the same, NV Energy's Shared Investment Agreement Program for most of 80 and 50 but we will still be working with the co-ops to locate a couple of them.

This is our grand plan beyond 95 to extend to the rural highways so that we have complete electric infrastructure and we have no charging anxiety for our electric vehicle owners. Thank you.

Sandoval: Thank you Ms. Dykema. A few questions. I'm really excited about this whole project. Correct me if I'm wrong, if we get this done, we would be the first state in the nation to have our highways electrified, correct?

Dykema: That is correct.

Sandoval: And, obviously—I shouldn't say obviously, but we have the most remote roads in the nation as well. I just, on so many different levels, I see an opportunity here, particularly for tourism. This is something we could market and it could be very helpful to some of these communities that, as you mentioned, charging anxiety.

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That if you're out in a vehicle and you're not sure what you're going to do when you get out there.

Assuming we have cooperation and participation, how long do you think it would take to complete this entire project?

Dykema: Well, our new cycle of the grant funding comes in July 1<sup>st</sup>, so if we get them on board and get the siting locations figured out prior to then, I mean, it probably takes about a month to install a charging station. So, we could probably have it done by the end of the year if we get everything lined up right.

Sandoval: When people use it, can you keep track of the utilization to see how many people—

Dykema: Yeah. That's why they're using the Charge Point Network to do that, that enables the tracking, the usage and everything.

Sandoval: So, if I own an EV, how long—so, I'm traveling along, leave Las Vegas and hit Beatty, it takes 30-40 minutes, you said on the—I can't remember what the term was for the—

Dykema: The extended range vehicle?

Sandoval: Well no, it's an extended range vehicle but it takes 30-40 minutes to charge the vehicle.

Dykema: Oh, for the fast charger?

Sandoval: Uh huh.

Dykema: Yeah. For the DC Fast Charger.

Sandoval: And you mentioned Tesla. It sounds like the Tesla chargers are not compatible with the other chargers.

Dykema: Right. Yeah, it's kind of like Apple. The Tesla's can use an adapter for charging at the charging stations that we're installing around the state, they can still utilize them with an adapter, but it doesn't work the other way around.

Sandoval: Interesting. That's good to know. I'm not going to get into that part of the conversation. All right. I guess before I go to Rudy on this, I want to make sure if any of the other Board Members have any questions.

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Hutchison: Governor?

Sandoval: Mr. Lieutenant Governor.

Hutchison: I have a follow-up question on the [inaudible] Charging Station Shared Investment Agreement. I assume the [inaudible] for these charging stations, that the State enters into that shared investment agreement with—[inaudible]

Sandoval: I'm sorry Mr. Lieutenant Governor, we lost the very last part of your sentence.

Hutchison: I'll get closer to the microphone.

Speaker: Lieutenant Governor, if we could try to unmute the regular mic, I think that we might have fixed that problem.

Hutchison: All right, is that working okay?

Speaker: Yes.

Sandoval: Yeah, you can sit down, the regular mic on the table is working.

Hutchison: We don't have any audio.

Skanske: Turn that volume up. That one there. Right hand button on the left hand side.

Hutchison: All right, we turned that up.

Malfabon: Can you hear us?

Sandoval: We can hear you crystal clear.

Hutchison: Great, we're in good shape now, we can hear you as well, Governor.

Sandoval: You looked like you were approaching the bench, Mr. Lieutenant Governor.

Hutchison: That would be, probably appropriate for me. Let me just repeat the question. I assume that when we are, as a State, going to use the rest areas as the location for the charging stations that the State will enter into a shared investment agreement with NV Energy, is that right?

Dykema: Correct. That's yes, that's correct.

Hutchison: So, would it be quicker, kind of getting to the Governor's point about how quickly can we get this done—would it be quicker to just do the rest—just to kind of rely on the rest sites as opposed to trying to see if businesses want to enter into this

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shared investment agreement with NV Energy? Would this be faster for the State to do it with the rest areas, or are there advantages to try to get this relationship with businesses? It seems like the efforts thus far with businesses have not been as successful as maybe we've hoped and we've kind of defaulted back to the rest stops. Just given our experience to date, does it make sense just to go forward with the rest stops?

**Malfabon:** This is Director Malfabon in response, Mr. Lieutenant Governor. I think that that's the best path forward because if you look on—there's a website on PlugShare.com that shows all the electric vehicle charging stations around the State, both on private property and public sites. As you saw from Director Dykema's presentation, we could probably do it more rapidly if we just attack this by doing the—figuring on the rest areas, in addition to whatever the power companies can work out through businesses along those routes. I think it's also good to look at other opportunities on state parks as well, places where people would want to go spend some time and tourism sites around rural Nevada. I think it's the best path forward, is to look at duplication of sites.

**Hutchison:** Well and it seems like we can control those sites much more so than a private business and them entering into a relationship with NV Energy. So, it seems like if we want to move this forward, our experience looks like the rest sites may make the most sense and like you say Rudy, maybe even State Parks. We can advertise that, we can signage that, as we want and then maybe these businesses can fill in over time. Anyway, it seemed like that's been our experience and my recommendation was that we ought to probably proceed in that regard. Thank you.

**Sandoval:** Thank you Mr. Lieutenant Governor. I didn't want to commit the Department before I heard what they said. I know there's a lot of details, but I would love to see this done at the rest areas, as well as the State Parks. Again, this is a great opportunity for the rural areas to have tourism opportunities and perhaps get more visitation to our State Parks as well. We are looking at significantly upgrading the experiences at the State Parks and this would really complement what we're trying to do out there. In any event, Mr. Controller.

**Knecht:** Thank you Governor. Humble apologies that I was late this morning. I'm on the 12<sup>th</sup> day of the worst cold in my memory. I wanted to follow-up on the Lieutenant Governor's question and maybe Ms. Dykema you answered this before I walked in, but the issue of too far a distance between recharge sites is

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already very real. 15 days ago, I pulled out of Pahrump with the wife and daughter in the car. I looked at the gas gauge, did some mental arithmetic and said, we can make Tonopah without a stop in Beatty. Some hours later, we were pulling off in Goldfield and looking for emergency supplies which were available at only \$10.00 a gallon. We needed them. So, my question to you is, when this project is complete between Hawthorne and Beatty, where will people be able to stop besides Tonopah? Will they be able to hit, what is it, Myna or Luna? Will they be able to find something in Goldfield that's not \$10.00 a gallon or what?

Dykema: The Tonopah Station would be the one between Hawthorne and Beatty. It is meant to be a framework. The whole build it and they will come idea. This will provide that framework for the extended range vehicles. Then hopefully we'll see things fill out as we go.

Knecht: Will there be any emergency opportunities between Beatty and Tonopah?

Dykema: We could look at—I know one of our applicants was located in Goldfield, so we could definitely look at that.

Knecht: A fellow named Bill in Goldfield would probably like to participate in that if he could make something off of it. Thank you. I just want to point out, that's already a very real problem with today's technology. You think you can make it and you're not used to the fact that at 75, you suck a little more gas a little faster than you do at 65, etc. And, it's a long lonely stretch of road out there that nobody wants to be stuck on when it's 19 degrees.

Dykema: Very true.

Knecht: Thank you Governor.

Sandoval: Thank you Mr. Controller. That's part of the point is once we get this built out, I actually think you'll be more secure with an EV late at night than you would with a gas vehicle. I've been out there too and you're trying to make it to Tonopah and suddenly, the gas station is closed and you're like, oh no. But if you have that charging station that you can pull up to, that will work out extremely well. Any other questions or comments? Rudy, anything else? How do we get moving on the potential.

Malfabon: NDOT is just going to continue coordinating with the Office of Energy and work on this program. Prioritizing the US 95 Electric Highway first and then looking at the other routes. I've talked to our planning staff. I know that Mark, our new

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head of Multimodal will be interested in pursuing the program for the rest of the State under Sondra's leadership. I think that we want to concentrate on 95 first. Get those areas and then we're looking into working with the power companies, what power is available at some of these other sites across the State, because that's the first thing to do is to find out, what do we have to do to get the power to the site for the three phase power that's needed for the charging stations.

I would again inform the Board about that PlugShare.com. You can look at the maps and you can go into detail, zoom in on looking at how many sites there are across Nevada and where they're not currently located. NDOT will also help with the signage, for initially the US-95. Way finding signage will be put out on our highways so people will know where to go.

Sandoval: That's great. We found out what the universal symbol is for EV charging?

Malfabon: Yes, it looks like a gas pump with an electric cord on the end of it. That's the standard sign. Usually we work with those standard signs that are developed for national use so that people will have uniformity in signage.

Sandoval: Ms. Dykema, anything else you wanted to present?

Dykema: No, thank you.

Sandoval: Thank you for being here today. We'll move back to Agenda Item No. 3 which is consideration of the January 11, 2016 Board of Directors Meeting Minutes. Have the Members had an opportunity to review the minutes and are there any changes? If there are none, the Chair will accept a motion for approval.

Martin: So moved.

Sandoval: Member Martin has moved for approval, is there a second?

Savage: Second.

Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. We'll move on to Agenda Item No. 4, Approval of Agreements over \$300,000.

Nellis: Thank you Governor, Members of the Board, Robert Nellis for the record. There are four agreements that can be found under Agenda Item No. 4 on Page 3 of 49 for the Board's consideration. Item No. 1 is the first amendment with Stanley

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Consultants. This is to increase authority by \$71,186 and the original budget did not contemplate two separate construction contracts and in addition, there are sensitive environmental factors, extensive coordination required with several regulatory agencies and more team meetings than originally scoped.

The second item is with Stantec Consulting. This is in the amount of \$329,285 for project management, landscape and aesthetics, design, construction, administration, support and construction support for the Interstate 580 and Damonte Ranch Parkway and Interstate 580 and South Meadows Parkway Interchanges.

Item 3 is with Tetra Tech, Inc. in the amount of \$907,610.43 for naturally occurring asbestos and Erionite assessment services; areas which used by the Department which may distribute suspected or known material contain NOA and/or Erionite statewide. This is not related to the Boulder City Project, this is for a statewide contract and it was a separate bid.

Finally, Item No. 4 is with CH2M. This is for project management, design, public involvement, environmental construction support for the State Route 28, Federal Lands Management Program—I'm sorry, Federal Lands Access Program Bike Path from Tunnel Creek Road to US-50.

With that, that concludes Agenda Item No. 4 and we'd be happy to answer any questions the Board may have.

Sandoval: Thank you Mr. Nellis. I have a few questions on Contract No. 2 with Stantec. Is that an all-in number or is that just for planning? Does that include the entire contract for the, whatever art and installation is going to occur there, landscaping?

Nellis: Yes, Governor, that is an all-in contract.

Sandoval: And that will take care of both those intersections?

Nellis: Yes sir.

Malfabon: The design, not the—they have to design it and then we'll get bids for the construction.

Sandoval: Okay. Again, I get that we have to do this and it's important for the aesthetics and everything, but I just want to make sure that we balance and perhaps there are different buckets of money but the life safety projects versus landscape and aesthetic projects.

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Malfabon: Yes Governor.

Sandoval: And, I've been watching very closely over there at the Virginia exit and things are moving along there.

Malfabon: And Governor and Board Members, just to mention on that project, we heard you and the rest of the Board Members loud and clear on that. We cut about 10% of that working with our contractor to reduce the costs of some of the aesthetic treatments there.

Nellis: And Governor, one thing I didn't mention is, this will incorporate some storm water elements into this contract.

Sandoval: That's important to note too. I get that there's an expense associated with that. On the next contract, Tetra Tech, just curious, so this doesn't have anything to do with Boulder City?

Nellis: No Governor. My understanding, this is a statewide contract for non-Boulder City naturally occurring asbestos.

Sandoval: What was the genesis for us studying the naturally occurring asbestos statewide? And, let me preface the question here, Mr. Terry before you respond. We have that situation in Boulder City and I get it. Public safety and public health has to come first. We have to do whatever we can to ensure that we're protecting the public. Specifically with regard to this asbestos and I think all the Board Members know the history on how the situation in Boulder—the Boulder City Bypass Project and how it started out really small and has grown. At the end of the day, we can stand here today and say that as a 100% fact that we have protected the public and ensured that no one is out there in a dangerous situation. I don't recall having any conversation with regard to looking at this statewide. So, is this a solution in search of a problem or is—what are we planning on here?

Terry: John Terry, Assistant Director for Engineering. Maybe it wasn't clear, I believe it was the October Board Meeting, maybe September, we talked about amending Tetra Tech's current contract, which was only Boulder City, to look at just the landscaping rock that was being imported in to Las Vegas Valley to clear all of that. We said at that time, we would also have a follow-up larger and away contract and this is it. Now, whether it was clear or not back then, that we were going to look at our facilities. We are not looking at the State of Nevada. We are looking at our pits, our facilities, our operations statewide. We need to confirm

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with a geologic assessment of whether there is the potential for NOA or this other element they're calling Erionite, which is very similar to NOA and the potential for that there, surveyed geologically. Then look at specific sites and do some testing to confirm that it's not in these other areas because there's a suspicion there is. It is not statewide. We're not taking on NOA. We are taking on our facilities and our operations across the State and doing some testing to confirm that it's not there.

Sandoval: That's an important clarification. You just increased my blood pressure when you said there's a suspicion that we may have NOA and whatever that other element is in our very own pits. As I said, I will absolutely be supportive of this to ensure that we are not actually installing airborne asbestos material and other materials that may have a life safety element to them. Thank you for that. When will we have an answer on that? I would imagine it would not take very long to do that testing.

Terry: Again, John Terry. I think it will be phased. I think we're going to prioritize some of the areas that are in the vicinity of Las Vegas sooner and then move to the rest of the State, but I don't have an answer exactly, but I would believe within six months we'll have definitive testing going on.

Sandoval: As I said, it makes perfect sense that, God forbid that we are installing and then remediating that which we installed with regard to airborne asbestos. I'm very, very interested in the outcome of that testing.

Finally, on Contract No. 4. Again, this is something that I support and typically this is an Agenda Item that we move through pretty quickly, but Mr. Terry, if you could kind of provide more detail, or Rudy, or what have you with regard to what's being accomplished here. Because it is, Ms. Berry is here to testify on this and it really is an important project for Lake Tahoe.

Malfabon: Yes Governor. We're grateful for Ms. Berry's representation of the Tahoe Fund. I'm going to defer this to Bill Hoffman who has been working on this project. We're also appreciative of the Federal Highway Administration, the Central Federal Lands Office is providing that Federal Lands Access Program the FLAP money, a significant amount. So, Bill will you brief the Board on this project?

Hoffman: Sure. Good morning Governor, Board Members. Bill Hoffman, Deputy Director for the record. This project, like was mentioned earlier, was originally being led by Tahoe Transportation District and Central Federal Lands. Because of our

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experience, past experience, with complex projects like this, minor staffing issues with TTD, we all felt like NDOT should take the role of leading this effort.

The project itself is to build a three-mile long bike path, separated from SR-28 that links Incline Village and Sand Harbor. There's great benefits there, both from an environmental standpoint as well as safety standpoint. The project also is going to add parking areas for access to these—to the bike path, to the three-mile bike path. We're also doing Storm Water Erosion Control work so we get to check the storm water box. We're also putting in guard rail rumble strips roadway safety elements, scope of work, on SR-28. So of course, safety is our number one priority. That's very important.

This project, as a whole, is a great benefit to NDOT, Tahoe Transportation District and the Tahoe community in general.

Sandoval: Thank you Mr. Hoffman. Ms. Berry brought up an important issue because as you know, the Lake Tahoe construction window is very short. Is this something that we would get started this year, assuming approval of this contract?

Hoffman: Yes Governor, yes.

Sandoval: What would be the projected date of completion?

Hoffman: Well, what we're doing at this point is we're looking at trying to phase the project. We're trying to roll out the easiest components to get completed first, which we believe at this point is the water quality work. The roadway safety elements. Then, as much of the bike path, get as much of that started as we possibly can. We totally understand Ms. Berry's comments that she made in terms of donations that may be reverted back to the donors. We're very cognizant of that. We're going to try as quickly as we can forward. With approval of this contract today, we're moving today on this contract.

Sandoval: That's all I have. Board Members, other questions on this Agenda Item? Mr. Martin.

Martin: Thank you Governor, I have a couple. On the Tetra Tech—I'm sorry, the Stantec for landscape architecture, what's the construction budget on that project?

Malfabon: John?

Terry: Again, John Terry, Assistant Director for Engineering. We have only a very preliminary construction budget. I believe each of those is in excess of \$1M, but

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frankly, we would like to—as we saw on the last interchange, work hard with the consultant to try and get that budget down as well as to minimize the long-term maintenance risk. While we have budgets that are over \$1M for each location, we're hoping to drive that down as a part of the design. They are very preliminary budgets at this point.

Martin: Okay. Using my simple math in my vertical world, architectural fees, design fees are about 8% of the construction cost, so this is reasonably a \$4M total project all-in, construction cost.

Terry: I hope not. And again, these are costs plus fixed fee consultant agreements. We're going to get started on the design with the attempt to drive the cost down. I will add there is the water quality element that we absolutely have to do. Yeah, your math, it may look a little bit high on the consultant agreement, but it kind of specialized smaller work and we're hoping to not have that high of a construction value.

Martin: My second question, under the CH contract for the bicycle path and so on up there, we've been as the Board, asked to approve many times consultant agreements because the Board—because NDOT doesn't have the staff to manage the work and staff to manage the design and staff to manage all of the other things that goes in. Here you are, you're taking on another project. So, are we going to, at some point, face looking at hiring somebody else to manage this? So, I'm asking, I guess the basic question is, do y'all have the staff to manage this without hiring some more consultants?

Hoffman: I'll go ahead and take this. Bill Hoffman, Deputy Director, for the record. With this CH2M contract, we're not going to need additional staff to manage that. In this instance, what we did is we took, essentially, a competitive procurement that Central Federal Lands went through and that same design team was brought forward to help us with a lot of design elements. I don't foresee having to hire more staff or more consultants to help with this project. Although, that's a very challenging—I'm going to leave the door open just a little bit Mr. Martin. It's a very challenging—very challenging up there, but I will say at this point, we don't foresee having to go out and get more help.

Martin: This contract is only for design, not for construction though, right?

Hoffman: There is some construction support that was negotiated as part of the scope, but you know, if our NDOT folks can—we have John Angel and other District folks

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have worked a lot of projects up there, know that terrain and that element very well.

Martin: Okay, while I support this 100%, I'm also—I think the Board is sensitive to these continuing consulting agreements. I wanted to make sure that, it's my understanding that CH has already proceeded with the design. They started that initially, already?

Hoffman: Yes sir. Yes sir, they started that originally when Central Federal Lands was leading the design and management efforts. There was about \$800,000-\$850,000 worth of work that we would lose if we didn't take the same design team and carry it forward.

Martin: Like I said, I support it totally, but the fact that they've already started helps us get it into the ground this year.

Hoffman: Yes sir.

Malfabon: And, if I might add, Member Martin, we are preparing the summary of the consulting engineering contracts in the backlog, that was requested by the Board. We're gathering all that information. We should have it presented to the Board in March. That's been one of the concerns, I know.

Sandoval: Other questions, Member Savage?

Savage: Thank you Governor. To Items 3 and 4. On the Tetra Tech, we realize that the public health and safety is number one. This Board realizes that. The Department realizes that and it's priority number one. We don't question that. In the documents though, I do question the way it's written. I understood you, Mr. Terry and I understood the Governor, but on Page 36 of 49, task number one, it says, Tetra Tech will complete statewide NOA and Erionite mapping for all State of Nevada roads and rights-of way, including mapping of up to a maximum of 100 feet beyond the rights-of-way boundaries. I heard you say, Mr. Terry, this is for only our pits and our areas of concern within the Department, not the entire State. So, it's a little misleading in the documentation. I think it needs to be clear on the record that we're not going out to the entire State. We're only looking at our in-house supplies and pits. Is that correct?

Terry: And roads.

Savage: And roads.

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Terry: If there's a concern on road—if it's a road that we're going to be excavating and doing, moving dirt around, that's our road, so we would map that road. It's, for the most part, our pits, our facilities, but they are also our roads and our projects. If we're going to go out and dig up an area of our road, we're going to see that that area is either geologically assessed and it has no potential, or it's tested.

Savage: I understand some of that. My concern is the Pandora's box. Looking for something and spending money wisely and conservatively with the lack of funding that we have, it says, a maximum of 100 feet beyond our right-of-way. I mean, we're looking at private lands. I think we really need to tie this down so that—I know I need a comfort level. I understand the priority of the public health and safety, that's number one. Do we need to go out and map every road in the State of Nevada for NOA and Erionite, that's our concern?

Terry: Okay, understood. I mean, the intent is the geologic assessment will tell us the areas to concentrate on and then we'll test as needed. I understand it's written a little open ended. I understand your concerns. We can work with a consultant to keep it limited as you described.

Savage: Thank you Mr. Terry.

Sandoval: So, I guess a follow-up, does that mean we hold approval of this contract until that's accomplished? It seems like it's too late if we approve it today.

Savage: Yeah.

Terry: Again, it's a cost plus fixed fee consultant agreement with the scope of work that's negotiated. We can adjust, within that scope of services and say, you know, don't do these areas until—or, not do them, as a part of it. I do not believe not approving this agreement at this time would be necessary for us to implement what Member Savage is requesting.

Sandoval: Remind me how many miles of road we have in Nevada. This is the Tetra Tech full employment act, I mean, it is. Like I said, I don't want to be a solution in search of a problem. We've been building roads for many years. We've only identified this airborne asbestos there in the Boulder City Bypass and suddenly we're looking at a lot of area.

Savage: Exactly.

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Sandoval: I don't know what the threshold is because you're going to find—I think you're going to find this material wherever you go. Or, you likely will. I don't know what that threshold is. How much have we spent in the Boulder City Bypass?

Savage: Millions.

Terry: I remember presentation on it, it was millions.

Sandoval: Millions. And suddenly if it's a proportionate analysis with regard to the rest of the roads in the State, we are going to be spending more money on that than we will on the roads themselves. So, again, I don't want in any way for this to be interpreted that I or any member of this Board is not concerned about public health and safety, but it is, Member Savage, it is a Pandora's Box. If we start locating these areas and they move like they have at the Boulder City Bypass, I don't know if we have the budget for this or I don't know if another road will ever be built. These are questions that I think we need a little more information so that we can make informed decisions.

Terry: Perhaps—and I would like to add, not only is Tetra Tech, but they have added a sub-consultant, some of the other consultants that have done some of this work in the South. Perhaps a presentation to this Board, at some time in the future, when we have the consultants on board from people that are a little more technical than I am, in the future.

Sandoval: I'm going to bookmark this moment. I recall this type of conversation before we got into the Boulder City Bypass. I think it would be important to get some idea of the scope of all this. I would welcome that presentation. I want it made extremely clear that you follow-up on what Member Savage talked about with regard to the scope of services that you're going to be negotiating with Tetra Tech.

Terry: Understood.

Savage: So that goes one question further Governor. Is it imperative that we look at this and vote on this today or is it another month going to matter in the big picture of things on this Agenda Item No. 3, rather than tying it down specifically and quantifying it so that we have dollars for scope of work?

Terry: Again John Terry, Assistant Director of Engineering. A lot of work has gone into this scope. We've wordsmithed it and you pointed out some areas that you don't like in this scope. I would say, in general, statewide, no there isn't a real urgency

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to get this contract done and we could look at it again, but some of the early action items that we would like them to do are some of the pits and facilities in Las Vegas area that frankly were not covered by the previous agreements. Those we would very much like to get going on.

Like I say, the scope is then attached to a cost plus fixed fee agreement. We can always work with them to adjust the scope after it's amended. I do not think that we will change this scope dramatically based upon these comments. I honestly think we can incorporate what you're asking with this current approval. Of course, it's always up to you guys to approve.

Statewide, it's not a sense of urgency, but on some of the early action items in the Las Vegas area, we very much would like to get them started immediately.

Savage: Okay, I understand that. I respect that. I hear that loud and clear. I thank you Mr. Terry. On Agenda Item No. 4, for the bike path on SR-28 near Incline. I think it's a very nice project. I did also look in the documentation that this CH2M proposal is a not to exceed price. I like to see that and that's pointed out on Page 47 of 49. It says that the cost plus fixed fee to specific rate of compensation. With this method, the Department will not be responsible for a fixed fee payment, but only actual work performed by the consultant is less than anticipated. I think that's a good delivery system because we'll only spend what's necessary. I'm fully supportive of the project. Again, it's the New Nevada, over a beautiful Lake Tahoe. That's all I have, thank you Governor.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. I want to echo the concerns of the three Board Members to my left. I agree with each and every point all of you raised. Thank you for doing so. I have one, Mr. Hoffman, Mr. Terry, whoever, on Item 4 here. We received a—I received at least an email sent on behalf of Mr. Hoffman that talks about some of the broader issues here and points out that Central Federal Lands will be allocating or did allocate \$12.5M for this. What is the total budget for this project and how much comes from State of Nevada funding?

Hoffman: All right, thank you Controller. For the record, Bill Hoffman, Deputy Director. The project at this time is estimated at around \$22M. What we would like to do is get started immediately with this consultant and start working through those estimates, refining those estimates that they already started and continue towards

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final design. I think the further that we get, or the closer we get to final design, the better numbers we're going to get.

As I mentioned in that email, we've—NDOT had already committed and started designing the roadway safety elements and the storm water erosion control elements and those total, I think at this time about \$8M.

Knecht: And there's any real prospect that our family will be able to take our bicycles up there this fall and use that bike path?

Hoffman: Mr. Controller, we're trying everything that we possibly can to try to get construction started on the actual bike path portion of the project. We're going to look for every opportunity that we can to start any portion of that scope of project.

Knecht: So a year from May would be a prudent planning horizon for us.

Hoffman: Yes sir. Yes sir.

Knecht: Thank you. Thank you Governor.

Dyson: Thor Dyson, District Engineer, I just wanted to address Board Member Frank Martin's concern or question about NDOT construction crews managing this job. We plan on doing it. We've been watching this project. We've been talking with the Director's Office, with Bill and others. While we're short staffed, we've looked at the timing. I've got Mr. John Angel. He's an outstanding resident engineer in the Tahoe Basin. He's won awards. He knows what needs to be done. Once we're given the green light, our guys will adjust accordingly on jobs, here in the District and we will hit that job as required. I just wanted to let you know that we plan on doing the construction administration for that particular project.

Sandoval: All right. Mr. Almberg.

Almberg: Yeah, I've got a couple of questions as it relates to Line Item No. 2 and No. 4. No. 4 would be the easiest one because it's actually been already addressed, I just wanted to make note of it, is reading through the documents in here, it was a sole source contract. Until recently, it wasn't expressed that there was \$850,000 that was already invested into them completing this work. I just—since that's been clarified, that makes me feel more comfortable and I can support this.

And Item No. 2, as it relates to the scope of services, in that scope of services, we're doing landscaping and as a part of the landscaping, when you read through

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the services, there is planting and other things that are going in out there. At the end of the scope of the services, it specifically excludes irrigation. I just want to make sure how we get that covered.

Terry: Again John Terry, Assistant Director of Engineering. Our current policy is not to put in landscaping that we have maintainable irrigation unless some other entity chooses to have that type of landscaping and is willing to take over the maintenance of that, which we do not anticipate in this case. And in that case, we do water harvesting and initial plantings with irrigation and plants and species that do not require constant irrigation. We do not install irrigation on our current landscaping projects.

Almberg: So, you do have a temporary irrigation? Because as part of the contract also it said in there that there's a three year establishment period that's required. So there is irrigation for three years to get that established and then it's a standalone?

Terry: That's correct.

Almberg: Thank you. Thank you Governor.

Sandoval: Any questions from Southern Nevada?

Hutchison: None here Governor.

Sandoval: All right. Just a couple of follow-ups for me. Follow-up on Contract No. 2, my recollection is that the Board didn't have input with regard to the approval of the contract last time. Will we have input on this one, Mr. Director?

Malfabon: On the construction—

Sandoval: It was an informational item last time. It was a \$2M contract.

Malfabon: Yes, it's typically the level that has been established by the Board in that approval matrix. It depends on the expense of the project. Robert, what is the threshold? That is subject to Board policy if you want to reconsider—

Nellis: Yeah, I put in a slide for the Board's reference, just to look at what was approved back in July 2011. 17 different categories, but yeah, basically agreements under \$300,000 are for informational only. Agreements over \$300,000 are for Transportation Board approval.

Malfabon: On construction contracts, \$5M is the threshold.

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- Nellis: Yeah, it won't be over \$5M, so that's all the way down—
- Sandoval: Yeah, and speaking of Pandora's Box, I don't want to open that one. I just—
- Nellis: No. 14.
- Sandoval: I guess I would—
- Malfabon: It's good to cover it again.
- Sandoval: --admonish you all to be really circumspect with regard to this as we try to balance those life safety projects with aesthetics.
- Malfabon: Yes Governor.
- Sandoval: And then, back to this Tetra Tech contract. I would assume Tetra Tech wrote this contract?
- Terry: Again John Terry, Assistant Director of Engineering. We write a draft scope of work when we go out with a contract and then our environmental section works with the consultant for the final scope that goes in the contract. It was a joint effort.
- Sandoval: Again, I look at the deliverables and the assumptions for each of these tasks. Under Task No. 2, it basically includes every possible project that there could ever be. As I said, we're looking at, what was it, \$900,000 just to begin. I could see this adding up to millions and millions in the hundred feet, as you say on each side. When you think about what's within a hundred feet of the roadway.
- So, to accomplish what you want to get done, at least for today, can we limit the approval of this contract to the pits in Southern Nevada that are supplying materials to those projects there? Then, revisit the rest of the scope?
- Terry: Again, John Terry. I believe we could. I believe we would follow up—we would only do the initial scope that's needed in Las Vegas until we'd had a follow-up presentation from some of the technical people to this Board and move forward on that. We have every right within the contract to only get tasks started as we choose and the other stuff would wait until that presentation to the Board if that's agreeable.
- Sandoval: So, we could just approve it as is and the scope would be limited to what we just discussed until that presentation.

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- Terry: That's what I'm proposing, yes.
- Sandoval: Okay. And, I'm sorry, just given what evolved in the Boulder City Project and how we started out at—what was the first contract?
- Speaker: \$200,000 or something.
- Sandoval: \$200,000 and it kept growing and growing and growing.
- Terry: And again, if I could, that would also give us the opportunity to get some experts on this up here talking to the Board instead of me trying to translate it.
- Sandoval: No, and I feel bad you're having to be in the spotlight on this. Again, I know the intent is pure and all of that, but I think I need a little more information. Given your representation, I'll not seek to limit the motion today. All right, Board Members, any other questions with regard to Agenda Item No. 4? Mr. Nellis, any further presentation?
- Nellis: No Governor, that concludes Agenda Item No. 4.
- Sandoval: If there are no further questions, the Chair will accept a motion to approve the agreements described in Agenda Item No. 4.
- Martin: Move for approval.
- Sandoval: Member Martin has moved for approval, is there a second?
- Almberg: I'll second it.
- Sandoval: Second by Mr. Almberg, any questions or discussion on the motion? Hearing none, all in favor, please say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 5, Contracts, Agreements and Settlements.
- Nellis: Thank you Governor. Again for the record, Robert Nellis. There are two attachments under Agenda Item No. 5 for the Board's information. Beginning with Attachment A, there is one contract that can be found on Page 4 of 10 for your reference. The project is located at the NDOT Headquarters Lab Building. This is for a replacement of an existing chilled water cooling system. There were two bids and the Director awarded the contract to D&D Plumbing in the amount of \$538,350. Governor, before turning to Attachment B, are there any questions either myself or Mr. Kaiser may answer on this item?

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Sandoval: I'm sure you can anticipate the question which is, the ultimate bid exceeds the engineer's estimate, by quite a bit. If you could cover that please.

Kaiser: Sure, for the record, Reid Kaiser, Assistant Director for Operations. We had a supplemental that went out during the advertise period for this project and the engineer's estimate did not take that cost of that supplemental into account. That supplemental was to do with asbestos removal, changing some of the mechanical system hardware and software to be added under this project.

Sandoval: How old is the system that we have now?

Kaiser: I couldn't tell you but I know it's got to be 30 or 40 years old. What it is, there's two chillers, one small one on top of the Materials Division. Then we have a facility between the Headquarters and Materials Division which houses a larger chiller. What happens is, that smaller chiller, when it's windy and it's raining, we actually have water leaks down through that chiller, into the Materials Division and onto the floor all over our electrical lines, our HVAC system. It's a problem for us every time it's wet and windy. This will remediate that problem for us.

Sandoval: Okay. Well, it's time then.

Kaiser: It's time.

Sandoval: All right. Any other questions on this first contract? Thank you.

Nellis: All right Governor, there are 27 executed agreements under Attachment B that can be found on Pages 7 through 10 for the Board's information. Acquisitions are on Page 7. Cooperative and facility agreements are all on Page 8. Lastly, interlocal and service provider agreements are on Pages 9 and 10. With that, that concludes Agenda Item No. 5, we'd be happy to answer any questions the Board may have on these items.

Sandoval: All right. I know you likely get tired of me asking but on the 19 and 20, is that useful research?

Kaiser: Again, Reid Kaiser, Assistant Director for Operations. No. 19, back when they had the Northridge earthquake in California, there was some bridge failures down in the Los Angeles areas and where those failures took place were the connection between the drill shaft or the foundation and the footing of the columns to support the bridges. What happens is, when that connection is too stiff, it translates earthquake energy up into the bridge. It causes the bridge to shake too much.

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What this research will do will look at our design of our connections at those locations to make sure that we have designed them correctly so that that earthquake energy will not be translated to the upper portion of our bridge. It's more of a safety type research.

Sandoval: No, that's fine.

Kaiser: Okay. No. 20, again, that's a federal grant that the Department received and what that grant will do is, that's going to reach out to national experts, dealing in chip seals, slurry seals and micro surface seals. Those experts are going to come together and formulate or write three technical briefs that will then be dispersed to all the 50 states. We just happen to have that grant and will do that work for the federal government or the FHWA.

Sandoval: All right, great. This is meant to be a serious question but can't any of this research money be applied toward airborne asbestos research?

Kaiser: I'm sure we probably could. We would need somebody to take the lead on that.

Sandoval: There's a grant, that I would be leading the charge on. We have two great universities and frankly one of whom, UNLV, which was the one that detected the asbestos in the first place. Why wouldn't we get our universities to work to be looking at this?

Kaiser: That's definitely something we can take a look at, through our Research Division.

Sandoval: All right. Mr. Controller.

Knecht: Thank you Governor. On No. 19, does that research take advantage of the shake table facilities at UNR or is it entirely separate from that?

Kaiser: I would have to assume that it does take those facilities into account and part of that research since UNR will be spearheading this research for us.

Knecht: Okay, I'm comforted by that assumption.

Sandoval: All right, Member Martin.

Martin: Thank you Governor. Item No. 12, the Washoe RTC, I'm not understanding the numbers. You got an original agreement amount of \$1,157,000 and change, but a payable amount of \$2,472,000. You're looking for an extension in time but I

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don't see how the original amount has been amended to get it to the \$2,472,000 and I couldn't find it in the write up down here either.

Malfabon: It says Amendment No. 3 in the notes, increased the amount.

Martin: It went from \$1,272,000 to \$2,472,000.

Malfabon: Yes.

Martin: In one—okay, I understand. Thank you.

Sandoval: Other questions from Board Members?

Hutchison: Governor?

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you very much. I'm just looking at Item No. 18, Community Outreach. I'm just wondering, what's been the history of NDOT's community outreach and are there situations where there is a partnership required with RTC? RTC does a great job, I'm sure with outreach, but is there a particular reason why NDOT needs to contract with RTC of Southern Nevada for outreach purposes?

Malfabon: I'm going to defer that to Tracy Larkin-Thomason, Deputy Director.

Larkin-Thomason: For the record, Tracy Larkin, Deputy Director in Southern Nevada. We reach for them. We're targeting the very same audience, basically, for both the small businesses and the minority businesses. We have contracted with them to make sure that we align our outreach activities. So that we work with them to make sure that when we—they have a large event, we have a large event, that we are at the table, we are participating in the table and we are working with them and not against them in there. We're not trying to compete with them when we're looking for the same audience. It worked very well last year, we're just getting our team up to speed. We've brought on our contractor about—just at the very end of last year. We're bringing that up to speed and we're working on several activities that they also participated on our side. That is basically so [inaudible] coordinate with them and they take care of some of the costs for us for those activities.

Hutchison: It's great that we're coordinating, we've expressed concern about that in the past. Is this really just kind of a cost reimbursement for them or is there a contract that is required where we're actually compensating RTC for those services?

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Larkin: A little bit of both. So, we're compensating them for some of the services that they're doing, which is some of the outreach part, which is actually some of the items that are there to go out for. The other is also, just the coordination factor. We also pick up—we also utilize their contractors that they have for their parts. Then we're now working ours to eventually [inaudible] off on that, but there's still that coordination.

Hutchison: Okay, great. Thank you very much. Thank you Governor.

Sandoval: Other questions? I had one more contract that I had starred, it was 22 for that decision lens. If I recall, we were using them to help us make better decisions. Do we have any experience yet with regard to the contract?

Malfabon: Yes, so the decision lens company has taken in the input from the Director's Office and from the Divisions that are involved in the program delivery. We anticipate probably in April having a presentation of where they're at with the Board. It was a very good exercise to look at, at least from within NDOT. I think that we could do the same thing with the Board about the emphasis on certain programs.

Governor, you mentioned it for public safety projects are very critical to deliver. They're doing that same type of work internally at NDOT to establish priorities and then when we present in the coming months to the Board, we'll get that same type of input on what are the priorities for the Board for the Transportation Program.

Sandoval: That's good. Hopefully—we're extending this, but we haven't really seen anything about how it's benefitted us.

Malfabon: It's coming.

Sandoval: Any other questions from Board Members with regard to Agenda Item No. 5? Anything else from you Mr. Nellis?

Nellis: That concludes this Agenda Item, Mr. Governor.

Sandoval: This is an informational item, so if there are no questions we will move on to Agenda Item No. 6. Thank you Mr. Nellis.

Malfabon: Governor, Item No. 6 is for Disposal of NDOT Right-of-Way located along McCarran Boulevard and Glendale Avenue, the corner there. It's through a

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public auction to sell off this surplus property. This disposal of the NDOT right-of-way is requested for Board approval.

Sandoval: Any questions from Board Members? This is probably one of the better pieces of property I've seen come through here.

Malfabon: Yeah, I don't know how we got it, but it's good to sell it.

Sandoval: Member Savage.

Savage: Thank you Governor. It's not a question specifically on this Agenda Item, but if someone at the Department could review the last year of auction items, for my benefit and possibly get me the results.

Malfabon: Yes, that's a good question.

Savage: I would like to see that, how we're faring there.

Malfabon: We have a new Chief Right-of-Way Agent and she'll get right on it.

Savage: Thank you Governor, thank you Rudy.

Sandoval: Rudy, this is a big number, \$1M. Is that money that comes right back into the Highway Fund, is that where it goes?

Malfabon: Yes. It depends if we purchased the property with federal funds. Then they get a credit or reimbursement and then it's a two-way street there. If it was State Funds that was used to purchase the property, then it goes to the State Highway Fund.

Sandoval: Help pay for that landscaping over there on Damonte, right?

Malfabon: Right.

Sandoval: All right. If there are no further questions from Board Members, the Chair will accept a motion to approve the disposal of NDOT right-of-way by public auction as described in Agenda Item No. 6.

Knecht: So moved.

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

Hutchison: Second.

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Sandoval: Second by the Lieutenant Governor. Any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes. Move to Agenda Item No. 7 which is a quarterly report on the status of Project NEON.

Malfabon: Thank you Governor. Dale Keller, Project Manager for NEON will present this item.

Keller: Good morning Governor, good morning Members of the Board. My name is Dale Keller, NDOT Project Manager for Project NEON. It's been a fast and exciting first three months since this Board awarded the design-build contract to Kiewit Infrastructure West. Today's the first of many Project NEON quarterly updates to provide the Board with a summary of the latest activities, kind of status of costs and schedule, provide a construction look ahead and then also review CH2M's performance.

The project—I'm a big believer in learning through repetition, so quickly, Project NEON will improve safety and mobility of the busiest highway in the State of Nevada. This is two decades in the making. By far, this is the largest transportation project in United States history.

Here are some of the project highlights. Today, I want to bring your attention to the HOV system expansion. For the first time in the City's history, Project NEON will create a continuous high occupancy vehicle network in the Las Vegas Valley and Project NEON will be the keystone piece. By connecting the HOV lanes on US-95 to Express Lanes on I-15, with a mile long HOV flyover structure sweeping by the Spaghetti Bowl and creating 22 continuous miles of this HOV network.

We all know the benefits of Project NEON, but just to highlight; we're going to relieve congestion, provide transportation options, increase and enhance transit options as well, create jobs and introduce better accessibility for the downtown corridor for the Las Vegas Valley for years to come.

The first three months was really dedicated towards setting expectations and developing that partnership through coordination, open and honest communication and trust to kind of successfully deliver a safe and efficient project with the upmost quality. In addition, the design-builder Kiewit, with their lead designer Atkins have been working diligently for the first few months to deliver some of these early work items. These early work items include geotechnical borings for the design of the bridges and walls, utility potholing and

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utility relocation, coordination and also the construction of the project office and the integrated project office will all be together to help foster that environment of cooperation.

So, what's next? The first thing on board is the construction ATM system. ATM stands for Active Traffic Management. Late this spring, early in the summer, Kiewit will be installing these dynamic highway signage that allows motorists to understand upcoming and real time updates for lane closures and construction details.

Next is the drilled shaft load testing. The contractor is going to be performing this test in four different locations around the corridor. This test helps improve the functionality and efficiencies of our bridge design.

Lastly is the surface street improvements. As you see here in blue, on the west side of I-15 is the realignment of MLK. Also we'll be making the connection from Grand Central Parkway to Western. Once that connection is made, the Wall Street underpass will be closed.

For the overall schedule, we're still tracking the same thing we presented in November, starting with the design and demolition occurring now through this summer. Phase 1 will start with that local street network, with work on US-95 and in the off-system I-15 ramp rating. That work will continue all the way through 2018. Phase 2 will start in 2018 with continuous work on the I-15 Main Line and they'll wrap things up with the HOV flyover in late '18 and finish up summer 2018.

Here's a look at our right-of-way schedule. I liked to point out that our right-of-way group and our legal group has done an outstanding job at acquiring and relocation of the necessary parcels to build this project. As you see here in green, these are the parcels that are, I guess the Department has right for occupancy for and we're making tremendous improvements. Some of these areas in red, in the next coming months, or the next update for status in May here, you'll see a lot more green on this map.

The number of full time employees currently working on the project is 159. The Department has paid the contractor \$11M to date.

There are two major events that are coming up this spring. First, save the date for April 7<sup>th</sup>, don't miss your chance to join the groundbreaking celebration as we

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kick off Project NEON, which is 10:00 AM in Symphony Park in Downtown Las Vegas. The following month we'll have a public information meeting on May 12<sup>th</sup>, where we're going to be connecting with the community and outlining the construction phasing, e-tours and closures.

Connect with us through our website at [NDOTProjectNEON.com](http://NDOTProjectNEON.com), also through social media through Twitter, Facebook and Instagram.

We do have a very robust public information and public outreach program. This is anchored by our project information office that would be open in early March. This is the same location that will be located right behind [inaudible] off of Charleston and I-15.

Right now, we have a theme called Welcome to the Neighborhood, that we're going out there and connecting with community and introducing ourselves and building that relationship with our neighbors. Our continuous focus will be going out to them through various special events, other outreach opportunities, stakeholder meetings and day-to-day interactions.

Lastly, I'd like to end on CH2M's performance. Here is CH2M's scope of work. Right now, they've been focused on project management support, design, review and oversight, document control, as well as schedule analysis.

For project management scope, they help assist the Department to complete the Cost Risk Assessment or CRA Update. This update is a key component to our Project NEON initial financial plan that was recently submitted to the FHWA for approval. In addition, they've been expediting completion of an acceptable project schedule with Kiewit.

For public outreach support, the Community Liaison has developed this format, outreach calendar, really identifying the immediate goals as well as other opportunities for outreach. With utility coordination, CH is actually independently verifying each pothole that Kiewit is performing. To date, they've gone through 162 potholes and we have not identified any issues so far.

So, who is leading us through this effort and helping us out with contract compliance administration? First off is Mr. Kim Nokes. He is our Contract Compliance Manager. He has over 20 years' experience. This gentleman is the same person who drafted our technical provisions as we went through the procurement. Next is the engineering task leads. As you can see there's a lot of

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experience. I'll do the math for you, there's a total of 61 years on Project NEON with over 184 years of experience listed in this task leads list for CH2M.

So far, the team has completed reviews early and are providing constructive feedback to minimize formal review comments as shown.

This completes my update, I'm happy to answer any questions.

Sandoval: Mr. Keller, thank you. This is a great report. It's exactly what I was looking for. I would only add one thing and I would strongly encourage you and your team, if you haven't done it already, to ask for an Editorial Board, to meet with the Editorial Board at the Review Journal as well as the transportation reporters, so they know exactly what's happening and what's going on leading up to the groundbreaking there in April. I really think that might save the Department and everyone else a lot of questions in the future.

Keller: I agree with you Governor. We want to be calling them and not them calling us.

Sandoval: Exactly. If you could make that call today. As you know, there's new management, new leadership and a new publisher that some of who are not from Southern Nevada. I think an opportunity to sit down and take them through this, as you say, it is the single largest transportation project in Nevada history and it's very important that we inform and educate that newspaper as well as the Sun. If there's a Sun Reporter listening, we want the Sun too. To make sure that everybody has an opportunity to get in to know what's going on. There are going to be delays. There are going to be cones and kind of similar to what I talked about earlier in this meeting. It's really important that we get in front of this.

Keller: Agreed.

Sandoval: That's all I have. Other questions from Board Members? Member Savage.

Savage: Just a quick comment, follow-up. Mr. Keller, fantastic report. Very informative. A couple of highlights I'd like to make a comment on. The right-of-way, I want to compliment the Right-of-Way Division and yourself and your team. It's imperative that we get those behind us. I take it you are on track with your goals there, for right-of-way?

Keller: Yes sir, we are. Actually we are progressing ahead of schedule at this time. Knock on wood, we are moving forward and we're staying on top of it.

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Savage: Good, that's good to hear. Secondly, the community outreach, again, very, very important. The strong offensive is the best defense, like you said, make the call rather than take the call. I think those words are good wisdom, Mr. Keller, continue forward with that.

Lastly, on the CH individuals that were listed for the project team, have they committed to keeping those individuals consistent as best they can, I know there's a lot of moving parts out there, but do we have a commitment that those individuals will remain with this team throughout the project as long as possible?

Keller: Yes sir, we do. Personally we do. If you look at the number of years' experience, they've been with this project already. They want to see this project—these individuals want to see this project come to fruition as well. They have a vested interest to stay with this project and they're heavily engaged. They want, not only the Kiewit to succeed, but NDOT to succeed as well and seeing this complete.

Savage: That's good to hear. Thank you Mr. Keller. Thank you Governor.

Sandoval: Any questions or comments from Southern Nevada?

Hutchison: None here Governor.

Sandoval: Thank you. Anything else Mr. Keller?

Keller: No sir.

Sandoval: Thank you very much.

Keller: Thank you.

Sandoval: We already completed Agenda Item No. 8. We'll move to Agenda Item No. 9, Old Business.

Malfabon: Governor, you have the standard reports on Outside Counsel Costs on Open Matters, the Monthly Litigation Report, if there's any questions for Dennis Gallagher, our Chief Deputy Attorney General, we'll take this at this time, for legal.

Gallagher: Good morning Governor, Members of the Board. For the record, Dennis Gallagher, Counsel for the Board. I'd like to point out on Item A, the report of Outside Counsel Expenses that the Board may notice that there is no current agreement with Snell & Wilmer. Earlier, reference was made to that law firm. I

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thought with the Boards' indulgence, if I could have a couple of moments to provide some historical information, the Board may find it informative and provide some level of context.

Sandoval: Before you do that Mr. Gallagher, what are you about to get into here?

Gallagher: The Snell & Wilmer contract that it's not there. I thought there may be some question about that, given the earlier comments.

Sandoval: In all fairness, I didn't—said that, with regard to Mr. Jorgenson, I said we weren't going to have discussion on this and I don't think he's here anymore. I want to make sure that we're not talking about things that he may have had an interest in.

Gallagher: Yes, I understand that. I just wanted to point it out that we don't have a contract with them, given the earlier comments referencing that law firm.

Sandoval: I think that's as far as we should likely go, again in fairness. Anything else Mr. Gallagher?

Gallagher: Not unless the Board has any questions.

Sandoval: Rudy, anything else?

Malfabon: Moving on to the Fatality Report and the Annual—

Hutchison: Governor?

Sandoval: Mr. Lieutenant Governor.

Hutchison: I'm sorry, I just have a quick question for Mr. Gallagher on the Monthly Litigation Report. Dennis, I see that we've got two new matters, it looks like those were eminent domain matters. Are those matters that are in the AG's Office and the AG's Office is handling currently?

Gallagher: For the record, Dennis Gallagher. Lieutenant Governor, that is correct. When you look at that Attachment B, if you don't see any amounts listed under fees, those are being handled exclusively by the AG's Office.

Hutchison: Great, good. Congratulations. That's good progress then. Good to see. Thank you Mr. Gallagher.

Gallagher: Thank you Lieutenant Governor.

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Malfabon: Back to the Fatality Report. You can see that we had a tough year in 2015. So far as compared to this time last year, to the previous year, we're actually doing slightly better but we hope to do a lot more effort to reduce fatalities. We have our Strategic Highway Safety Plan, submitted in draft form to the Federal Highway Administration for their review and approval. That encompasses a lot of the strategies that we're using, working with our partners in law enforcement, education and emergency medical response.

Also, you have a very comprehensive and very good report on the Freeway Service Patrol statistics and our performance measures associated with that program. If there's any questions on any of those items, we have staff available to respond.

Sandoval: Member Savage.

Savage: Thank you Governor. Thank you Rudy, and Denise, the Freeway Service Patrol package was very informative. By all accounts, from what I've reviewed is that the United Towing has increased between 20-30% in every category, from clean-ups to disabled vehicles. I took interest in Page 20 because I know Denise has been kind, and Rudy for the last several years, this has been one of my concerns on the Freeway Service Patrol. I went to some of the testimonials on Page 20 and there were several. There were probably a dozen. The third one down caught my attention. The person said, "I would like to thank you for having this service in Nevada. I had a tire blow-out on I-15 northbound and the shoulder that I pulled over was not actually a shoulder. Thanks to your service, I was safely moved to an area where I could get a tow. I considered the gentleman my guardian angel today. The driver's name was Richard, #557."

There were many testimonials and Richard was mentioned in several of them on Page 2 as well. I just want to thank the Department and Freeway Service Patrol for making it a success. I know it's work every day and I know they have to justify their presence every day. To me, it looks like it's a success at this point.

A question would be, how does DPS feel about the Freeway Service Patrol at this point? The Department of Public Safety and the Highway Patrol, how are they working together with FSP?

Inda: Good morning Governor, Members of the Board. Denise Inda, Traffic Operations. To answer your question Member Savage, the Highway Patrol, DPS considers this group, the Freeway Service Patrol as partners. The Freeway

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Service Patrol assists them so that they can perform their duties and responsibilities in a more safe manner. It assists both the Highway Patrol as well as anyone else who happens to be out in that section or roadway where a situation is occurring by providing advance notice to drivers, getting them moved over into a through lane when they can. It assists because we get incidents cleaned up faster. It's really a valuable service, I guess you could say, to everyone who is out there on the road. All the emergency responders, as well as our own DOT staff who respond to incidents and every driver driving in those corridors every day. It's a huge value.

The way, as you know Member Savage, what we focus on is not that we're helping—it's a valuable service that we do this but not that we're helping an individual by getting them out of the roadway or giving them, if they inadvertently run out of gas, providing them with enough gas to get to a gas station where they can buy enough fuel to get where they need to. We look at this as a quick clearance tool. I'm going to see if I can get the statistic right, for every minute that a roadway is closed, traffic starts to back-up. Think about it, particularly in the Las Vegas area, if there is a crash that closes a lane, for that section of roadway to recover, that lane to recover once it's opened, it takes 15 minutes for all of that back-up and that delay to go away.

Absolutely, we're providing a huge service to the individuals involved, but we're also significantly benefiting everyone else who is driving through that area. It's a win-win. I do believe, and thank you for noting it Member Savage, we have worked very hard in this past year monitoring the performance, monitoring certain characteristics of the program and we keep tweaking it. That's why you see this improved service. UR Towing is doing a great job and they're working with us all the way to just keep that line moving up as we move forward.

Savage: Yes, it's a very positive result and it sounds like the Department is getting good feedback. Again, the question, the hand-in-hand work that we do with the Highway Patrol, is the Highway Patrol giving us positive feedback for this service, that's my question?

Inda: Oh yes, I'm sorry. I thought I said, yes to your question. Yes, absolutely. We do quarterly meetings, both in Southern Nevada and in Northern Nevada, with those key partners to make sure that we're all on the right page, doing the right thing.

Savage: That's good. Keep up the good work, thank you Ms. Inda, thank you Governor.

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- Inda: Thank you.
- Sandoval: Anything else Rudy?
- Malfabon: No, that concludes that item.
- Sandoval: Any other questions from Board Members on this Agenda Item? Agenda Item No. 9? Agenda Item No. 10, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Is there anyone present in Las Vegas that would like to provide comment to the Board?
- Hutchison: No one here Governor.
- Sandoval: And Rudy, I just thought of it and I guess I could've mentioned it offline but I'll say it here in Public Comment. I noticed driving through the valley that the sign for the Bellevue Exit is blown in half, do we have somebody—
- Malfabon: I noticed that coming from my sister's house yesterday. We'll work on that Governor. I know that the exit is closed and we have that signage. I noticed that the sign itself, half of it was blown off. Probably during the high wind event about a week ago. We'll fix that.
- Sandoval: All right, thank you. We'll move to Agenda Item No. 11, Adjournment. Is there a motion to adjourn? Oh, I'm sorry, Mr. Almberg.
- Almberg: Yeah, Governor, I'd just like to make a comment. I did have the pleasure of working with Sondra and the Freight Planning Committee. I sat in on one of their committee meetings a couple of weeks ago. I thought it was very successful. A lot of good things came out of it. I just wanted to mention that and thank her and her staff.
- Sandoval: Appreciate that. Do we have a motion to adjourn?
- Knecht: So moved.
- Sandoval: Controller has moved—
- Martin: Second.

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Sandoval: Member Martin has seconded, all in favor say aye. [ayes around] This is a record, we got done before lunch. Thank you everybody, this meeting is adjourned.



Secretary to Board



Preparer of Minutes