



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
July 7, 2014 – 9:00 a.m.

AGENDA

1. Presentation of Retirement Plaques to 25+ Year Employees – *Informational item only.*
2. Presentation of Awards – *Informational item only.*
3. Receive Director's Report – *Informational item only.*
4. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
5. June 2, 2014 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
6. Approval of Agreements over \$300,000 – *For possible action.*
7. Contracts, Agreements, and Settlements – *Informational item only.*
8. Resolution of Abandonment – *For possible action.*

Disposal of NDOT right-of-way located along I-15 East Mesquite Interchange Drainage Easements SUR 13-23
9. Resolution of Relinquishment – *For possible action.*

Disposal of NDOT right-of-way located on a portion of SR-294 (Haskell Street) from SR-787 (Hanson Street) to SR-794 (East Winnemucca Boulevard) SUR 12-18
10. Briefing on Request for Proposal (RFP) for Freight Plan – *For possible action.*
11. Briefing on Request for Proposal (RFP) for e-STIP – *For possible action.*
12. Briefing on the USA Parkway (SR-439) Project – *Informational item only.*
13. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated June 23, 2014 – *Informational item only.*
14. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
15. Adjournment – *For possible action.*

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada.
- Copies of non-confidential supporting materials provided to the Board are available upon request.
- Request for such supporting materials should be made to Holli Stocks at (775) 888-7440 or hstocks@dot.state.nv.us. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and if available on-line, at www.nevadadot.com.

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada

Clark County
200 Lewis Avenue
Las Vegas, NV

Humboldt County
50 West 5th Street
Winnemucca, Nevada



1263 South Stewart Street
Carson City, Nevada 89712
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MEMORANDUM

June 23, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 7, 2014, Transportation Board of Directors Meeting
ITEM #2: Presentation of Awards – Informational Item Only

Summary:

This item is to recognize the Department of Transportation and staff for awards and recognition received.

ACEC (American Council of Engineering Companies) National Recognition Award

NDOT's I-580 Freeway Extension earned a National Recognition Award in ACEC's 2014 Engineering Excellence Awards Competition. The awards are recognized as the "Academy Awards" of the engineering industry. The prestigious distinction honored the I-580 project for exceptional innovation, complexity, achievement and value.

NDOT and the project were recognized in April at the Engineering Excellence Awards Gala in Washington DC.

Springs Preserve 2014 Southern Nevada Landscape Award First Place, Commercial Design by Professional

NDOT, in conjunction Stantec Consulting, Inc., won first place for commercial design in the 2014 Southern Nevada Landscape Awards competition for the landscape design on I-515 and Flamingo Road. The design was chosen from more than 20 entries based on aesthetics, irrigation, plant selection and mulches. NDOT landscape architecture designs utilize sustainable methods and materials as well as native, drought-tolerant planting to create efficient, low maintenance and effective aesthetics for state roadways.

Lake Tahoe Bicycle Coalition 2013 Certificate of Appreciation

Each year, the Lake Tahoe Bicycle Coalition honors those that have made a significant advancement to promoting safer bicycling and walking opportunities at Lake Tahoe. NDOT was selected to receive a 2013 Certificate of Appreciation and was recognized as an agency that is committed to helping Tahoe become more bicycle-friendly.

Recommendation for Board Action:

This is an informational item only.

Attachments:

None

Prepared by:

Julie Duewel, Public Information Officer

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Governor Brian Sandoval
Lt. Governor Brian Krolicki
Controller Kim Wallin
Frank Martin
Tom Fransway
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: ...Department of Transportation Board of Directors Meeting to order. We'll commence with Agenda Item No. 1, which is the Director's Report.

Malfabon: Thank you, Governor. If we could bring up the PowerPoint slide for Director's Report. While they're bringing that up I'll go ahead and start. Last month, I mentioned President Obama's transportation bill, called the GROW AMERICA Act, had proposed \$302 billion over 4 years which is a 37% total increase, 22% increase for highways. The increase is proposed to be paid through corporate tax reform. We've heard that it's unlikely that corporate tax reform will be passed in time to address the Highway Trust Fund shortfall expected in August of 2014. They also try to maintain a prudent balance in the Highway Trust Fund at the federal level, and those numbers vary, but I've heard anywhere from \$2 to \$4 billion is a prudent balance in the Highway Trust Fund.

On May 12th, Senator Boxer, Chair of the Senate Environmental and Public Works Committee, issued the MAP-21 Reauthorization Act. There are four Senate Committees that must pass legislation for a comprehensive transportation bill. The Senate EPW Committee has jurisdiction over highways; Senate Commerce has jurisdiction over safety; and Senate Banking has jurisdiction over transit. The Senate Finance Committee has responsibility for the Highway Trust Fund, which funds these three programs.

Here are some highlights of the Senate bill which was approved as amended on May 16th. It provides \$265 billion over six years from federal fiscal year '15 to '20. This is equivalent to current levels of federal funding for highways, which is a modest amount with an adjustment for inflation each year. It requires \$18 billion for federal fiscal year '15 to overcome the

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current deficit between annual federal fuel tax revenue and the currently authorized levels of spending to the state DOTs. The Senate Finance Committee has not yet indentified how to find this gap, however, and it's unlikely that a federal gas tax increase will be approved. Possibly this could require a general fund transfer. It creates a new formula-based national freight program funded at \$6 billion over six years. This will be distributed by formula, and the formula is based on states' population, mileage. Congress definitely doesn't want to touch the formula distribution because it gets very controversial amongst the states.

As a side note, I wanted to mention that next month we're going to request that the Board allow us to issue an RFP for a freight study for Nevada. Another item of note is that the research funding was cut from \$400 million to \$250 million per year, and at the AASHTO meeting that I attended last week in Louisville, Kentucky, the Board of Directors passed a resolution to inform Congress of AASHTO's concerns and desire to keep the funding for research at current levels. Next slide, please.

On the House of Representatives side, Speaker Boehner sent a memo to House Republicans on May 30th stating that they are preparing a proposal to fund an 8-month extension of MAP-21 using a combination of savings from a modified six-day postal delivery service and transfer from the Leaking Underground Storage Tank Trust Fund. This postal delivery modification -- what they're discussing is take 10 years of savings by reducing the amount of mail delivered on Saturdays. There would still be some deliveries, such as prescriptions. Certain things will still be delivered on Saturdays, and the post office would still be open. But this savings would help find this shortfall in the Highway Trust Fund. There is some discussion, and obviously a lot more discussion has to take place in the House side, but I'm just trying to show the Board the differences between the two proposals, between the Senate and the House. Next slide.

The other thing that we're aware of was recently Representative James Lankford of Oklahoma introduced a bill recently to rescind outdated earmarks for transportation projects. This bill is titled The Orphans Earmarks Act. It would eliminate earmarked funds in Department of Transportation accounts that still had at least 90% left unobligated after 10 years. Just to give you an idea, SAFETEA-LU was signed in August 2005, so next August would be that 10-year period. And SAFETEA-LU was the

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last one that -- transportation bill, that is -- that had earmarks in it. MAP-21 was signed July of 2012, and it had no earmarks in it.

Senator Tom Coburn of Oklahoma and Senator Claire McCaskill of Missouri have introduced similar legislation in the Senate. I anticipated this type of action, and in February of this year I provided the metropolitan planning organizations, which includes the RTC in Washoe County and RTC of Southern Nevada, with a list of outstanding earmarks and discretionary awards and asked that they take appropriate steps to see that those earmarks are spent. I also directed staff to accelerate preliminary work on the 215 Beltway Interchange at North I-15, so we can spend our \$5.5 million earmark. Go to the next slide, please.

This is the list of earmarks. As you can see, some earmarks are NDOT's, others are RTC's, and even one, the Lake Mead Parkway one, Phase 2, which was not a large earmark but still there. Back in the day, developers could go and ask for earmarks to our delegation. So I didn't confirm whether it was Henderson's earmark, so I have a question mark. But I had it highlighted in yellow because our financial program staff obligated at least 10% of all earmarks for viable projects back in 2009. The only earmark at risk is that one in yellow, the Lake Mead Parkway Phase 2. It was for a flyover bridge from Lake Mead Parkway to the road to Lake Las Vegas. This might have been a developer request. As I said, I haven't confirmed that yet, because the applications go to headquarters, Federal Highway Administration in D.C., and we have not received any paperwork to substantiate who requested that earmark, but that's the one that's at risk in the State of Nevada. That amount, though, would not be appreciable compared to the cost for environmental approval, moving utilities out of the way, doing preliminary design, and construction. Next slide.

To give the Board an update on I-11, Tetra Tech, our consultant for naturally occurring asbestos, submitted their initial plan to Volpe which FHWA's technical reviewer. The comments were provided back. Tetra Tech then resubmitted their plan for final review. Surface sampling started last week and subsurface sampling starts this week on the project. We'll report to the Board members of any concerns with tests results as soon as we find out, and we will let you know even in between Board meetings so that you're aware of what's happening with those test results. Next slide.

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As far as some project updates, good news on State Route 207 full closures. They finished before Memorial Day weekend, as planned, and we received many thanks from some of the resorts up at Tahoe that were pleased with the efforts of the Q&D Construction team and the NDOT project team. And I would like to extend my appreciation to both Q&D and the NDOT teams for their efforts in achieving their goals on that schedule.

Last month the Board awarded a cold milling and repaving project to Granite Construction on Mount Rose Highway for \$10.3 million. The project limits are for Mount Rose Summit down to U.S. 395, which is about 16 miles, and the project completion was anticipated for summer of 2015. Granite Construction has proposed a different plan of attack on the traffic control to have 15 working days of full closures for the section between the summit to Douglas Fir Drive. This is kind of the curvy part of Mount Rose Highway which is -- it's about half of the project limits, though. They would propose that the closures start after August 11th, and they would work from 9:00 PM Sunday night to noon on Friday each week. So the highway would be open on weekends, and the project would be completed by the end of September. So this is a worthy proposal to consider. I just wanted to bring it to the Board's attention as we do our due diligence on Granite's proposal.

During the closures, Granite would propose using a pilot car to allow emergency vehicles, the residents at Sunridge, Washoe County maintenance forces, service providers, and school buses to get through the project, even if it was during that closure phase. The road would otherwise be closed to others trying to get to Mount Rose or to Lake Tahoe. There are benefits to reducing the working days from 180 days to 90 days. It saves us a substantial amount, but the primary benefit is to finish the project this year instead of summer of next year. We would like Granite to reach out to those stakeholders directly impacted. As you're aware, there's several special events that happen throughout this region in this time frame. We have Hot August Nights; we have Lake Tahoe Shakespeare Festival, SummerFest up at Tahoe, the Nugget Rib Cook-off, Virginia City Camel Races, the Reno Balloon Races, the Reno Air Races, Street Vibrations, and that's just to name a few of the higher-level events that occur.

Now, some of those events occur over the weekends, and the idea is that tourists come to Nevada to attend those events, but they also like to go up to

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Lake Tahoe. And Mount Rose Highway is one of those primary routes to get to Lake Tahoe. But Granite Construction and our construction project team have looked the length of time it would be to delay under the normal traffic control approach of single-lane closure with pilot car, and going alternate routes actually is comparable in terms of the amount of time it would take to get through the construction zone, compared to the other detour alternatives, to go up I-80 and then go up to Incline Village that way or to go through Carson City.

Fransway: Governor, could I ask a question, please?

Sandoval: Yes.

Fransway: In regards to that, Mr. Director, is there a fiscal impact associated with those proposed changes?

Malfabon: There is no fiscal impact proposed. We would ask that Granite Construction did the same thing that Q&D Construction did with hiring an outside consultant to do the outreach to the public. If we do our due diligence and it looks favorable, but I think that it has a lot of benefits going for it. Next slide.

I wanted to give you an update on U.S. 95 Northwest Project. Last month you approved a contract for two drilled shaft foundations at the U.S. 95/215 Beltway Interchange. This is to finalize the bridge designs for the first construction phase of the interchange known as Phase 3A. The interchange project phase was first approved in the fiscal year '12 Transportation System of Projects document. Under Agenda Item 7 of today's Agenda, you have an amendment for federal fiscal year '15 for Phase 3A construction, \$40 million. This is for the westbound 215 to southbound U.S. 95 ramp and the northbound U.S. 95 to eastbound 215 ramp. The U.S. 95 Environmental was approved in May of 2008, and we've had seven public information meetings for this project in the last seven years. The latest was held on May 14th to let residents and businesses know about the upcoming Phase 3A at the interchange, and to show the aesthetics theme for the interchange. The entire estimate for the interchange in total is between \$225 to \$287 million, but the first phase is building these two ramps that I mentioned. Next slide.

This slide shows that there are five total phases. Phase 1 in pink and Phase 4 in orange have been completed. And about half of Phase 2 in green is

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currently under construction, and that's a \$35.7 million contract that was awarded to Las Vegas Paving. Still remaining are widening from Durango Drive to Kyle Canyon Road, which is the road to Mount Charleston; constructing the 215/95 interchange that I mentioned; and constructing the Kyle Canyon/95 interchange.

After the May 14th information meeting to the public it was reported that NDOT was working on a \$525 million project that is estimated to be completed in 2029, and I wanted to clarify that this amount is for the entire project, not the phases that will be under construction in 2015. As the project phases are ready to be funded they're added to the RTC of Southern Nevada's Transportation Improvement Program, the TIP, which becomes part of the Statewide Transportation Improvement, the STIP, that the Transportation Board approves. And the STIP is a four-year list of funded projects. The RTC of Southern Nevada intends to give NDOT \$6.4 million of fuel tax index funds for this U.S. 95 Northwest Project, and we appreciate their participation. Next slide.

As part of the Director's Report, I will inform you of upcoming public meetings. As we implement our landscape and aesthetics corridor plans we hold public meetings to showcase the themes that we've established. You've seen the railroad theme here on the Carson Freeway. For five interchanges in Southern Reno, the theme is ranching in Washoe County, and the construction projects will be subject to Board approval based on available funds. The meeting will be held June 17th at the middle school in Reno that's identified there, and we're going to cover five interchanges from South Virginia up to Neil Road. So it's just to present the landscape and aesthetics theme and get public input on that through that information meeting.

You're receiving an update on the I-11 study on Agenda Item 9 today. This is just to mention that the public meeting will be held in Las Vegas on June 26th for that study, and there will be an associated public comment period for the month shown there, June 18th to July 18th. There will also be a virtual public meeting on the project website, which is a means for the public to comment on the project. And the last time we did that virtual public meeting on the website, we attracted about 2,000 people during February 2014 using that method.

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We've been doing an environmental assessment to clear the future alignment of USA Parkway all the way to the junction with U.S. 50. We expect to hold a public meeting sometime in late August to late September with FHWA environmental approval anticipated in the fall of this year. Our project manager will present an overview of the project to the Transportation Board this summer.

I wanted to thank Controller Wallin. Controller Wallin was able to accompany us on several of our county tours. So far we've covered seven counties and expect to finish the remainder by July 11th. We finished Nye, Esmeralda, Pershing, Lander, Humboldt, Churchill, and White Pine, so the other ones are still to come. As I said, we'll finish by mid-July. Next slide.

I had mentioned last month that we had reached a tentative settlement on the Jericho Heights case. That was an inverse condemnation case. We do not have that settlement signed yet, but once it's signed it will go to the BOE. We anticipate that that will be at the July Board of Examiners Meeting.

Governor, you had asked last month and the month before about cleaning up debris on I-80. I know that was a concern because of so many visitors coming to Reno, as well as the residents along that corridor in Reno. District 2 maintenance forces spent nine days in May removing 351 cubic yards of debris. By the time that we had our Board Meeting last month they had started that effort, had spent about three days out there, but they continued on. And three crews were involved, including honor camp labor from the Department of Corrections. And, Governor, I wanted to mention that the maintenance really appreciated your handwritten note of thanks to them. That meant a lot to them for their efforts.

Finally, you may have read about Carson City needing NDOT's help for parking for the fair and sesquicentennial event later this year, this summer. Late last week we discussed our concerns with Carson City, with the Mayor. And the Mayor feels that the City can work with us on issues of legal concerns, such as indemnification for our contractor, and to pay for any rehabilitation work after the event. Because what Granite Construction has to do is to basically treat all those bare ground areas, and if there's cars parking on it after that treatment that would disturb that treatment we'd have to reapply it. Granite was planning to be done with their project right around July, according to the resident engineer. Now, there's still final

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cleanup and punch list period to take place, so the closeout of the project still takes many months after that. But that gives you an idea of the time frame. But I'm confident that we will resolve the issue to the satisfaction of Carson City and NDOT, and we'll assist on this effort.

That concludes my Director's Report, Governor.

Sandoval: Thank you, and will you thank crews again for their work on...

Malfabon: Certainly.

Sandoval: ...the I-80 corridor, because it looks really nice and much improved. And also my appreciation for working with Carson City for that parking issue that you just discussed. That's a big event for them.

Malfabon: Yes.

Sandoval: And the way it was reported was that -- it wasn't a positive report and...

Malfabon: Yes, Governor. Patrick Pittenger didn't know about those discussions taking place when he had the interview. I think it was on Wednesday or earlier in the week.

Sandoval: So in any event, I appreciate it. Any questions or comments? Madam Controller.

Wallin: Yeah. This is just a followup. Last month, we talked about the Cactus Interchange and that settlement. And do we know anything yet about compounded interest or -- because you're going to get us a report back, so...

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. The motions are still being argued before the trial court on that issue, so we don't have any additional information at this time.

Krolicki: And if I may, is there anyone from Q&D here today? I don't see anyone. I said this last month, but absorbing another month of the 207/Kingsbury construction project, everyone's on a first-name basis now. All the folks holding the signs, -- we had winter arrive unexpectedly. I mean, they had every season within 12-hour periods. You know, coffees were delivered. But the goodwill that was created, again, in a very difficult situation, very inconvenienced regular situations, they just did it spot-on. So again, I just

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want to say thank you to Q&D for really the outreach and the compassion shown for a very difficult construction project.

Malfabon: Thank you, Mr. Lieutenant Governor.

Sandoval: Thank you very much. We'll move on to Agenda Item No. 2, public comment. I do have two people signed in for public comment. One is Joan McClure [sic].

McClure: I must have signed the wrong sheet, Governor.

Sandoval: Oh, John. John. Excuse me.

McClure: John.

Sandoval: Yeah. Mr. McClure, it says please check in if providing testimony for public comment.

McClure: I'm sorry. I don't have any.

Sandoval: Okay.

McClure: I have no public comment.

Sandoval: All right. Thank you. And we also have a Ms. Gilbert from the Town of Tonopah.

Gilbert: I'm actually commenting on I-11 given the opportunity.

Sandoval: Yes. Now would be the time.

Gilbert: My name is Brenda Gilbert. I am with Beck Environmental, and I'm here at the direction of James Eason from the Town of Tonopah. And I appreciate the opportunity to address this Board. James Eason has asked me to tell you that the Town of Tonopah heartily supports designation of the Western Nevada Alternative of an Intermountain West Corridor following Highway 95 north from Las Vegas as a segment of U.S. Interstate 11.

Sandoval: Ms. Gilbert, just so I'm clear, did you say "hardly" or "heartily"?

Gilbert: I'm sorry.

Sandoval: Heartily. Right?

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Gilbert: Heartily.

Sandoval: Okay.

Gilbert: Thank you, Governor. Minor details.

Sandoval: Yeah.

Gilbert: The Town of Tonopah is drafting a resolution for approval by their Board, which codifies their support for the designation. An I-11 designation would benefit the Town of Tonopah and the State of Nevada because it connects the two population and commerce centers of Nevada. It supports development of an electric vehicle-charging network to enhance tourism. It improves safety of the route. Allows the development of infrastructure to support crosstalk areas for the trucking industry. It ties together Nellis, Fallon, Hawthorne, and Creech defense facilities. It ties together airport facilities designated for the unmanned aerial vehicle industry. It avoids areas in the flight path utilized to transport live ordinance, and it facilitates improvement to feeder highways like Highway 6, which connects Bishop, California, with Ely and Salt Lake City, Utah.

Upon designation of the Western Corridor as I-11 the Town of Tonopah intends to begin a marketing campaign designed to build upon existing industry while attracting new industry, consistent with the Governor's economic development plan. For example, the nation's only active lithium extraction operation lies along this route. Presence of a robust transportation corridor that enhances connectivity regionally, nationally, and internationally would enable development of a fully integrated supply chain for lithium batteries. The Town of Tonopah has reached out to its neighbors along the route as far north as Washoe County and east to Ely to begin discussions it hopes will lead to collaboration benefiting all of Nevada. The Town of Tonopah respectfully requests this Board approve support for the Western alternative at its earliest opportunity. Thank you.

Sandoval: Thank you, Ms. Gilbert. Is there any other public comment from Carson City? I don't see anyone in the room in Southern Nevada, but I will ask. Is there anyone present in Southern Nevada that would like to provide public comment? Okay. We will move to Agenda Item No. 3, May 12, 2014, Nevada Department of Transportation Board of Directors Meeting Minutes.

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Have the members had an opportunity to review the minutes, and are there any changes?

Martin: I have a couple questions.

Sandoval: Yeah. Member Martin.

Martin: Rudy, in your report last month you indicated that you were going to email to us the facts about the GROW AMERICA Act.

Malfabon: Yes.

Martin: I talked to Ms. Wallin, and neither one of us has received that information from your office.

Malfabon: Yes, Member Martin. I followed up on that when I returned from the AASHTO trip, and there was some miscommunication. That will go out today, including Speaker Boehner's memo to the House Republicans, and the latest summary on the Senate EPW MAP-21 Reauthorization, so we'll send all that today.

Martin: Okay. Thank you.

Krolicki: And, Governor, I have one on Page 17 of the Minutes. I've got a large paragraph and a smaller paragraph, each containing an inaudible, and I'm sorry about that. The second inaudible should be Peloton. The first one, I'm not sure what it -- it could have been a variety of things, so we'll just leave it as inaudible. Peloton is certainly the second inaudible.

Sandoval: Will you spell that?

Krolicki: It's P-E-L-O-T-O-N...

Sandoval: Correct.

Krolicki: ...Peloton.

Sandoval: Any other changes to the Minutes? The Chair will accept a motion for approval of the Minutes with the change suggested by Lieutenant Governor.

Wallin: Move to approve.

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

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- Martin: Second.
- Sandoval: Second by member Martin. Any questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no? Motion passes 5-0. We will move on to Agenda Item No. 4, Approval of Agreements over \$300,000.
- Malfabon: Thank you, Governor. Assistant Director for Administration Robert Nellis will present this item to the Board.
- Nellis: Good morning, Governor and members of the Board. There is one agreement under Attachment A on Page No. 3 of 7 for the Board's consideration. This is Amendment No. 1 with C.A. Group, Incorporated. It's for the State Route 160 widening project, and the request is to increase authority by \$1,013,000 and extend the termination date from 12/31/14 to 12/31/16 to complete technical support and final design. Does the Board have any questions for either Assistant Director John Terry or I on this item?
- Sandoval: Board member questions? Member Martin.
- Martin: If I read this correctly, sir, this has been going on now already for two years, and you're looking for it to go on another two years; is that correct?
- Terry: Yes, Member Martin. Assistant Director for Engineering John Terry. Yes, Member Martin, that's correct. The first phase was for the environmental phase which we anticipate to be done in the fall of this year, and so we're moving into the final design phase.
- Martin: So this is for engineering on this phase?
- Terry: Yes. The entire project has a longer limit. This amendment is for the final design of one of the phases of the project. Yes.
- Sandoval: Thank you. Further questions from Board members? If there are none, anything further?
- Malfabon: No, Governor. That completes the items for Agenda Item No. 4.

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- Sandoval: Okay. Thank you. If there are no further questions, the Chair will accept a motion for approval of the agreement over \$300,000 as described in Agenda Item No. 4.
- Wallin: Move to approve.
- Sandoval: Madam Controller has moved to approve. Is there a second?
- Martin: Second.
- Sandoval: Second by Member Martin. Questions or discussion on the motion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no? Motion passes 5-0. We will move on to Agenda Item 5, Contracts, Agreements, and Settlements.
- Malfabon: Thank you, Governor. There are six contracts under Attachment A down on Pages 4 and 5 of 22 for the Board's information. Governor, I was going to go ahead and read the Items 1 through 3 and then pause for questions before moving on. Agenda Item No. 1 is a chip seal project of existing roadway in Lincoln and Nye Counties along U.S. 95, SR 318, SR 321, and SR 376. There were three bids, and the Director awarded the contract to Intermountain Slurry Seal, Incorporated, in the amount of \$4,114,893.06.
- The second contract is along SR 318. The project is to install enhanced milepost markers and center line/shoulder rumble strips where currently not installed in Lincoln County and White Pine County. There were two bids, and the Director awarded the contract to MKD Construction, Incorporated, in the amount of \$426,000.
- Third item is along SR 229. The project is to install two-inch cold mix on existing roadway, special detector sensor probe, and sensor with transverse rumble strips in Elko County. There were six bids on this one, and the Director awarded the contract to Granite Construction Company in the amount of \$2,886,886. Does the Board have any questions for the Department regarding the first three items?
- Sandoval: A couple of these our engineers underestimated. Are we okay in that regard?

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- Terry: Once again, Assistant Director for Engineering John Terry. I mean we've been kind of pushing our engineers to lower their estimates because the trends were going down. I think we're starting to see a trend where they're starting to go up again. We're okay with the amount that these are over in our analysis, as well as the comparison to the second bidder are reasonable, so yes.
- Sandoval: And when you say they're starting to go back up, what...
- Terry: I think we're seeing asphalt and some of the other prices starting to go up, and again, our engineers base on past projects and reasonable prices from what we've seen in the past. And when we start to see a little bit of an increase we're the low bidder again, but we think they're reasonable.
- Fransway: Governor?
- Sandoval: Yes, Member Fransway.
- Fransway: Thank you, and thank you, Mr. Terry. But Item 3 is substantial. That is \$765,000 over, and that's over one-third, so it leads me to believe that maybe there was some kind of a change in the design or something.
- Terry: Again, it is a project where the vast majority of the cost is in one item, the cold mix and the repave, and it is in a rural area, areas where we sometimes struggle with the estimates, but we did not see any irregularities. Simply, we were lower than they were on those items and that the comparison of the first, second, and even third bidders were reasonable.
- Sandoval: Controller Wallin?
- Wallin: This is just a comment here on Item 2. When I was in White Pine on the County tour one of the Commissioners was saying when you do the rumble strips could you make the center lines one different from the ones on the edges so that way they could kind of tell in a snowstorm where they're at? I don't know if that can be done at this point, but something for thought.
- Terry: That's the first I've heard that one, so I'll pass that on.
- Wallin: Yeah. That's what I learned at the County tour.
- Malfabon: You're in trouble either way.

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- Krolicki: And just one question on No. 3; what is a special detector sensor probe?
- Terry: Anybody going to help me out here? Go ahead.
- Inda: Denise Inda, Chief Traffic Operations Engineer. A special detector sensor probe is part of the RWIS station which is the Road Weather Information System that's at that site. If you drive back and forth between Reno you see the RWIS station in the middle of Washoe Valley. It's a station that gathers atmospheric, subsurface, and pavement data, including wind data, and it helps us in our winter maintenance. It also helps in other aspects of our work, and so what's happened, when they go through and they mill the roadway they have to replace the actual sensor, the puck that's in the travel lane.
- Sandoval: Maybe that's your \$700,000, Tom.
- Terry: I thought they were little weather stations.
- Sandoval: All right. Any other questions on Contracts 1 through 3? Would you please proceed,
- Nellis: Thank you, Governor. Agenda Item No. 5 -- and for the record again, Robert Nellis, Assistant Director for Administration. Picking up on Page 5 of 22, Item No. 4, this project is another chip seal project on existing roadway in Eureka, Humboldt, Lander, and White Pine Counties. There were three bids on this one, and the Director awarded the contract to Sierra Nevada Construction, Incorporated, in the amount of \$4,824,007.00.
- Item No. 5, this project is to upgrade signal systems in Washoe County. There was one bid on this one, and the Director awarded the contract to Titan Electrical Contracting in the amount of \$214,246.00.
- And finally, Item No. 6, this project is Package No. 2, signal system, the systematic replacement of five sections of PP heads utilizing flashing yellow in Clark County. And please don't ask me what that means, but...
- Malfabon: PP means protective/permissive.
- Nellis: There are two bids on that one, and the Director awarded the contract to Acme Electrical in the amount of \$605,969.00. Are there any questions on Agenda Items 4 through 6? Okay.

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Governor, moving on to Attachment No. B, there are 24 executed agreements under Attachment B that are found on Page 7 through 9 for the Board's information. Items 1 through 3, 1 is a cooperative agreement and 3 are interlocal agreements. Items 4 through 6 are acquisitions and one facility agreement. Items 7 through 10, there's a grant and three leases. And then finally Items 11 through 24, there's a property transfer, and the rest are service provider agreements. Does the Board have any questions regarding any of these items?

Sandoval: Madam Controller?

Wallin: This is just for -- well, one, I have a question on Item 16. Just kind of tell me a little bit more about the Kimley-Horn Research Strategic Plan; what you're doing on that and why you have to hire a consultant to determine what you need to research.

Greco: For the record, Tom Greco, NDOT Assistant Planning Director. Member Wallin, Item 16 is a research effort, and there is one misprint. Over in the comments on the right where it states, "Develop a 10-year strategic plan for the Department," it is meant to read "Develop a plan for the research section, so that the research that is being done over the long range meets the needs of the Agency." Okay?

Wallin: And then this is just clarification because we have the -- it's Item No. 15, and maybe I'm confused about what we approve and what we don't approve. The original contract was for like \$1.7 million, and now we're adding another \$100,000 to it. And so should that have been in the approval part? Because I'm concerned that if all of a sudden we start having these contracts and we add \$100,000 here, \$100,000 here, \$100,000 here, we never approve it, and then we go over the amount that we should approve. And also we're lengthening the date, so you can comment on that, too.

Malfabon: Madam Controller, in response, by the table that was approved the Board about what we bring for information and what we bring for approval, this amendment is less than \$300,000, so it abides by what the Board has previously approved as far as the methodology and process. As far as the additional scope of work, there is some additional work that Atkins is being asked to perform on I-80 Corridor Master Plan, so that's why the additional \$100,000 -- I don't know if John...

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- Greco: I can...
- Malfabon: ...or if Tom can address the additional work.
- Greco: Absolutely. The original scope of work on I-80 as a multistate corridor included California, Nevada, Utah, Colorado, and I think that's all.
- Nellis: Wyoming.
- Greco: Wyoming also. We realized recently, about six months ago, in discussion with Washoe RTC that there is an urgent need to analyze and plan on how to address the volume growth on 395 north of the Bowl, north of 80, up to about Parr and Atkins, in doing the I-80 Master Plan, looked at that area briefly. With their previous knowledge and a little bit of additional scope at \$100,000, they will analyze that section and work with both RTC and NDOT.
- Sandoval: Thank you.
- Nellis: Again for the record, Robert Nellis, Assistant Director for Administration. Governor, that completes the items under Attachment B, and then there's Attachment C.
- Sandoval: Please proceed.
- Nellis: Under Attachment C there are three settlements found on Page 11 of 22 for the Board's information. The first settlement is in the amount of \$65,000. This is a direct condemnation action settlement to acquire approximately 0.5 acres of real property located on the northeast corner of Cactus Avenue and I-15 in Las Vegas for the I-15-Cactus Interchange Project.
- The second settlement is for \$5,000, and this settlement is for the issue of whether the plaintiff was denied training for four months related to a lawsuit for sexual harassment, discrimination, and retaliation based on events in 2007. A jury found, however, in favor of the Department in the harassment case.
- And, finally, No. 3 is \$3 million plus interest and expenses that are currently being negotiated. It's an eminent domain case to acquire approximately one acre of real property located at 307 West Charleston Boulevard, Las Vegas, formerly operated as the Charleston Antique Mall, for Project NEON. And

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Governor, Mr. Gallagher would be happy to address any questions the Board may have on these items.

- Sandoval: Questions from Board members? Member Martin.
- Martin: On Item No. 3, last month you estimated the interest and legal to be approximately \$200,000; is that number still standing?
- Gallagher: Mr. Martin, for the record, Dennis Gallagher, Counsel for the Board. Yes, it's still standing, but we're going through the posttrial motions. And let's just say the amount of interest is being hotly contested, given that landowner's counsel is again indicating his belief that the interest accrues at a far greater rate than any of us can imagine.
- Martin: Is it premature that we consider this item without knowing the outcome of that negotiation?
- Gallagher: This is an informational item. You know, the jury came back with its verdict, and now we're in the posttrial motion because they are entitled, under the law, to certain costs and fees.
- Martin: Okay. Thank you.
- Gallagher: We'll certainly keep the Board posted with any additional developments once we get a firm dollar amount of what the interest owed is.
- Martin: Thank you, Sir.
- Sandoval: Any other questions with regard to Agenda Item No. 5? Mr. Nellis, does that complete your presentation?
- Nellis: That concludes those items under Agenda Item No. 5, Governor.
- Sandoval: All right. Thank you very much. And something that Mr. Nellis presented on one of these prompted a question, so I'd like to go back to Agenda Item No. 1 on the Director's Report. Real quickly, Mr. Director, did we finish those signals? Remember we were installing those on an emergency basis for the safety issue.
- Malfabon: On Blue Diamond?
- Sandoval: Yes.

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- Malfabon: We actually are two weeks ahead of schedule on the procurement. Contractor should start with state-furnished materials, and we anticipate that the construction will be completed before the start of the school year.
- Sandoval: Great. Perfect. Thank you.
- Martin: Was this on 160 in Cimarron?
- Malfabon: Yes.
- Martin: Because I did some research on that. And so the contract has been awarded?
- Malfabon: Robert, do you -- I think that it was awarded previously, or it was on the list previously.
- Martin: In my research, I couldn't find where it had gotten -- although, as I mentioned to Holly today...
- Malfabon: I think that you're right, Member Martin. The procurement schedule is still two weeks ahead of schedule, but it comes before the Board for approval. I think that we need to confirm that with Contract Services, but it is still ahead of schedule on the procurement schedule. And since we are providing state-furnished poles for the contractor to install, it will be completed on that schedule that I mentioned before, the start of the school year.
- Martin: Okay, And the signal hardware, the poles, et cetera, according to an email I received from Mr. Nelson on April 16th was ordered on March 4, 2014. Correct?
- Malfabon: I would have to abide by what his information was, Member Martin.
- Martin: And in a previous meeting you said it was about 120 day to procure those poles...
- Malfabon: Yes.
- Martin: ...which would put us out sometime in July before the poles arrive.
- Malfabon: Yes.
- Martin: And we'll still able to get it done by school opening in August?

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- Malfabon: Yes. Member Martin, in response, the contractor can start installing any conduits and doing some of the other work, build the pole foundations to set the poles on.
- Martin: Okay. Thank you.
- Sandoval: Go back to our regular Agenda. We will move on to Agenda Item 6, Condemnation Resolutions A and B.
- Malfabon: Thank you, Governor. If I may suggest that we take these both together, they're related to the South McCarran project that we're doing in partnership with RTC of Washoe County. The first item is for a property called Stanford Crossing, LLC. We need a small fee parcel of 910 square feet and a temporary gradient and irrigation repair easement of 2,316 square feet for a two-year period. Wanted to mention that this property is in bankruptcy, so that's what's complicating the acquisition process. And in order to meet the certification schedule for the right of way for the project, we need to request that the Board consider a condemnation resolution.
- And if I may proceed to Item 6B; this is related to condemnation action for John Sharpel's and Bonnie Sharpel's. It's for a fee parcel of about 501 square feet and a temporary sign construction easement for a three-year period of 260 square feet. This issue, the owners are more concerned about what the project is going to achieve after construction. They're concerned about the accessibility to the property by trucks after the project is constructed. They have made no counteroffer to the offer made, and so there's an impasse to negotiations, and we're requesting the condemnation resolution again to certify the right of way and maintain the schedule for the project.
- Sandoval: Questions from Board members? There are none. The Chair will accept a motion for approval of condemnation resolutions 444 and 445.
- Fransway: So moved, Governor.
- Sandoval: Member Fransway has moved to approve.
- Krolicki: I'll second.
- Sandoval: Lieutenant Governor has seconded the motion. Any questions or discussion? All in favor say aye.

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- Group: Aye.
- Sandoval: Opposed, no? Motion passes 5-0. We will move on to Agenda Item 7, Acceptance of Amendments and Administrative Modifications to the FFY 2014-2017 STIP, and approval of changes to the 2014 NDOT Work Program.
- Malfabon: Thank you, Governor. Deputy Director Bill Hoffman will present.
- Hoffman: Good morning, Governor, Transportation Board members. For the record, Bill Hoffman, Deputy Director. So as part of our ongoing, continuous work to update you and the STIP following the federal process, we are here for our second amendment and modification update and review. So before you today we have -- well, let me just go through this.
- So amendments and administrative modifications are made to the STIP throughout the year in order to facilitate project changes. At the November 13, 2013 State Transportation Board of Directors Meeting covering the years FY 2014 to 2017, the Statewide Transportation Improvement Program was accepted by this Board as part of the FY 2014 to '23 Transportation System of Projects. Quarterly amendments and administrative modifications to the 2014 through '17 STIP were last presented to this Board on March 10, 2014, so what we are coming to you today on are changes that have been made to the STIP since the March 10th meeting that it was last presented to you.
- So in Attachment A we have a series of projects. The majority of all of these changes both on the amendment side and the modification side are in Clark County, and I will ask, if there are any specific questions, that I pull Mr. Tom Greco or Jason Van Havel up to answer any specific questions. But just as a little background, the MPO, or Metropolitan Planning Organization, is in control of their transportation improvement program in Southern Nevada in Clark County, so those changes have to be, you know, adopted without question from NDOT. Of course, the Federal Highway Administration has to approve all of these STIP changes, but just a little background to help you all on the process. Hopefully, I've clarified that and not made it more muddy.
- So anyway, a lot of projects, a lot of them in Southern Nevada. The amendments are more serious, if you will, or more substantial, and the

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amendments are really just moving project funding, you know, to a, you know, year further out or closer or minor tweaks, whereas the amendments are major project changes. So with that, if you have any questions I'd be happy to divert them or deflect them to Tom and Jason.

Sandoval: And, as you say, there are quite a few in here.

Hoffman: Yes.

Sandoval: Are there any others that deserve a little bit more detail than others?

Hoffman: Well, yes, and I will say that there is one on Page 2 of Attachment A. It would concern this Board very much, and it is at the bottom of Page 2, RTP Project No. 4467 U.S. 93, Boulder City Bypass Phase 2, Future I-11. Modify funds and project description. So if I understand correctly, what the RTC of Southern Nevada is doing is they're exchanging or swapping fund types; fuel indexing funds that they have received authority to bond against in the last legislative session for federal funding that was already allocated for the project. So they're swapping that. I would love for Jason or Tom or even Tina, if we can sneak her up here, to talk about that, so if I could. If you want to provide the details that would be great.

Malfabon: Let me clarify, Governor and Board members, what the RTC is doing is using a method that NDOT uses successfully to obligate all of its federal funding, and that is called advanced construct. So if they're using their local revenue to build a project, they can advance future federal money and get it -- they receive the federal reimbursement in years to come because of the substantial amount of local funding that they're putting towards the project. We use it to make sure that we use every dime of federal money available, and this is the first time that we're working with them to allow them to do the same thing that NDOT has used as a tool to make sure that we spend all of our federal money.

Sandoval: Sounds like a pretty prudent move...

Malfabon: Yes.

Sandoval: ...given what's happening nationally. Yeah.

Malfabon: Yes.

Sandoval: Anything to add?

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Unidentified Male: That's good.

Sandoval: And I see a nod of agreement...

Quigley: Thumbs up.

Sandoval: ...thumbs up from Ms. Quigley. Yeah. Thank you.

Hoffman: Well, and other than that Governor -- again, Bill Hoffman for the record -- a lot of them are really just trying to take advantage of federal funding that's available, moving it into a closer year or a further year out, just trying to manage their funding and their projects the very best that they can. So with that, I don't think there's any other major projects that the Board would be interested in that I can see.

Sandoval: Okay. Any other questions from Board members?

Fransway: So basically, Mr. Hoffman, what they're doing is they're moving their funding options, and it's really not making that much of a change in the cost of the projects?

Hoffman: Member Fransway, that's exactly correct. So they're just moving funding sources or exchanging funding sources, but it's not causing any additional cost to the project whatsoever.

Fransway: Okay. Thank you.

Sandoval: If there are no further questions the Chair will accept a motion to accept the Amendments and Administrative Modifications to the FFY 2104 - 2017 STIP...

Krolicki: Moved.

Sandoval: ...and -- let me finish. Thank you.

Krolicki: I'm saving you.

Sandoval: And approve the changes to the 2014 NDOT work program. The Lieutenant Governor has moved for approval. Is there a second?

Wallin: Second.

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Sandoval: Madam Controller has seconded the motion. Any questions or discussion?
All in favor say aye.

Group: Aye.

Sandoval: Opposed, no? Motion passes 5-0. Thank you, Mr. Hoffman.

Hoffman: Thank you.

Sandoval: We will move to Agenda Item 8, Briefing on Request for a Proposal for an
Operational Audit of Nevada Department of Transportation. Mr. Director?

Malfabon: Thank you, Governor. What I wanted to do was update the Board on what
NDOT is doing to look at releasing an RFP for an operational audit for
possible action so you can provide any guidance to the Department. But I
had brought this up several months ago, and the idea was to look at certain
areas where I feel that we need another audit review to find out any
weaknesses, provide any recommendations on process improvements or
procedures that we have to have in place. And the areas that I looked at
were several, but what we landed on were a lot of the procurement cards,
purchasing and expenditures, and internal controls monitoring.

I had previously mentioned to the Board about that issue with a former
employee in a stock room in Fallon that's currently now being taken to --
well, he probably will end up in prison as a result of the things that he did
with violating internal controls. But suffice it to say, Governor and Board
members, that I feel that we can do a comprehensive review in line with --
what the Department administration provides to the state agencies is a
process, and we often are subject to audits from various federal and state
agencies -- LCB, the Department administration -- but I wanted to do a more
comprehensive look at the Department's purchasing, use of procurement
cards, and internal controls.

The Department administration provides very good guidance on their
website, kind of a checklist, and also guidance on how many documents you
should check, so we're going to use that guidance to develop the scope of
work to confirm that procurement cards are being used per current policies
and procedures; look at the appropriate levels of purchasing authority
throughout the Department, in the districts and Equipment Division and
selected headquarters divisions that perform a lot of purchasing, and confirm

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that proper internal controls are in place and being followed; and then also, as I mentioned, provide any recommendations on proposed process improvements.

For example, the Department has been implementing a software called DocuSign to create digital documents. I think that we can look at that type of -- for our internal approval process that would have prevented that situation in the Fallon stockroom from occurring, because that person, as I mentioned before, was whiting out documents and then faxing them, and that's just not the way to go in this day and age. We believe that we have some good controls with internal documents, with electronic signatures, and this DocuSign software that we've been administering through the Administrative Services Department of NDOT.

The other area that I recommend that we pursue in this RFP would be the equipment rebuild program. It's been in place for about five years, but I want to know about the cost effectiveness of this program. I've been hearing that it's a great program, but on the one hand we're using our mechanics to do the rebuild, which means that they're not being able to perform maintenance services on the other day-in/day-out types of maintenance services needed on our equipment. So I just want to have a second set of eyes independently take a look at this rebuild program. My feeling is that it is a successful program. We've made some improvements over the years based on district input. For instance, they used to not rebuild the electrical systems in these. They'd concentrate on the engine and driveline, but with district input now they're addressing the electrical systems. We just want to confirm that that is the best use of that funding because it is a significant amount of funding that's going to that, \$1.5 million a year for that rebuild program.

Now, I looked at other areas. Interlocal agreements was one of the areas I looked at, but I feel that some of these areas I'm going to cover, what we'll do internally in the terms of interlocal agreements -- we already have Administrative Services helping us on making a process improvement to that. We've received some information from Southern Nevada, from the cities and counties that we enter into interlocal agreements with for projects about their suggestions and challenges with the process, so we are working on process improvements there.

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Under Management and Administration of Maintenance Contracts, we have a lot of service contracts in terms of trying to get maintenance services. We've looked at the sweeping contract that you approved recently, but we want to look at is there proper training in place for the administrators of those contracts in maintenance. Often they're folks that are involved in actual maintenance activities, but they might need some training on making sure that -- how to double-check the invoices, making sure that the hours worked or whatever it is in those invoices, the products that were billed for, that there's a confirmation of those services rendered and that we're paying for services fairly.

The overtime area is one that we're constantly looking at to make sure that the use of overtime is appropriate and that we're following the preapproval procedures, but again, that's one that we can handle in-house to confirm that we're following proper procedures. And state vehicle usage, from time to time we get complaints about improper use of state vehicles, and I feel that that's just something that we can look into internally. The bulk of the vehicles are out there in the districts with maintenance and construction forces, and we can work with the district engineers on that issue in-house.

In terms of facilities, we considered having this in that RFP, but we feel that we can look at this in-house to make sure that the building systems are maintained at the recommended intervals; kind of like we do preventative maintenance on equipment, look at our facilities, too, and make sure that those systems are maintained on a adequate schedule and that we're managing the facilities properly.

With that, I just wanted to update the Board on the progress of that. We have identified now what I'm recommending that we propose in the RFP development. The next steps would be to get with subject matter experts in the Department to draft the RFP and work with accounting and internal audit to assess what would be a reasonable budget for this. We're thinking that it's definitely less than \$1 million for this effort but more than \$300,000.

Sandoval: Thank you, Mr. Director. Questions? Member Fransway, then Member Martin.

Fransway: Thank you, Governor. And I think could direct this to you, Dennis. These are considered professional services, and we are not obligated to take the

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low bid on something. We can pick the person most qualified for the job, correct?

Gallagher: For the record, Dennis Gallagher. That is correct, Board Member Fransway.

Fransway: Okay, and thank you. And when a decision is made, Mr. Director, will it come before the Board for any type of ratification?

Malfabon: Yes. What I would propose to do is just develop the RFP, get the budget defined, and then bring that back for the final action by the Board...

Fransway: Okay.

Malfabon: ...before release of the RFP. And then you would be approving the selection, just as we do on other service types of agreements.

Fransway: Okay. Thank you, Governor.

Sandoval: Member Martin?

Martin: Rudy, I have talked to a couple of the other Board members, and we may have some recommendations of what else we would like to see put into this. I think that it's a great move to do an audit, but it needs to be, again, totally independent and something that the report would be copied back to the Board on initially...

Malfabon: Yes.

Martin: ...so that we could take a look. Because I think we're all looking to use a vehicle like this to improve the Department, not just internally but externally as well.

Malfabon: We would appreciate that type of input, Member Martin.

Sandoval: Madam Controller?

Wallin: Yeah. Rudy, I really like this. I think it's a good start. One thing, and I don't know if you've considered it, but looking at the efficient use of consultants, because I know NDOT has consultants coming out of the woodwork here, and I'd like to see if you're using them efficiently when you need to use them or should you be using staff internally to go and do things, so...

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- Malfabon: That's a great observation, and I think that's one worthy of consideration for inclusion in the audit.
- Krolicki: And I would echo that, and with all due respect to some of the attorneys in the room, especially in the legal area because the dollar value is so high in some of those. Member Martin talked about that some of the independence, I think, is important just from a perception standpoint. I know you talked about the Executive Branch Audit Committee. You call it the Department of Administration Audits, but in the areas where we have interlocal agreements and overtime and vehicle usage I know, Governor, that we, when sit as EBAC, we've viewed some of these things. I just think it is a healthy thing to have someone outside. Who is the internal auditor? I mean, you would give this to the internal auditor or to the teams, as you are suggesting here?
- Malfabon: In response, the internal auditor works for the Department, so we would...
- Krolicki: And that person is solo, or they have a small team? And who are they?
- Malfabon: They have a small team. What's Sandeep's last name?
- Hoffman: Garg, Sandeep Garg.
- Malfabon: Sandeep Garg is our internal auditor. He reports directly to the Director's office, and we feel that to have some independence, I think that we'll have the Board -- just as Member Martin suggested, have this auditor kind of present their findings to the Board for direction to the Department. I think that's the best way to go for the independence, but we will have to hire them as a department. But we'll have to work out how that structure will work, because they'll work for us but report to you.
- Krolicki: Under normal circumstances an independent or internal auditor reports to the Director but also reports to a Board, so what you just described, but I just think from an outside perspective and just cutting-edge standards and frequency of audit, you know, this isn't a gotcha audit. This is a constructive help audit, and I would think that the Executive Branch Audit Committee, that team looks at these things all the time. They're very good at it, and I just think they would be very helpful. And that's not an RFP. That's just getting in the queue for your audit programs. So again, you know, that's just a recommendation. I mean you do with it what you will.

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But I just think it's a wonderful resource to be used, and it would only enhance your effort.

Sandoval: Madam Controller, anything else?

Wallin: So you want them to do these other items that we aren't going to do on the RFP. Is that (inaudible)...

Krolicki: I mean an internal auditor should be doing things every day. That's what they do, and they report to you. We're looking at a more extraordinary, objective, let's take a breath and look and see where we are, and I think outside of in this building is an important aspect. So yes, I would suggest...

Wallin: Right.

Krolicki: I'm not imposing. It's a suggestion. And take it if you will, or maybe this Board has an opinion, but I would think that the Executive Branch Audit Committee is incredibly well suited and trained to deal with specifically these areas. And I would just hate to not utilize that existing resource that, again, does not come through a cost of an RFP. It's just getting on their schedule.

Wallin: Yeah. I think that, you know, Executive Branch Audit, yes, they're a great resource, but they've got so much on their plate. And I think that, you know, if you can do these items, the interlocal maintenance contracts over time internally and report to the Board I think that that's fine. Internal audit can do it at a later date or something, so...

Sandoval: So where are we? So we've got -- I think everybody is in agreement, obviously, that we need to do the audit, that the scope of the audit deserves a little bit more discussion, that Mr. Martin may have some suggestions in that regard. The Lieutenant Governor, I believe, is suggesting that part of this be conducted by internal audit. I don't want to confuse the issue. I want to get the audit going because, again -- and I think the Lieutenant Governor put it really well, this isn't about gotcha. This is a huge organization that has a lot of dollars that flows through it, and we want to make sure that those dollars are being spent in the best and highest use possible. And so, you know, I don't know if we need to go -- I guess I'm still not real clear what you're suggesting, Mr. Lieutenant Governor.

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- Krolicki: Well, I think we canceled each other out. I just wish to proceed as quickly as possible.
- Sandoval: Mm-hmm.
- Krolicki: I think these are all very important things, and I don't want to wait a year to get on the Executive Branch Audit Committee for things like this. But if it's a swifter remedy -- and I've never met the internal auditor. I mean I think that would be an interesting thing to do. This person should be part of our world on a regular basis and certainly yours on a monthly basis, but if they can do it swifter and efficiently and with the credibility that we need in this process, then that's fine.
- Sandoval: Member Martin?
- Martin: Where I was going with this thing, Lieutenant Governor, was that I felt although I am in agreement with Controller Wallin about the number of consultants that we have at NDOT. I think that this is a critical enough strategic issue that this needs to be an outside operational audit, nothing to do with internal; not taking anything away from anybody internally. But this is a strategic issue for an operations audit of a department that controls literally billions of dollars going out for the State of Nevada and the citizens. I think that it would be money well spent to have an external independent audit rather than doing anything internal to the State of Nevada.
- Sandoval: Member Fransway?
- Fransway: And with Member Martin's comments, I think that this also goes a long ways to providing an unbiased audit also.
- Malfabon: Thank you.
- Sandoval: So what you're seeking today is for this Board to authorize you to develop and issue an RFP? I'm reading...
- Malfabon: Yes, Governor, for the two items that I identified, and I'm still unclear as far as what you want me to do on the items from interlocal agreements down to facilities.
- Sandoval: Okay. I think what I'm hearing, at least the consensus, is that everything that's in here be included as part of that RFP. I believe what the Lieutenant Governor was suggesting is that historically and traditionally the internal

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audit has been capable to perform that function; however, it may be a while until it can get to it. So, therefore, we're going to leave that part of this original RFP.

- Krolicki: I heard all your words. So that last part from interlocal agreements to vehicle usage, it will now be part of this independent outside RFP process or staying with an internal auditor? I mean I prefer the former. I mean...
- Sandoval: Yes.
- Krolicki: ...I think that's the right way to go.
- Sandoval: No, then it would be part of this independent audit.
- Krolicki: Okay.
- Wallin: Okay.
- Sandoval: Yes.
- Wallin: With adding consultants...
- Krolicki: To the scope of the work.
- Wallin: ...to the scope.
- Sandoval: Yeah. So you're clear, Mr. Director?
- Krolicki: So we're plotting the audit. We think a self-review is terribly important, and we're just emphasizing that none of it, you know -- we expect should be done with internal resources, including the State Executive Branch Audit Committee. So all of these audits would be formed as part of the RFP by the private world, who are independent and objective reviewers.
- Sandoval: Yes, and I think the only outstanding question is Mr. Martin's suggestion, and the Controller's suggestion, that everything that we want included as part of this RFP is in it, and you've suggested the consultants.
- Krolicki: Exactly.
- Sandoval: Is there anything else that we want in there? Okay. Now are you clear?
- Malfabon: Yes, Governor, I am clear. We'll develop that RFP and bring it back to the Board prior to issuance.

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- Sandoval: You don't need Board action to authorize the Director to do that, do you?
- Gallagher: No, Governor.
- Sandoval: Okay. All right. So are we clear? I don't want any confusion.
- Malfabon: Yes.
- Sandoval: Okay.
- Malfabon: I understand.
- Sandoval: All right. Thank you. We will move on then to Agenda Item No. 9, Briefing on the I-11 and Intermountain West Corridor Study.
- Malfabon: Thank you, Governor. Our project manager, Sondra Rosenberg, will present this item to the Board.
- Rosenberg: Good morning, Governor, members of the Board. I'm here to give you an update in the I-11 and Intermountain West Corridor Study. Just to summarize where we are at this point, we are getting close to the end of this study period. It's been approximately two years. We've gone through developing a vision summary, a corridor justification report, and now we're in this last phase where we're actually evaluating alternatives, identifying findings, implementation, and business case.
- So just a refresher. This started with the vision, and then we developed goals and objectives. Those will be the foundation for the purpose and need. Based on those goals and objectives we developed a list of evaluation criteria. They're listed there. They're described more fully in our documentation; how each one of those was measured against the different alternatives. Each step along the way we had a series of stakeholder meetings so that we got input on the criteria, the alternatives, and the evaluations along the way. So this is our process. We developed the evaluation criteria, the universe of alternatives. Our Level 1 screening was qualitative just to see if the alternatives met the goals and objectives of this corridor. Then we did a more detailed quantitative screening of the alternatives that were in the congressionally designated area segment or the Las Vegas-to-Phoenix segment.
- This was our universe of alternatives at the very beginning. We then screened those through those criteria. I know you can't read that. That's just

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an example to show the level of detail we did for each one of these alternatives. They were then ranked least favorable to most favorable. Those that ranked somewhat favorable or favorable we felt met the goals and objectives of this corridor. Those that ranked lower than that we felt did not meet those goals and objectives.

For Northern Nevada we have narrowed it down to two corridors that meet those goals and objectives. Both of them loosely follow the 95 corridor and then one would travel through Reno and up 395, the other over to Winnemucca and north from there. Those other corridors that are grayed out, again, did not meet the goals and objectives or scored moderately favorable or below. We did the same analysis on each segment throughout the corridor. Similarly, in Las Vegas we narrowed down to three corridors. Our findings are that all three of those should be carried forward into a more detailed analysis on a region-wide basis for the Las Vegas region.

We also looked at multi-use opportunities. We think it's very important to coordinate with utilities and railroads, and the map there just shows the existing rail lines and the gaps in order to complete a complete north/south corridor. So you see there is an opportunity for the eastern part of the state, for connecting those two north/south rail lines. And in addition, we looked at things like grade and available right of way for rail, as well as utility development.

Just to refresh everyone, we're very early in the planning process. In fact, several of these segments will need to go through additional planning studies even before getting into the NEPA process, and then you go onto design, right of way, construction. So we're quite a ways out, but it's a very important first step. We are currently drafting an implementation program that identifies the next steps, and anticipated outcomes for each segment of independent utilities. So we studied the entire corridor, and then we broke it up into segments that can move forward. Some of them will move forward at different paces than others, but each one providing an independent utility.

And our next steps; we're finalizing our Northern Nevada Connectivity Segment Assessment Report; the implementation program that I mentioned; we're developing a business case; and the final deliverable would be a corridor concept report, a sort of executive summary of the entire study. So it will go through the business case, the case for the corridor, the

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justification, as well as a briefing of the alternatives analysis and summarizing those next steps moving forward.

We do have a series of public meetings coming up. The physical one for Nevada will be in Las Vegas on June 26th, and we will have a virtual public meeting, as Rudy mentioned, available on our website. We'll have a recorded presentation, a series of questions, as well as open comment, and comments have been accepted on our website throughout the entire study process, and we'll continue to do that until we wrap it up. We have requested all comments by July 18th so that we can summarize that, make any adjustments necessary in those final reports, and come back to you for final acceptance, most likely in August if that's the pleasure of the Board. And that's all I have today.

Sandoval: Thank you, and I want to compliment you because this has been a lot of work, and...

Rosenberg: Yes, it has.

Sandoval: ...perhaps you can put that in a little more context, because I think it's been exhaustive. I don't want to say exhausting...

Rosenberg: Maybe both.

Sandoval: ...but maybe both. But will you talk a little about the public meetings that you've had up until this point and where you've been?

Rosenberg: Sure.

Sandoval: Yeah.

Rosenberg: I will, and I believe the Board was provided with a list of those meetings we've had to date. I don't have them with me. We have had many, many stakeholder meetings. We have had several rounds of public outreach. We had a public meeting at the very beginning of this study not quite two years ago. We had a public meeting last October. We then had the February virtual public outreach where we had that recorded presentation and accepted comments. We received 2,500 comments on that last virtual public outreach. We have had -- I don't have the number of stakeholder meetings, but I think it's on the order of 20 with a pretty broad stakeholder group. I've also provided you with a list of members of those stakeholder groups that

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have participated. Our actual contact list for that is quite a bit longer than that. We have approximately 3,000 stakeholders on our distribution list. We have a couple thousand, I think, members of the public who have signed up for distribution information as well.

We have done media interviews. Actually, I think I do have -- I couldn't help myself. I had to add some slides just in case things came up. So we've had 25. We'll add a couple more there. We had a stakeholder partner's meeting two weeks ago, so we've had quite a bit of a -- an extensive attendance at both our public meetings, as well as our stakeholder meetings. We've gotten thousands and thousands of comments that we've gone through and incorporated as appropriate. We've had many media stories, both on the radio, TV, newspaper, that we've been following and interviewed as appropriate. As you can see here, our attendance at our public meetings; so it has been, we feel, a very open, very transparent, very engaged process.

This is not the type of project that is just a transportation project. It's really about our vision for the state. It's about economic development and transportation, land use, how our state wants to grow, so it was very important to us that we engaged all of those stakeholders and really incorporate their needs as well as ours.

Sandoval: Okay. And then will you go back to this slide?

Rosenberg: Yes.

Sandoval: And will you go into a little bit more detail in your presentation on that, because I'm kind of going through a process here, but I wanted...

Rosenberg: Right.

Sandoval: ...to set up what you've done to get to this.

Rosenberg: Right.

Sandoval: Yeah.

Rosenberg: Right. So I'm going to back up just a little bit here. So again, each step on here we met with the stakeholder partners group so developing the criteria, and not just that list, but actually how we were going to measure each one of those, that is available on our Level 1 Evaluation Summary that's available on our website. It actually defines how each one of these were measured.

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And then each of these alternatives has a sheet that looks just like this, so you can see how they ranked on each one of those criteria. Some of them have several measures. We really wanted to look at, you know, every possible way -- how do we measure capacity, congestion on this broad of a corridor, and, you know, how each one of those ranked. And we brought these sheets back to our stakeholders and said does this -- you know, we've now measured them based on the criteria we all understand and brought it back to them and said, "Do you agree with our measurements of these criteria and these alternatives?"

And we've incorporated any additional changes or comments since then. And then, you know, averaged all of those rankings on that sheet to see which ones are most favorable to least favorable. And as I mentioned, those are the ones that we feel meet the goals and objectives. In addition -- oh, sure.

Greco: (Inaudible) additional perspective there, please. For the record, Tom Greco again. And at this stage of the study, it offers findings. They are not recommendations. They are not eliminating anything. This is a very early planning study. When it goes into the next stage, which will be the environmental study, we will study every line on that map again. So we don't want to give an incorrect message that we're eliminating or recommending anything. This is just the results of the scoring within the study. Okay. Thank you.

Sandoval: So what is the -- it's purple there. I'm not sure what color -- it's like a pinkish on our sheet.

Rosenberg: Fuchsia, I don't know.

Sandoval: Yeah.

Rosenberg: So those are the -- based on our current goals and objectives, those are the alternatives that meet those goals and objectives. So our findings are that those are the two that meet the purpose and need of the I-11 and Intermountain West Corridor.

Sandoval: So those scored the highest?

Rosenberg: Correct.

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- Sandoval: Questions from Board members? Member Fransway?
- Fransway: Thank you, Governor. Ms. Rosenberg, was consideration given to the connectivity of the states as they go north to their final destination, the Canadian border, and if so, have any of those northern states weighed in, like Oregon?
- Rosenberg: We had a phone conversation with Oregon several months back. They had a concern about the 395 corridor, however, mentioned that they have a freight corridor. And I apologize, I can't remember the road number off the top of my head, but it could connect to their freight corridor from 395 in California. We haven't yet heard. California has participated via phone on some of our stakeholder partners meetings. They haven't weighed in on a yes or no, we like this corridor or we don't. We have also reached out to Idaho. We haven't heard a strong recommendation from them either, although we do plan on continuing our partnership with these states. At this point...
- Malfabon: Sondra, if I may just -- Governor and Board members, when I was at the AASHTO meeting the Director of the Idaho Department of Transportation indicated that his Board is now giving him direction, or at least one member is, to provide a letter to our Board of interest of their route that goes through Boise. So just a very new development, he just told me...
- Rosenberg: Okay.
- Malfabon: ...end of last week.
- Rosenberg: Wonderful. Yeah. We look forward to that participation. At this point, you know, this is quite a ways out there in the future. I think it's important to plan that far out in the future, but we do have some time to work out those neighboring state developments as well.
- Fransway: And the two options that go via 95, one connects at 95/I-80 and travels to Winnemucca and goes north, and the other one goes to 95, connects to I-80 and then goes east to Reno. Where do those two corridor options weigh in?
- Rosenberg: Currently, based on our Level 1 analysis that was, you know, very qualitative, the corridor that goes through Reno and up 95 did rank most favorable, while the other one ranked somewhat favorable. However, again, those are qualitative measures. Much of that depends on actions by our

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neighboring states, so at this point it was kind of to say which ones meet those goals and objectives and which ones don't, so they're essentially equal.

Sandoval: The Controller and then Member Martin.

Wallin: Okay. Thank you. Thank you, Sondra. I know you've put a lot of work into this, and my question was what Member Fransway had about have you talked to your partners where we're going to connect? Because I think that when you're doing this analysis here we're kind of doing it in a vacuum if we don't know where it's going to connect up, and we say, okay, we think 95 is great for our state here, but for the total project maybe the eastern side might make more sense.

When I was in White Pine for the county tour they brought I-11 up, and one of the commissioners said that he felt that Nevada had already had a preset notion that it was going to be 95 and that their considerations weren't taken in. And I don't see Oregon as one of your stakeholders in here. Idaho, I see, is. He explained that they got into the game a little late, and Idaho hadn't heard anything about it, they said. You know, it's hearsay, so, you know, I'm kind of struggling that, okay, we've decided this is the best way, but we don't know where we're going to come out at. And if we build a road over here and find out that we need to be over here further east, then we're spending a lot of extra money, and we need to make sure that we can afford to do this project and...

Rosenberg: Right.

Wallin: ...that it works for the whole entire country, not just for Nevada. That's my comments.

Rosenberg: A couple of points I'd like to make on that notion. I know the folks in White Pine County. I've gotten to know them quite well during this process. They have said a couple times that they weren't on the map at the beginning, which is not true. You can go back to our very first stakeholder meeting -- all of our presentations for all of our stakeholder meetings are available on our website, and you can see that a line along U.S. 93 has been on there from day one, and it has gotten the same consideration as the other corridors.

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However, in the criteria that we developed, again, with our stakeholder input, items such as connecting -- which one is it -- system linkage, trade corridor, we really looked at economic vitality. We really looked at connecting those major activity centers. We want to be in line with the economic development goals of the state, and so if we make a connection that doesn't connect our two major activity centers, we might be missing an opportunity there.

In addition, we looked at existing legislation. Currently, the 95 corridor between Las Vegas and Reno is a nationally designated high-priority corridor. U.S. 93 does not share that distinction, so those were some of the sort of deciding factors on how those corridors rated. We do think the 93 corridor and connecting the eastern part of the state is very important to the state and to the goals of the state; however, we don't feel it meets the goals and objectives of an interstate-type facility.

Sandoval: Member Martin?

Martin: You did a good job of answering one of my questions...

Rosenberg: Okay.

Martin: ...that the other two Board members put together. In the next phase that Mr. Greco talked about are we going to do a cost-benefit analysis? In other words, the cost of, let's say, improving the 93 corridor, the cost of improving the 95 corridor. At what point does that cost-benefit analysis come into realization?

Rosenberg: Okay. I'm going to answer that in two different parts because we've studied the congressionally designated area segment in a little more detail and actually we're currently working on a cost-benefit analysis for the segments within that congressional designation; so we're working on a cost-benefit analysis for these corridors, the piece of 93 between the two metropolitan areas and for the Phoenix alternatives. So for that piece we will have it. It is planning level, so it is subject to quite a bit of adjustment there.

In terms of what are next steps on the Northern Nevada piece that will depend on direction of the Board, as well as funding available for those types of studies. We certainly can do that. Our next steps currently identified in the draft implementation plan focus on additional studies for

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these two corridors, but we can always add that analysis to reconsider those on the eastern part of the state as well.

Krolicki:

Thank you. And again, I think these were all great questions. I feel like anything we say is going to be hyper listened to, indicating which direction we may be leaning. These are just questions. Very different propositions for the southern route through Las Vegas, because it's still Las Vegas, but this northern route is key. I see what our objectives are, but I think Member Martin talked about cost-benefit, more on the benefit side. The purpose is what? Are we trying --I mean, I dwell on the economic development piece. What can create the greatest commerce opportunity, tourism linkages, more people moving more goods into Nevada, out of Nevada, those kinds of things.

And if it's about moving north to Canada or something, then obviously you got a straighter line going through McDermitt than you would on 395 or a lot of the routes in California, but the -- I'll call the econometric model for putting it, not on the 95 but on the 395 corridor, is that something that would be part of your planning? Because, again, if the economic benefit can be measured -- and that's a hard one, but the number of jobs and the number of companies but if we're opening up really to the western coast as opposed to just north towards Canada, I think that would be very, very important in the decision at least I would make. We don't want to diminish Mr. Fransway's Winnemucca's opportunity and all that. You're still on Highway 80, so you're still part of this. But I would love to see the kind of jobs, the kind of industry, and linking into the GOED future, but even if it's more concentrated on a side of the state I think that's more important to the health of the state long term.

Fransway:

And, Governor, if I may. Lieutenant Governor, I am not advocating the route through Winnemucca. I am just suggesting that, just like what you said, we take into the ultimate goal, and we take into the economic impact of the State of Nevada. All of those things have to be weighed. And, of course, you know, whether or not -- when you get into the environmental part all of these questions are going to be certainly entertained; rights of way, whether we have it, we don't, we got to get it, we have to go through eminent domain, whatever. And so I am certainly -- I haven't heard a thing from my home city or my home county, and I think it's time that I asked

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them are they even aware of it and weigh in in one -- I think that will help you. And, anyway, it's the entire benefit that we're all looking at, I think.

Krolicki: Governor, I know I had my turn, but to go in with Board Member Wallin and others, that northern linkage is terribly important to do what we just discussed. So the Oregon, Idaho, even the state of Washington conversations, I think are very massive in how we take a literal direction here.

Sandoval: Whether Winnemucca is familiar and you talked about Ely. I mean, there have been noticed public meetings, and...

Fransway: Right.

Rosenberg: Yes.

Sandoval: ...what I don't want to happen is for us to start all over again because of somebody didn't react when they first had an opportunity to do so.

Rosenberg: Right. We are, as I mentioned, accepting public comments throughout this entire process. It certainly has been noticed publically when we have those public input opportunities. We have traveled to different parts of the state giving similar presentations. It's also been on the news quite a bit, so I think it would be a difficult case to make that someone who lies -- you know, a city that lies on one of these alternatives wasn't aware of it. However, if that does come up we'd be happy to educate them on the process that we've gone through and accept any comments that they have.

Sandoval: Well, perhaps we ought to do that now and...

Rosenberg: Okay. Right.

Sandoval: ...you know, Tonopah has made a public comment today in support of a certain route, but just to give them this last chance if we're coming to the end of these public meetings and the receipt of public comment to call or however you notify the communities that are on these potential routes...

Rosenberg: Okay.

Sandoval: ...to give them that one more bit of input opportunity that they may have missed the first time.

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- Rosenberg: I'd be happy to.
- Sandoval: Yeah.
- Rosenberg: We'll work with the other planning staff, the folks who organize the county tours. We'll reach out to every contact we have at the counties and cities throughout the entire state to make them aware of this public input opportunity.
- Sandoval: Any other questions? Because this has to happen -- you said you're going to be winding this up in August or was it September?
- Rosenberg: Yes, so most of the analysis is complete. We have draft documents. We will have a draft of all those remaining documents available by June 18th, which is when the virtual public meeting begins. We will be accepting comments for a month, and then at that point we'd like to incorporate those comments and finalize the documents, if possible.
- Sandoval: Okay.
- Rosenberg: And we've spent a lot of time and money on this study. We would like to, you know, narrow it down a little bit and actually, you know, make some findings to move forward with.
- Sandoval: Agreed. And are we on the same track with the Las Vegas metro area analysis as well?
- Rosenberg: The Las Vegas metropolitan area analysis has gone through an additional level of screening, so as I mentioned we are working out the cost-benefit analysis for those. We have some information on available right of way, so we have a lot more detail on that. What we think needs to happen next is rather than -- you know, we have eliminated -- or we have found that there are alternatives that probably don't meet the purpose and need. As you can see on that inset map there, there's quite a few that go further south or west than what our final three are. We do think that entire region needs to be studied as one with the major facilities, not just which of these does I-11 fall on, but how does the entire system work, and what accommodations need to be made on the entire system, including these three as well as I-15, before we make a finding on exactly which alignment the I-11 would be.

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- Sandoval: Okay. Any final questions or comments? Now it's marked for possible action. I don't know if there's an action to be taken here.
- Gallagher: None is required, Governor.
- Sandoval: Okay. When do you anticipate bringing this back to the Board?
- Rosenberg: What we'd like to do is bring it back to you -- I'd be happy to come next month if you'd like another update; however, I understand that you'd like all the public comment in before making an official action, so that would be in August.
- Sandoval: All right. And at that time is when you'll be seeking action from this Board?
- Rosenberg: Correct.
- Sandoval: All right. Any other questions? And then by that time you'll have reached out to some of these folks that feel like they haven't had an opportunity to be heard.
- Rosenberg: Yes, absolutely. And if any members of the Board or in the audience have contacts that they've heard some concerns from or want to make sure that we reach out to, please let me know, and I'd be happy to reach out to them.
- Sandoval: Okay.
- Wallin: One thing I would like to see is have you addressed the issues that White Pine County brought up, their concerns?
- Rosenberg: Well, they're focusing on it potentially being less costly to build along the eastern part of the state; however, they haven't addressed connecting the major activity centers, so it might cost less, but the benefit is likely lower. So we've had extensive conversations with them. My understanding is while they would like I-11 on the eastern side of the state, they will be pleased if we continue to emphasize connections along 93 and continue to make mobility improvements, continue to work with them on potential rail extensions, things like that. They just don't want to be forgotten.
- Wallin: All right. Thank you.
- Sandoval: Thank you very much.
- Rosenberg: Thank you.

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Sandoval: All right, Agenda Item No. 10. Is this...

Hoffman: Yes, sir.

Sandoval: ...your item, Mr. Hoffman?

Hoffman: Yes, sir.

Sandoval: And before we go into it I just want to make sure that we don't need to have two meetings by the end of this presentation, because it's kind of similar to what we've talked about in the internal audit RFP. I don't know if -- will we have all the information as a result of this meeting to make informed decisions, or is there still some more due diligence that needs to be conducted?

Hoffman: Okay. Bill Hoffman, for the record, Deputy Director. Governor, based on recent developments I still do feel that there is information that we need to share with the Transportation Board before an action is taken. That's just my personal observation, and I...

Sandoval: No, and I'm not saying we don't...

Hoffman: Right. Right.

Sandoval: ...need information. I guess what I'm...

Hoffman: Right.

Sandoval: ...asking today is, is today's presentation just going to prompt a lot more questions that in turn will require another meeting, or would it be better to have it all at once?

Hoffman: Well, that's a good question. I defer to Director Malfabon, quite honestly.

Malfabon: Governor, the information that would be presented in this presentation was what the Board members had as far as options available with the numbers that we had about a month ago, so the latest information but a month ago, not including some of the information that you received this morning from outside counsel. So I would say that in order to avoid confusion that you allow us to continue to do our due diligence and then bring this item back to you at a later date for the actual vote on release of the P3 or Request for Proposals, so...

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- Sandoval: Okay.
- Malfabon: ...I think that that would be best.
- Krolicki: Governor, I would actually support the Director very strongly on this. There are so many moving parts, and I think it's not prudent to throw out things that are still moving, because once a fact is out there it's hard to change it if it is dynamic and is a different bogey. And I know folks have arrived and are ready to perform, but I just think as being the largest construction project in the history of this state we need to have everything in order for a right decision and advice from the Board. So I would rather take a big bite next time than a little bite today and having to come back to it, but that's my personal opinion.
- Sandoval: Comments from other Board members? Member Fransway?
- Fransway: Thank you, Governor, and I wholeheartedly agree with the Director and with the Lieutenant Governor that we need to have an extreme high level of comfort when we make the decision on how to go forward with the financing that's going to take us way into the future, and so I'm sure that the Governor, as Chairman of the Board, will choose the proper timing to have that happen so that we're all totally convinced that this the right decision that we're going to make for the future.
- Sandoval: Yeah, and I think the Lieutenant Governor -- Madam Controller, do you have any comments?
- Wallin: I don't.
- Sandoval: Based on what the Director said -- the Lieutenant Governor, I don't feel like I can be fully informed today to make a good decision, and so I would like to have all outstanding issues further vetted before we have this type of a conversation that is on the Agenda today. I guess my question would be then when would we be in a position to have this Agenda Item on for the Department to perform and complete the due diligence necessary to make a complete presentation?
- Malfabon: Governor, I think that we will do our best to have it prepared for your consideration in July. That would require some information from several other external members, advisors to the Department, such as bond counsel,

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our financial advisors, our legal advisors on the P3 project team, but I think that we can pull that together prior to the July Board meeting.

Sandoval: Madam Controller, any comment?

Wallin: Governor, I concur. I just don't think that we're at a point where we can make a decision until we have everything in front of us and we have the comfort that we need.

Fransway: Governor, one more thing. I would like to have a real good idea as to the extension of the TIFIA, and I believe that we need to have a real good sense of where that's going to go in the future.

Sandoval: Member Martin?

Martin: Rudy, I don't want you to over-commit and under-deliver on this issue. This is such a -- and I'm from Southern Nevada, okay, I'd love Project NEON, but I don't want you to over-commit and under-deliver. The July date, to me, seems really ambitious.

Malfabon: I would love August. I have a vacation coming up.

Martin: And it's not often I'm willing to grant a change order for an extension of time, but in this instance I think you're being...

Malfabon: Thank you.

Martin: ...overly ambitious by saying July.

Malfabon: Thank you very much, Member Martin.

Martin: I just know that there is a lot -- and I hadn't even thought about the TIFIA funds. That requires validation, all of those -- there's just a lot of moving pieces, so...

Sandoval: With...

Martin: ...I would recommend that you retract your July date.

Sandoval: No, and that's a great point because...

Martin: Yes.

Sandoval: ...that TIFIA has a lot to do with...

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- Malfabon: The options.
- Sandoval: ...the options. And the other part of this Member Skancke isn't here today, and Member Savage isn't here today.
- Martin: That's right. Yes.
- Sandoval: And with that change that we did in the legislature, the purpose of having that newly developed position was to have an additional Clark County representative on this Board, and Mr. Skancke obviously fills that role. And I would be much more comfortable to have him part of this discussion. And I think he is out of the country today, and so it was impossible for him to be able to participate. But I believe that his input and his ability to comment on this is critical.
- Krolicki: So, Governor, perhaps you can just work with the Director's office as you always do, and just, you know, when the timing is right to bring this back, and you're comfortable that's when it should be on the agenda, but tentatively would be August, but when it's appropriate it's appropriate.
- Malfabon: Thank you.
- Sandoval: I guess that was some kind of validation. I think we do -- I would prefer to have a motion to continue Agenda Item No. 10, given the issue of the Board requiring more information, the absence of the two Board members today, as well as the issue of TIFIA and that issue of maturing so that we would -- and its effect on the analysis with regard to Project NEON.
- Krolicki: Governor, with your words and, again, just the variables that are still uncertain today to make a discussion that's agendized today, I believe, premature. With that, I would move to continue Item 10 to a point in the future. We understand that it might be in August, but to be determined by the Governor and the Director.
- Sandoval: Okay. We have a motion by the Lieutenant Governor. Is there a second?
- Wallin: Second.
- Martin: Second.
- Fransway: Second -- oh.

Minutes of Nevada Department of Transportation
Board of Director's Meeting
June 2, 2014

Sandoval: Second by Member Fransway, Mr. Martin, and the Controller. Any questions or discussion on the motion? All those in favor please say aye.

Group: Aye.

Sandoval: Opposed, no? Motion passes 5-0. Move on to Agenda Item No. 11, Old Business.

Malfabon: Thank you, Governor. In the interests of time, Items A through E are related legal matters; Report of Outside Counsel, Costs on Open Matters, Monthly Litigation Report, the report on the settlement from the State Tort Fund that we had mentioned earlier, the condemnation verdict on the Gendall Trust property, and the settlement related to Ad America on the Cactus Interchange Project. If you have any questions of our Chief Deputy Attorney General on any of those items A through E, request that he field those questions.

Sandoval: Questions from Board members? No. Please proceed.

Malfabon: Governor, we have the Quarterly Report on the Freeway Service Patrol Contract. I think that that's going well. And finally, the Fatality Report which is very good news. I chaired the Standing Committee on Highway Traffic Safety Annual Meeting a few weeks ago, and one of the things that I'm pleased to report at the AASHTO meeting is that I presented a resolution that was passed for all of AASHTO to adopt a Toward Zero Deaths or TZD, which was our Zero Fatalities Program in our state, what we call it. They approved that unanimously to adopt that as a national goal, recognizing that each state has to make their own decision for that type of program, but you can see the favorable numbers on reduction of fatalities.

I wanted to report a very tragic accident up in Elko where there were four fatalities recently, including a small child. I think the child was five years old or six years old, a really unfortunate accident, and we'll be looking into the causes of that accident and see what measures could be put in place to reduce fatalities in that area, as well as throughout the state. And that concludes that item, Governor. Are there any questions?

Sandoval: Questions from Board members? Member Fransway?

Fransway: Thank you. Rudy, the unfortunate incident in Elko, that didn't have anything do to with any construction or anything like that, correct?

Minutes of Nevada Department of Transportation
Board of Director's Meeting
June 2, 2014

Malfabon: No, it sounded like just someone turning in front of someone else...

Fransway: Okay.

Malfabon: ...on that State Route.

Sandoval: Any other questions on Agenda Item No. 11? Then we'll move to Agenda Item 12, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Again, in Las Vegas I don't see anybody, but just in case there's someone not in the camera view, is there any public comment from Las Vegas? We'll move to Agenda Item 13, Adjournment. Is there a motion to adjourn?

Wallin: Move to adjourn.

Martin: Second.

Sandoval: Controller has moved to adjourn. Member Martin has seconded the motion. All in favor say aye.

Group: Aye.

Sandoval: Motion passes. This meeting is adjourned. Thank you, ladies and gentlemen.

Secretary to the Board

Preparer of Minutes



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

MEMORANDUM

June 30, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
Item #6: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from May 13, 2014 through June 16, 2014.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute all new agreements, new task orders on existing agreements, and all amendments which take the total agreement above \$300,000 during the period from May 13, 2014 through June 16, 2014.

Analysis:

These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures. They represent the necessary support services needed to deliver the State of Nevada's multi-modal transportation system.

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, May 13, 2014 through June 16, 2014.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A.

Prepared by: Administrative Services Division

Attachment

A

State of Nevada Department of Transportation
 Agreements for Approval
 May 13, 2014 to June 16, 2014

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Notes |
|---------|--------------|----------|------------------------|--------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|--|
| 1 | 26914 | 00 | LAURA FITZSIMMONS, ESQ | PROJECT NEON | N | 350,000.00 | - | 350,000.00 | - | 7/7/2014 | 7/31/2016 | - | Service Provider | 07-07-14: LEGAL REPRESENTATION ON AN EMINENT DOMAIN CONDEMNATION MATTER TO BE FILED NDOT VS. GRANT PROPERTIES, A PROPERTY REQUIRED FOR PROJECT NEON. CLARK COUNTY. NV B/L#: NV20121016853 |
| 2 | 27014 | 00 | LAURA FITZSIMMONS, ESQ | PROJECT NEON | N | 350,000.00 | - | 350,000.00 | - | 7/7/2014 | 7/31/2016 | - | Service Provider | 07-07-14: PROVIDE LEGAL GUIDANCE IN DEVELOPING A STRATEGIC PLAN FOR ACQUISITIONS AND EMINENT DOMAIN CONDEMNATIONS AND INVERSE CONDEMNATION PROPERTIES FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20121016853 |

Line Item 1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

RECEIVED
MAY 30 2014
FINANCIAL MANAGEMENT

May 29, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting *N. Lanuza*
3. Rudy Malfabon, P.E., Director *D. Gallagher*

FROM: Dennis Gallagher, Chief Deputy Attorney General, Legal Division

SUBJECT: REQUEST APPROVAL TO OBTAIN BUDGET APPROVAL
FOR AGREEMENT NO. _____
WITH LAURA FITZSIMMONS, ESQ.
NDOT vs. GRANT PROPERTIES, LLC
CONDEMNATION REGARDING PROJECT NEON
REGARDING E.A. NO. 73652 AND
PROJECT IDENTIFICATION NO. NH-STP-015-I(147)
PARCELS I-015-CL-041.324 and I-015-CL-041.420

This New Agreement is to contract outside legal counsel to represent and advise the Nevada Department of Transportation in the eminent domain condemnation matter of *State of Nevada, ex rel., Department of Transportation vs. Grant Properties* to be filed in the Eighth Judicial District Court of the State of Nevada (the "Lawsuit").

The scope of services will be to provide legal services to represent and defend the Department pertaining to the Lawsuit. The outside legal counsel shall provide litigation status reports to the Department's Chief Counsel or his designee quarterly and shall also provide the same when so requested by the Department. The outside legal counsel, when requested, shall also provide copies of all memoranda, pleadings, briefs, reports, studies, photographs, negatives or other documents or drawings prepared by outside legal counsel in the performance of its obligations under the agreement at Department's sole costs and expense. Copies shall be the exclusive property of the Department. The outside legal counsel agrees to work closely with the Attorney General's Office staff and include such staff, as the staff deems appropriate, in strategy discussions, discovery, motion practice, trial practice, appellate work, and such other matters as they may arise.

The estimated cost for the services is projected to be up to \$350,000.00 for the Fiscal Year 2014 through 2016. The exact amount to be spent each fiscal year has yet to be determined.

New Agreement with Laura FitzSimmons, Esq.
NDOT vs. Grant Properties, LLC
May 29, 2014
Page 2

Approval of this memo by the Project Accounting Section and the Budget Section indicates funding authority is available for consulting services for Budget Category 06, Object 814R, Organization A004. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

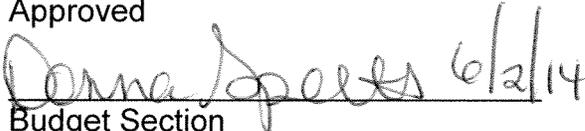
Approval of this memo by the Director's Office authorizes this request.

Approved:



Director

Approved



Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS:

This budget will require an allocation of resources
from other budgets with excess authority for FY14
expenditures.

Line Item 2

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

RECEIVED

MAY 30 2014

FINANCIAL MANAGEMENT

May 29, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting *N. Lanuza*
3. Rudy Malfabon, P.E., Director *D. Malfabon*

FROM: Dennis Gallagher, Chief Deputy Attorney General, Legal Division

SUBJECT: REQUEST APPROVAL TO OBTAIN BUDGET APPROVAL
FOR AGREEMENT NO. _____
WITH LAURA FITZSIMMONS, ESQ.
PROJECT NEON – LEGAL SUPPORT
CONDEMNATION REGARDING PROJECT NEON
REGARDING E.A. NO. 73652 AND
PROJECT IDENTIFICATION NO. NH-STP-1-(147)

This New Agreement is to contract outside legal counsel to represent and advise the Nevada Department of Transportation in the eminent domain condemnation matters with respect to Project Neon. Laura FitzSimmons, Esq. will provide guidance in developing a strategic plan for acquisitions and eminent domain condemnations and inverse condemnations properties for Project Neon and legal support related thereto.

The scope of services will be to provide legal services to represent and defend the Department pertaining to the Lawsuit. The outside legal counsel shall provide litigation status reports to the Department's Chief Counsel or his designee quarterly and shall also provide the same when so requested by the Department. The outside legal counsel, when requested, shall also provide copies of all memoranda, pleadings, briefs, reports, studies, photographs, negatives or other documents or drawings prepared by outside legal counsel in the performance of its obligations under the agreement at Department's sole costs and expense. Copies shall be the exclusive property of the Department. The outside legal counsel agrees to work closely with the Attorney General's Office staff and include such staff, as the staff deems appropriate, in strategy discussions, discovery, motion practice, trial practice, appellate work, and such other matters as they may arise.

The estimated cost for the services is projected to be up to \$350,000.00 for the Fiscal Year 2014 through 2016. The exact amount to be spent each fiscal year has yet to be determined.

Approval of this memo by the Project Accounting Section and the Budget Section indicates funding authority is available for consulting services for Budget Category 06, Object 814R, Organization A004. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

Approval of this memo by the Director's Office authorizes this request.

Approved:



Director

Approved

 6/2/14

Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS:

This budget will require an allocation of resources from other budgets with excess authority for FY14 expenditures.



1263 South Stewart Street
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MEMORANDUM

June 30, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 7, 2014, Transportation Board of Directors Meeting
Item #7: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded May 13, 2014 through June 16, 2014.
- Agreements under \$300,000 executed May 13, 2014 through June 16, 2014.
- Settlements entered into by the Department which were presented for approval to the Board of Examiners May 13, 2014 through June 16, 2014.

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

Background:

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

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements are presented to the Board of Examiners, with the support and advisement of the Attorney General’s Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts, settlements and agreements constitute all that were awarded for construction from May 13, 2014 through June 16, 2014 and agreements executed by the Department from May 13, 2014 through June 16, 2014.

There were no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded - Under \$5,000,000, May 13, 2014 through June 16, 2014
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, May 13, 2014 through June 16, 2014

Recommendation for Board Action: Informational item only

Prepared by: Robet Nellis, Assistant Director - Administration

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED - INFORMATIONAL
May 13, 2014 to June 16, 2014**

1. May 5, 2014 at 1:30 p.m. the following bids were opened and read related to Contract No. 3573, Project No. SPSR-160(015), SR 160 Blue Diamond Highway at Buffalo Drive, Cimarron Road, Durango Drive. The project is to Install Signal System on SR 160 at Cimarron Road and Construct Pedestrian Facilities at Buffalo Drive and Durango Drive, in Clark County.

| | |
|--|----------------|
| Fast-Trac Electric (Nev-Cal Investors, Inc.) | \$1,390,312.98 |
| Aggregate Industries SWR, Inc..... | \$1,685,000.00 |
| Acme Electric..... | \$1,712,727.00 |

The Director awarded the contract May 20, 2014, to Fast-Trac Electric (Nev-Cal Investors, Inc.) in the amount of \$1,390,312.98. The Contract was fully executed on June 6, 2014, and construction began on the project June 10, 2014.

Engineer's Estimate: \$1,354,845.29

2. May 22, 2014 at 2:00 p.m. the following bids were opened and read related to Contract No. 3571, Project No. SI-395-1(028), US 395 South of Gardnerville at the Washoe Tribe Headquarters. The project is to Construct a Center Turn Lane and Right Turn Lane into the Tribal Commercial Center.

| | |
|---------------------------------------|--------------|
| Sierra Nevada Construction, Inc. | \$795,007.00 |
| Qualcon Contractors, Inc. | \$873,811.41 |
| Granite Construction Company | \$964,964.00 |

The Director awarded the contract June 16, 2014, to Sierra Nevada Construction, Inc. in the amount of \$795,007.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$979,451.40

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
May 13, 2014 to June 16, 2014

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Notes |
|---------|--------------|----------|-----------------------------------|-----------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|-------------|---|
| 1 | 22914 | 00 | TAHOE METRO PLANNING ORGANIZATION | UNIFIED PLANNING WORK PROGRAM | Y | 278,991.00 | - | 278,991.00 | 13,950.00 | 7/1/2014 | 6/30/2015 | - | Cooperative | 06-10-14: UNIFIED PLANNING WORK PROGRAM FUNDING DISTRIBUTION, CARSON CITY, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: EXEMPT |
| 2 | 24514 | 00 | CITY OF WINNEMUCCA | RELINQUISH PORTION SR 294 | N | 750,000.00 | - | 750,000.00 | - | 6/3/2014 | 5/27/2019 | - | Cooperative | 06-03-14: TO RELINQUISH A PORTION OF SR 294 (HASKELL STREET) TO THE CITY OF WINNEMUCCA AND DEFINE RESPONSIBILITIES, HUMBOLDT COUNTY. NV B/L#: EXEMPT |
| 3 | 46107 | 02 | WASHOE COUNTY RTC | PYRAMID IMPROVEMENTS/US 395 | Y | 8,324,622.00 | 736,842.00 | 9,061,464.00 | - | 7/27/2007 | 12/31/2016 | 6/10/2014 | Cooperative | AMD 2 06-10-14: INCREASE AUTHORITY \$736,842.00 FROM \$8,324,622.00 TO \$9,061,464.00 AND EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-16 TO ALLOW COMPLETION OF PROJECT. AMD 1 08-31-12: EXTEND TERMINATION DATE FROM 09-30-12 TO 12-31-14 TO ALLOW COMPLETION OF PROJECT. 07-27-07: DELEGATE AUTHORITY TO THE REGIONAL TRANSPORTATION COMMISSION (RTC) TO PERFORM SCOPING, TRAFFIC DEMAND STUDIES, AND ALL PRELIMINARY WORK REQUIRED FOR CONFORMANCE WITH NEPA FOR THE PROPOSED PYRAMID HIGHWAY IMPROVEMENTS AND US 395 CONNECTOR, WASHOE COUNTY. NV B/L#: EXEMPT |
| 4 | 38213 | 01 | SOUTHERN NEVADA RTC | BOULDER CITY BYPASS | N | 50,820,000.00 | 200,000.00 | 51,020,000.00 | 10,200,000.00 | 10/13/2013 | 12/31/2018 | 6/16/2014 | Interlocal | AMD 1 06-16-14: INCREASE AUTHORITY \$200,000.00 FROM \$50,820,000.00 TO \$51,020,000.00 FOR AMBIENT AIR MONITORING COSTS ASSOCIATED WITH NATURALLY OCCURRING ASBESTOS WITHIN THE PROJECT RIGHT OF WAY. 10-17-13: TO ASSIGN RESPONSIBILITIES FOR THE CONSTRUCTION OF THE BOULDER CITY BYPASS PROJECT CONSISTING OF A PORTION OF PHASE 1 TO BE CONSTRUCTED BY THE DEPARTMENT AND PORTIONS OF PHASE 1 AND PHASE 2 TO BE CONSTRUCTED BY THE RTC, CLARK COUNTY. NV B/L#: EXEMPT |
| 5 | 10913 | 01 | UNLV | CUSTOMER SATISFACTION SURVEY | N | 234,000.00 | - | 234,000.00 | - | 8/12/2013 | 12/31/2014 | 5/28/2014 | Interlocal | AMD 1 05-28-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 DUE TO UNFORSEEN DELAYS FOR OBTAINING REQUIRED CLEARANCES NEEDED FOR PUBLIC POLLING. 08-12-13: CONDUCT CUSTOMER FEEDBACK AND SATISFACTION SURVEY TO HELP ALLOCATE RESOURCES EFFECTIVELY TO SOLVE CUSTOMERS' PROBLEMS, CARSON CITY AND CLARK COUNTIES. NV B/L#: EXEMPT |
| 6 | 19613 | 01 | UNR | FIELD TEST OF SLOW MOVING TRAFFIC | Y | 84,234.00 | - | 84,234.00 | - | 6/19/2013 | 12/31/2014 | 5/13/2014 | Interlocal | AMD 1 05-13-14: EXTEND TERMINATION DATE FROM 08-01-14 TO 12-31-14 TO ALLOW FOR SATISFACTORY COMPLETION OF THE RESEARCH. 06-19-13: TO CONDUCT A RESEARCH PROJECT TITLED: "FIELD TEST OF SLOW MOVING TRAFFIC ALERTING SYSTEM ON FREEWAYS IN LAS VEGAS," CLARK COUNTY. NV B/L#: EXEMPT |

| | | | | | | | | | | | | | | |
|----|-------|----|--|---------------------------------------|---|------------|---|------------|---|------------|-----------|-----------|-------------|---|
| 7 | 20514 | 00 | UNR | EMPLOYEE SATISFACTION SURVEY | N | 8,165.00 | - | 8,165.00 | - | 6/3/2014 | 8/31/2014 | - | Interlocal | 06-03-14: ADMINISTRATION OF THE DEPARTMENT'S EMPLOYEE SATISFACTION SURVEY AND RESPONSE COMPILATION, STATEWIDE. NV B/L#: EXEMPT |
| 8 | 52012 | 01 | WESTERN TRANSPORTATION INSTITUTE, MONTANA STATE UNIVERSITY | EVALUATION OF PERVIOUS CONCRETE MIXES | Y | 92,499.00 | - | 92,499.00 | - | 12/17/2012 | 7/31/2014 | 5/28/2014 | Interlocal | AMD 1 05-28-14: EXTEND TERMINATION DATE FROM 05-31-14 TO 07-31-14 TO ALLOW FOR PROPER COMPLETION OF THE RESEARCH PROJECT. 12-17-12: TO CONDUCT A RESEARCH PROJECT TITLED "EVALUATION OF PERVIOUS CONCRETE MIXES IN AREAS SUBJECT TO SNOW PLOW OPERATION AND ABRASIVE AND SALT APPLICATION," STATEWIDE. NV B/L#: EXEMPT |
| 9 | 19814 | 00 | LOUISE S GAEDICKE | TEMP ESMT S-650-WA-019.910 | N | 20,678.00 | - | 20,678.00 | - | 5/8/2014 | 4/30/2016 | - | Acquisition | 05-14-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN BOULEVARD, S-650-WA-019.910, WASHOE COUNTY. NV B/L#: EXEMPT |
| 10 | 19914 | 00 | ALL AMERICAN VAN & STORAGE | MOVING FOR I-015-CL-041.570 | Y | 5,229.74 | - | 5,229.74 | - | 5/8/2014 | 7/30/2014 | - | Acquisition | 05-14-14: MOVING EXPENSES PAID FOR PROJECT NEON, I-015-CL-041.041, 1524 ELLIS AVENUE, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19711001160 |
| 11 | 20014 | 00 | JAMES, VICTORIA, RONALD SHEA | TEMP ESMT S-650-WA-020.257 | N | 500.00 | - | 500.00 | - | 5/8/2014 | 4/30/2016 | - | Acquisition | 05-14-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN BOULEVARD, S-650-WA-020.257, WASHOE COUNTY. NV B/L#: EXEMPT |
| 12 | 20114 | 00 | MCKINLEY HOLDING 1 LP | TEMP ESMT S-650-WA-020.499 | N | 10,000.00 | - | 10,000.00 | - | 4/28/2014 | 4/30/2016 | - | Acquisition | 05-14-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN BOULEVARD, S-650-WA-020.499, WASHOE COUNTY. NV B/L#: NV20131352102 |
| 13 | 20714 | 00 | DAVID M AND MARTINA CARROLL | TEMP ESMT S-650-WA-021.449 | N | 6,163.00 | - | 6,163.00 | - | 5/14/2014 | 4/30/2016 | - | Acquisition | 05-14-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN BOULEVARD, S-650-WA-021.449, WASHOE COUNTY. NV B/L#: EXEMPT |
| 14 | 20914 | 00 | EDGEWOOD VILLAGE LLC | TEMP ESMT S-207-DO-000.061 | N | 1,291.00 | - | 1,291.00 | - | 5/14/2014 | 4/30/2020 | - | Acquisition | 05-19-14: TEMPORARY EASEMENT FOR RECONSTRUCTION OF CURB, GUTTER, SIDEWALK, AND PAVEMENT, PARCEL S-207-DO-000.061, DOUGLAS COUNTY. NV B/L#: NV20091473158 |
| 15 | 21814 | 00 | HALL PROPERTIES INC | CONSTRUCTION ON KINGSBURY | N | - | - | - | - | 5/15/2014 | 4/30/2020 | - | Acquisition | 05-19-14: RECONSTRUCT CURB, GUTTER, SIDEWALK, AND PAVEMENT ALONG SR-207, KINGSBURY GRADE, FROM US 50 TO 3.86 ME, DOUGLAS COUNTY. NV B/L#: NV19581000077 |
| 16 | 22314 | 00 | TRUCKEE RIVER FLOOD MANAGEMENT AUTHORITY | TEMP ESMT S-650-WA-018.309 | N | 86,111.00 | - | 86,111.00 | - | 5/21/2014 | 4/30/2016 | - | Acquisition | 05-27-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN, S-650-WA-018.309, WASHOE COUNTY. NV B/L#: EXEMPT |
| 17 | 22714 | 00 | B G CLEFF | TEMP ESMT S-650-WA-020.845 | N | 17,514.50 | - | 17,514.50 | - | 5/21/2014 | 4/30/2016 | - | Acquisition | 05-27-14: TEMPORARY EASEMENT FOR CONSTRUCTION ON MCCARRAN, S-650-WA-020.845, WASHOE COUNTY. NV B/L#: EXEMPT |
| 18 | 24414 | 00 | ADRIAN MEDINA | ACQUIRE I-015-CL-041.508 NEON | Y | 500,000.00 | - | 500,000.00 | - | 6/3/2014 | 5/7/2019 | - | Acquisition | 06-03-14: ACQUIRE PARCEL I-015-CL-041.508 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191 |
| 19 | 24614 | 00 | UNLV | TEMP ESMT S-650-WA-018.143 | N | 14,737.00 | - | 14,737.00 | - | 6/3/2014 | 4/30/2016 | - | Acquisition | 06-03-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-018.143, WASHOE COUNTY. NV B/L#: EXEMPT |
| 20 | 24714 | 00 | GEORGE AVANZION SURVIVORS TR | TEMP ESMT S-650-WA-020.728 | N | 4,000.00 | - | 4,000.00 | - | 6/2/2014 | 4/30/2016 | - | Acquisition | 06-02-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-020.728, WASHOE COUNTY. NV B/L#: EXEMPT |
| 21 | 24814 | 00 | DORADO PROPERTIES LLC | TEMP ESMT S-650-WA-017.857 | N | 39,249.00 | - | 39,249.00 | - | 6/2/2014 | 4/30/2016 | - | Acquisition | 06-03-14: PERMANENT AND TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-017.857, WASHOE COUNTY. NV B/L#: NV20121558703 |

| | | | | | | | | | | | | | | |
|----|-------|----|------------------------------------|--|---|-----------|---|-----------|-----------|-----------|-----------|---|-------------|---|
| 22 | 24914 | 00 | RUTH ANN GILLING | TEMP ESMT S-650-WA-019.697 | N | 12,804.76 | - | 12,804.76 | - | 6/2/2014 | 4/30/2016 | - | Acquisition | 06-03-14: PERMANENT AND TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-019.697, WASHOE COUNTY. NV B/L#: EXEMPT |
| 23 | 25014 | 00 | NEIL & EVELYN CORPUZ | TEMP ESMT S-650-WA-019.787 | N | 38,146.48 | - | 38,146.00 | - | 6/2/2014 | 4/30/2016 | - | Acquisition | 06-02-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-019.787, WASHOE COUNTY. NV B/L#: EXEMPT |
| 24 | 25114 | 00 | KATHERINE A JACKSON | TEMP ESMT S-650-WA-019.735 | N | 30,097.00 | - | 30,097.00 | - | 6/2/2014 | 4/30/2016 | - | Acquisition | 06-02-14: PERMANENT AND TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-019.735, WASHOE COUNTY. NV B/L#: EXEMPT |
| 25 | 25214 | 00 | RENO MASONIC TEMPLE ASSOC | VIRGINIA ST BRIDGE | N | - | - | - | - | 6/2/2014 | 5/20/2020 | - | Acquisition | 06-02-14: FOR CONSTRUCTION, RECONSTRUCTION, IMPROVEMENTS, MAINTENANCE AND REPAIR OF THE VIRGINIA STREET BRIDGE, WASHOE COUNTY. NV B/L#: NV19031000059 |
| 26 | 25514 | 00 | JM RANCHES LLC | RECONSTRUCT ON SR 207 | N | - | - | - | - | 6/9/2014 | 5/30/2019 | - | Acquisition | 06-09-14: TO RECONSTRUCT CURB, GUTTER, SIDEWALKS AND PAVEMENT ALONG SR-207 KINGSBURY GRADE, DOUGLAS COUNTY. NV B/L#: NV 20061156138 |
| 27 | 21514 | 00 | COX COMMUNICATIONS | PLANS/SPECS/COST ESTIMATE FOR PROJECT NEON | Y | 84,899.37 | - | 84,899.37 | - | 5/14/2014 | 5/30/2020 | - | Facility | 05-19-14: PREPARING PRELIMINARY PLANS, SPECIFICATIONS, AND ESTIMATES OF COST FOR PROJECT NEON - P3, CLARK COUNTY. NV B/L#: NV19981315619 |
| 28 | 21614 | 00 | NV ENERGY | DESIGN INITIATION AGREEMENT | N | - | - | - | - | 5/15/2014 | 6/30/2015 | - | Facility | 05-15-14: DESIGN INITIATION AGREEMENT TO REIMBURSE NV ENERGY FOR DESIGN COST FOR THE CARSON CITY FREEWAY, CARSON CITY. NV B/L#: NV19831015840 |
| 29 | 21714 | 00 | NV ENERGY | DESIGN INITIATION AGREEMENT | N | - | - | - | - | 5/15/2014 | 6/30/2015 | - | Facility | 05-15-14: DESIGN INITIATION FOR NV ENERGY PID 3000574610; E-1071 BIGELOW DR-COML-E-NDOT FOR THE CARSON CITY FREEWAY, CARSON CITY. NV B/L#: NV19831015840 |
| 30 | 22114 | 00 | LAS VEGAS VALLEY WATER DISTRICT | PS&E FOR PROJECT NEON P3 | N | - | - | - | - | 5/15/2014 | 5/30/2020 | - | Facility | 05-20-14: PREPARING PRELIMINARY PLANS, SPECIFICATIONS, AND ESTIMATES OF COST FOR PROJECT NEON - P3, CLARK COUNTY. NV B/L#: EXEMPT |
| 31 | 16314 | 00 | SENIOR CITIZENS OF HUMBOLDT COUNTY | FFY2014 5339 GRANT FUNDING | Y | 92,750.00 | - | 92,750.00 | 18,550.00 | 5/16/2014 | 9/30/2044 | - | Grantee | 05-16-14: FFY 2014 5339 GRANT FUNDING FOR THE CONSTRUCTION OF A PORTE COCHERE CONSISTING OF A DRIVE-THROUGH COVERED DROP OFF/PICK UP AREA WITH GARAGE DOORS THAT CLOSE IN THE EVENING, AND WHICH SHALL BE USED AS A PARKING GARAGE FOR TRANSIT VEHICLES, HUMBOLDT COUNTY. NV B/L#: EXEMPT |
| 32 | 23314 | 00 | 2100 KYLE CANYON RD | MOUNT CHARLESTON | N | 12,000.00 | - | - | 12,000.00 | 5/27/2014 | 4/30/2018 | - | Lease | 05-27-14: LEASE OF MAINTENANCE STATION MT CHARLESTON 101 TO EMPLOYEE IN CLARK COUNTY. NV B/L#: EXEMPT |
| 33 | 23514 | 00 | JOHN JONES | RUBY VALLEY 312 | N | 3,100.00 | - | - | 3,100.00 | 5/27/2014 | 5/4/2018 | - | Lease | 05-27-14: LEASE OF MAINTENANCE STATION RUBY VALLEY 312 TO EMPLOYEE IN ELKO COUNTY. NV B/L#: EXEMPT |

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|----|-------|----|--|--------------------------------|---|------------|-----------|------------|------------|-----------|------------|-----------|------------------|--|
| 34 | 79805 | 04 | ELKO TELEVISION DISTRICT | PEAVEY HILL RADIO/MICROWAVE | N | 10,000.00 | 61,887.07 | 131,186.99 | - | 1/1/2005 | 6/30/2018 | 5/16/2014 | Lease | AMD 4 05-16-14: INCREASE AUTHORITY \$61,887.07 FROM \$69,299.92 TO \$131,186.99, AND EXTEND TERMINATION DATE FROM 06-30-14 TO 06-30-18 TO ALLOW FOR CONTINUED USE OF THE PREMISES. AMD 3 03-15-10: INCREASE AUTHORITY \$11,200.00 FROM \$58,099.92 TO \$69,299.92 FOR CONTINUED USE OF THE PREMISES. AMD 2 06-08-09: INCREASE AUTHORITY \$43,099.92 FROM \$15,000.00 TO \$58,099.92, AND EXTEND TERMINATION DATE FROM 06-30-09 TO 06-30-14 FOR CONTINUED USE OF THE PREMISES. AMD 1 09-25-07: INCREASE AUTHORITY \$5,000.00 FROM \$10,000.00 TO \$15,000.00 FOR CONTINUED USE OF THE PREMISES. 01-01-05: INSTALL RADIO AND MICROWAVE ANTENNAS, TRANSCEIVERS, FIBER OPTIC EQUIPMENT, AND VARIOUS OTHER EQUIPMENT AT PEAVEY HILL FOR THE DEPARTMENTS USE, ELKO COUNTY. NV B/L#: EXEMPT |
| 35 | 26712 | 03 | TRUCK IN HOLDING LLP | UTILIZE PREMISES FOR PARKING | N | 12.00 | 12.00 | 24.00 | - | 7/9/2012 | 6/30/2014 | 6/17/2014 | License | AMD 2 05-28-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 06-30-14 AND INCREASE AUTHORITY \$12.00 TO \$24.00. AMD 1 11-07-12: CHANGES TO LANGUAGE (LICENSE TO LEASE AND LICENSOR TO LESSOR AND LICENSEE TO LESSEE). 07-09-12: TO GRANT RIGHT OF ENTRY AND UTILIZE PREMISES (TRUCK INN) FOR TRUCK PARKING DURING EMERGENCY EVENTS, LYON COUNTY. NV B/L#: NV20111464461 |
| 36 | 21414 | 00 | RICHARD RUSIN | PROPERTY SALE S-160-CL-001.790 | N | 330,000.00 | - | - | 330,000.00 | 5/14/2014 | 7/31/2014 | - | Property Sale | 05-19-14: THE SALE OF PARCEL S-160-CL-001.790 XS1 / SUR 12-04 FOR PROJECT FROM PAHRUMP VALLEY TO RAINBOW, CLARK COUNTY. NV B/L#: EXEMPT |
| 37 | 19714 | 00 | KINGSBURY GENERAL IMPROVEMENT DISTRICT | CONSTRUCTION ALONG US 50 | N | - | - | - | - | 5/8/2014 | 5/1/2019 | - | ROW Access | 05-08-14: TO ALLOW ENTRY TO OWNER'S LAND TO CONSTRUCT CURB, GUTTER, SIDEWALK, AND PAVEMENT ALONG US 50 TO 3.86 ME, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 38 | 20614 | 00 | QUIGLEY/KINGSLEY | CONSTRUCTION ALONG KINGSBURY | N | - | - | - | - | 5/14/2014 | 4/30/2020 | - | ROW Access | 05-14-14: TO ALLOW ENTRY ON TO OWNER'S LAND TO CONSTRUCT CURB, GUTTER, SIDEWALK, AND PAVEMENT ALONG SR-207, KINGSBURY GRADE, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 39 | 20814 | 00 | MOUNTAIN GREENERY LLC | CONSTRUCTION ON KINGSBURY | N | - | - | - | - | 5/14/2014 | 5/7/2019 | - | ROW Access | 05-19-14: RECONSTRUCT CURB, GUTTER, SIDEWALK, AND PAVEMENT ALONG SR-207, KINGSBURY GRADE, FROM US 50 TO 3.86 ME, DOUGLAS COUNTY. NV B/L#: NV20011043695 |
| 40 | 21914 | 00 | QUIGLEY INVESTMENT COMPANY | CONSTRUCTION ON KINGSBURY | N | - | - | - | - | 5/15/2014 | 4/30/2020 | - | ROW Access | 05-19-14: RECONSTRUCT CURB, GUTTER, SIDEWALK, AND PAVEMENT ALONG SR-207, KINGSBURY GRADE, FROM US 50 TO 3.86 ME, DOUGLAS COUNTY. NV B/L#: NV19981112532 |
| 41 | 24214 | 00 | WASHOE TRIBE OF NV & CA | RECONSTRUCT SEGMENT US395 | N | - | - | - | - | 5/15/2014 | 4/30/2020 | - | ROW Access | 05-15-14: TO RECONSTRUCT A SEGMENT OF PRESENT US 395, 1 MILE SOUTH OF WASHOE ONE-STOP TRIBAL SMOKE SHOP TO 2 MILES NORTH OF WASHOE TRIBE OF NV & CA HEADQUARTERS, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 42 | 22614 | 00 | Q & D CONSTRUCTION, INC | I-580 BRIDGE REPAIR | N | 214,000.00 | - | 214,000.00 | - | 5/29/2014 | 12/31/2014 | - | Service Provider | 05-29-14: EMERGENCY BRIDGE REPAIR FOR I-580 AT STRUCTURE H-1234 IN WASHOE COUNTY. NV B/L#: NV19671000639-Q |

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|----|-------|----|--------------------------------|---|---|---------------|------------|---------------|---|-----------|------------|-----------|------------------|---|
| 43 | 14414 | 00 | JOHN STEVE PARRISH | LAND SURVEY TRAINING | N | 3,500.00 | - | 3,500.00 | - | 5/19/2014 | 8/30/2014 | - | Service Provider | 05-19-14: TO PROVIDE 16 HOURS OF INSTRUCTION TO NDOT EMPLOYEES ON NEVADA SPECIFIC LAND SURVEYING MATERIAL, DELIVER 16 PROFESSIONAL DEVELOPMENT HOURS TO EACH ATTENDEE UPON COMPLETION, CARSON CITY. NV B/L#: EXEMPT-S |
| 44 | 15914 | 01 | CUSHMAN & WAKEFIELD OF NV INC | LOCH LOMOND WAY APPRAISALS | Y | 30,000.00 | 2,400.00 | 32,400.00 | - | 4/2/2014 | 9/5/2014 | 5/22/2014 | Service Provider | AMD 1 05-22-14: TO INCREASE AUTHORITY \$2,400.00 FROM \$30,000.00 TO \$32,400.00 AND EXTEND TERMINATION DATE FROM 08-31-14 TO 09-05-14 FOR THE ADDED PARCEL. 04-02-14: APPRAISAL FOR 15 SINGLE-FAMILY RESIDENCES ON LOCH LOMOND WAY IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV2001148467-R |
| 45 | 16913 | 00 | NV ENERGY | REIMBURSEMENT TO NV ENERGY | N | 160,000.00 | - | 160,000.00 | - | 5/22/2014 | 6/30/2015 | - | Service Provider | 05-22-14: PROVIDE TECHNICAL SUPPORT, ESCORT AND OVERSEE CONTRACTORS AND COORDINATE ACCESS TO FACILITIES AND USER EQUIPMENT FOR REBANDING AND REPACKING OF THE NEVADA SHARED RADIO SYSTEM, STATEWIDE. NV B/L#: NV19831015840-S |
| 46 | 18714 | 00 | SCI GRAPHICS | PREVENTATIVE MAINTENANCE TO REPRO BINDERY | N | 8,370.00 | - | 8,370.00 | - | 6/2/2014 | 5/31/2016 | - | Service Provider | 06-02-14: PREVENTATIVE MAINTENANCE TO REPRODUCTION BINDERY MACHINERY, CARSON CITY. NV B/L#: NV20141248572-S |
| 47 | 01713 | 01 | UNITED ROAD TOWING INC | LAS VEGAS FSP AND IRV | Y | 10,468,225.00 | - | 10,468,225.00 | - | 5/13/2013 | 8/31/2017 | 5/16/2014 | Service Provider | AMD 1 05-16-14: ALLOW THE SERVICE PROVIDER TO ENTER INTO AN AGREEMENT WITH TRAVELERS MARKETING FOR THE PURPOSE OF SPONSORSHIP SERVICES. 05-13-13: FREEWAY SERVICE PATROL AND INCIDENT RESPONSE VEHICLES IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV20061458836-R |
| 48 | 02114 | 00 | EXECUTIVE AIRCRAFT MAINTENANCE | REPLACE COMMANDER INTERIOR | N | 57,000.00 | - | 57,000.00 | - | 6/3/2014 | 7/3/2014 | - | Service Provider | 06-03-14: STATE OWNED COMMANDER AIRPLANE INTERIOR REPLACEMENT, STATEWIDE. NV B/L#: EXEMPT-Q |
| 49 | 02214 | 00 | MOFFATT & NICHOL INFO SYSTEMS | RAIL INVENTORY SYSTEM | Y | 196,016.00 | - | 196,016.00 | - | 6/4/2014 | 12/31/2016 | - | Service Provider | 06-04-14: IMPLEMENTATION OF RAIL INVENTORY MANAGEMENT SYSTEM AND FIELD APPLICATION FOR THE RAILROAD SAFETY PROGRAM IN SUPPORT OF THE NEVADA HIGHWAY SAFETY IMPROVEMENT PROGRAM, STATEWIDE. NV B/L#: NV20131276067-R |
| 50 | 02713 | 01 | UNITED ROAD TOWING INC. | RENO FREEWAY SERVICE PATROL | Y | 1,460,160.00 | - | 1,460,160.00 | - | 8/12/2013 | 9/30/2017 | 5/16/2014 | Service Provider | AMD 1 05-16-14: ALLOW THE SERVICE PROVIDER TO ENTER INTO AN AGREEMENT WITH TRAVELERS MARKETING FOR THE PURPOSE OF SPONSORSHIP SERVICES. 08-12-13: RENO FREEWAY SERVICE PATROL (FSP) PROGRAM FOR THE CONTINUED SAFETY OF THE MOTORING PUBLIC, WASHOE COUNTY. NV B/L#: NV20061458836-R |
| 51 | 03414 | 01 | TETRA TECH | NOA - BOULDER CITY BYPASS | N | 449,582.00 | 171,498.00 | 671,080.00 | - | 4/11/2014 | 4/1/2018 | 5/28/2014 | Service Provider | AMD 1 05-28-14: INCREASE AUTHORITY \$171,498.00 FROM \$499,582.00 TO \$671,080.00 DUE TO THE NEED TO CONDUCT UP TO SEVEN MONTHS OF ADDITIONAL AMBIENT AIR MONITORING. 04-11-14: PROVISION OF SERVICES IS REQUIRED TO PROVIDE TECHNICAL SERVICES FOR ADDRESSING NATURALLY OCCURRING ASBESTOS (NOA) WITHIN THE BOULDER CITY BYPASS PROJECT, CLARK COUNTY. NV B/L#: NV11921063769-R |

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|----|-------|----|----------------------------|--------------------------------|---|------------|----------|------------|---|-----------|------------|-----------|------------------|--|
| 52 | 08412 | 01 | SNELL AND WILMER, L.L.P. | REPRESENTATION CONTRACT 3392 | Y | 5,500.00 | 5,000.00 | 10,500.00 | - | 3/1/2012 | 6/30/2015 | 5/29/2014 | Service Provider | AMD 1 05-29-14: EXTEND TERMINATION DATE FROM 06-30-14 TO 06-30-15, AND INCREASE AUTHORITY \$5,000.00 FROM \$5,500.00 TO \$10,500.00 FOR RESOLUTION OF PENDING LAWSUIT. 03-01-12: REPRESENTATION BY SNELL AND WILMER FOR AWARDED CONTRACT 3392, AND FOR NDOT'S ANTICIPATION OF AN EQUITABLE ADJUSTMENT CLAIM, STATEWIDE. NV B/L#: NV20011000455-S |
| 53 | 11813 | 01 | SCHNEIDER ELECTRIC/TELVENT | WEATHER FORECASTING SVS | N | 206,956.00 | - | 206,956.00 | - | 7/31/2013 | 10/1/2015 | 6/5/2014 | Service Provider | AMD 1 06-05-14: ADJUST PARAGRAPH 1.2.2.8 OF THE SCOPE OF SERVICES TO REFLECT AN INCREASE FROM EIGHTY-ONE TO EIGHTY-FIVE RWIS SITES. 07-31-13: WEATHER FORECASTING SERVICES ARE NECESSARY TO SIGNIFICANTLY REDUCE THE OPERATING COSTS FOR THE MANAGEMENT OF WEATHER EVENTS, MAINTENANCE CREWS, CONSTRUCTION, AND PUBLIC SAFETY AGENCIES, STATEWIDE. NV B/L#: NV20091575607-R |
| 54 | 16614 | 00 | GRUBER POWER SERVICES | UPS MAINTENANCE | N | 7,257.60 | - | 7,257.60 | - | 6/2/2014 | 6/30/2016 | - | Service Provider | 06-02-14: TO PROVIDE REQUIRED UPS MAINTENANCE TO ENSURE UNINTERRUPTED POWER FOR HEADQUARTERS INFORMATION TECHNOLOGY SERVER ROOMS AND OTHER SENSITIVE ELECTRONIC EQUIPMENT, CARSON CITY. NV B/L#: NV20001457095-Q |
| 55 | 18614 | 00 | GNOMON INC | RIDERSHIP/VEHICLE MAINTENANCE | N | 23,992.00 | - | 23,992.00 | - | 5/19/2014 | 6/30/2014 | - | Service Provider | 05-19-14: FTA QUARTERLY RIDERSHIP AND VEHICLE MAINTENANCE REPORTING PROJECT, CARSON CITY. NV B/L#: NV1941043248-Q |
| 56 | 21014 | 00 | ARMSTRONG TEASDALE LLP | LEGAL SUPPORT NEON | Y | 250,000.00 | - | 250,000.00 | - | 5/14/2014 | 5/30/2016 | - | Service Provider | 05-14-14: LEGAL SUPPORT IN UTILITY MATTERS RELATING TO CONDEMNATION ACTIONS AND ACQUISITIONS FOR PROJECTS SUCH AS PROJECT NEON AND BOULDER CITY BYPASS, CLARK COUNTY. NV B/L#: NV20051341869-R |
| 57 | 23214 | 00 | AGGREGATE INDUSTRIES | BRIDGE HEADER ON I-15 | N | 181,500.00 | - | 181,500.00 | - | 5/27/2014 | 6/15/2015 | - | Service Provider | 05-27-14: Q1-010-14: TO REPAIR BRIDGE HEADER ON I-15 AT WALL STREET IN CLARK COUNTY. NV B/L#: NV19701000737-Q |
| 58 | 23414 | 00 | SIERRA NEVADA CONSTRUCTION | CATTLE GUARD I-80 AT TRUCK INN | N | 72,007.00 | - | 72,007.00 | - | 5/27/2014 | 12/31/2014 | - | Service Provider | 05-27-14: Q2-003-014: TO REPLACE CATTLE GUARD AT I-80 AT TRUCK INN WAY IN LYON COUNTY. NV B/L#: NV19881009372-Q |
| 59 | 23614 | 00 | LAS VEGAS PAVING | BARRIER SLAB ST ROSE PKWY | N | 52,040.00 | - | 52,040.00 | - | 5/27/2014 | 6/30/2015 | - | Service Provider | 05-27-14: Q1-012-14: EXPANSION JOINTS FOR BARRIER SLAB ON ST ROSE PKWY AT I-15 IN CLARK COUNTY. NV B/L#: NV19581000650-Q |
| 60 | 23914 | 00 | FAAD JANITORIAL | 1000 SPRINGS LEONARD CRK | N | 118,800.00 | - | 118,800.00 | - | 5/29/2014 | 3/31/2017 | - | Service Provider | 05-29-14: Q3-014-14: JANITORIAL AND MAINTENANCE FOR 1000 SPRINGS AND LEONARD CREEK REST AREAS IN HUMBOLDT COUNTY. NV B/L#: NV20041538232-Q |
| 61 | 24014 | 00 | FAAD JANITORIAL | FISH CREEK | N | 43,200.00 | - | 43,200.00 | - | 5/29/2014 | 12/31/2016 | - | Service Provider | 5-29-14: Q3-015-14: JANITORIAL AND MAINTENANCE FOR THE FISH CREEK REST AREA IN LANDER COUNTY. NV B/L#: NV20041538232-Q |
| 62 | 25414 | 00 | FACILITIES MANAGEMENT INC | HQ SOUTH PARKING LOT | N | 47,985.00 | - | 47,985.00 | - | 6/16/2014 | 7/31/2014 | - | Service Provider | 06-16-14: TO INSTALL CONCRETE VALLEY GUTTER PAVERS ON THE SOUTH PARKING LOT IN PREPARATION FOR ASPHALT GRIND AND RE-LAY AT THE DEPARTMENT'S HEADQUARTERS BUILDING, CARSON CITY. NV B/L#: NV20011331118-Q |

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|----|-------|----|------------------------------|---------------------------------------|---|------------|-----------|------------|---|------------|-----------|-----------|------------------|---|
| 63 | 27011 | 03 | SB STRATEGIC CONSULTING INC | FEDERAL POLICY ANALYSIS | N | 288,000.00 | 48,000.00 | 504,000.00 | - | 12/1/2011 | 9/30/2014 | 5/16/2014 | Service Provider | AMD 3 05-16-14: INCREASE AUTHORITY \$48,000.00 FROM \$456,000.00 TO \$504,000.00, AND EXTEND TERMINATION DATE FROM 05-31-14 TO 09-30-14 TO ALLOW TIME TO COMPLETE THE RFP. AMD 2 11-22-13: INCREASE AUTHORITY \$72,000.00 FROM \$384,000.00 TO \$456,000.00, AND EXTEND TERMINATION DATE FROM 11-30-13 TO 05-31-14 TO ALLOW TIME TO ISSUE AN RFP. AMD 1 11-14-12: INCREASE AUTHORITY \$96,000.00 FROM \$288,000.00 TO \$384,000.00 TO COMPLETE THE ANALYSIS. 12-01-11: FEDERAL POLICY ANALYSIS; SERVICE PROVIDER WILL PROVIDE FEDERAL REGULATION AND LEGISLATION LAW ANALYSIS, STATEWIDE. NV B/L#: NV20091436230-R |
| 64 | 45312 | 01 | NICHOLS CONSULTING ENGINEERS | EVALUATION OF PERVIOUS CONCRETE MIXES | Y | 45,500.00 | - | 45,500.00 | - | 10/24/2012 | 6/30/2016 | 5/27/2014 | Service Provider | AMD 1 05-27-14: EXTEND TERMINATION DATE FROM 05-31-14 TO 06-30-16 TO ALLOW TIME TO FINISH THE PROJECT. 10-24-12: TO CONDUCT A RESEARCH PROJECT TITLED "EVALUATION OF PERVIOUS CONCRETE MIXES IN AREAS SUBJECT TO SNOW PLOW OPERATION AND ABRASIVE AND SALT APPLICATION," DOUGLAS COUNTY. NV B/L#: NV19891040686-R |



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

MEMORANDUM

June 20, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
Item # 8 : Action Item: Disposal of NDOT right-of-way located along IR-15 E.
Mesquite Interchange Drainage Easements
SUR 13-23 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Abandonment. The easement interest to be abandoned is located along IR-15 E. Mesquite Interchange Drainage Easements. The parcel is currently an improved drainage easement consisting of approximately 1.33 acres (57,992 sq. ft.) as depicted on the attached sketch map marked Exhibit "A".

Background:

On January 31, 1973, the Department acquired an easement interest from Leo M. and Carmella Hardy for the location, construction and maintenance of a drainage easement for the I-15 drainage improvement project. The original easement was acquired for wash maintenance; however since the easement was initially acquired a new improved drainage channel was constructed.

On November 13, 2013, the City of Mesquite requested the easement interest be abandoned so that economic development of a public amenity can be planned which would boost revenues to the City.

Analysis:

On May 27, 2014, the Surplus Committee determined the easement is no longer required for the drainage facility. The abandonment of NDOT's easement interest in this parcel is being made in accordance with NRS 408.523.

Recommendation for Board Action:

Approval of disposal of NDOT's easement interest located along IR-15 E. Mesquite Interchange Drainage Easements.

Department of Transportation Board of Directors
June 20, 2014

List of Attachments:

1. Location Map
2. Copy of Resolution of Abandonment with attached sketch maps depicted as Exhibit "A".
3. Environmental Approval (Pending)
4. FHWA Approval (Pending)
5. NRS 408.523

Prepared by: Paul A. Saucedo, Chief RW Agent

LOCATION MAP



SUR 13-23

**DESCRIPTION: IR-15 E. MESQUITE INTERCHANGE DRAINAGE
EASEMENTS**

ATTACHMENT 1

Portion of APN: 001-16-102-007
Control Section: CL-88
Project: I-015-2(9)95
E.A.: 70019
Route: IR-15
Old Parcel Nos.: CL-0015-00962
CL-0015-00963
SUR 13-23
Parcel: I-015-CL-122.624 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

LEGAL DESCRIPTION PREPARED BY:
HALANA D. SALAZAR
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

**RESOLUTION OF ABANDONMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest for all of that certain parcel of land for IR-15 from Highway Engineer's Station "OEe" 149+00.36 P.O.T. to Highway Engineer's Station "OEe" 151+79.95 P.O.T.; and

WHEREAS, said parcel of land is delineated and identified as Parcel I-015-CL-122.624 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, pursuant to the provisions contained in NRS 408.523, the Nevada Department of Transportation Board of Directors may vacate or abandon by resolution, any portion of a state highway which has been superseded by relocation or has been determined to be in excess of the needs of the Department; and

WHEREAS, said parcel of land is of no further contemplated use by the State of Nevada, Department of Transportation, due to that certain portion of IR-15 being in excess of the needs of the Department.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation of the State of Nevada, that the following described parcel of land and incidents thereto, being all that land delineated and identified as Parcel I-015-CL-122.624 XS1 on EXHIBIT "A" is hereby abandoned. Said parcel of land is more particularly described as follows:

... situate, lying and being in the City of Mesquite, County of Clark, State of Nevada and more particularly described as being a portion of the NE 1/4 of the NW 1/4 of Section 16, T. 13 S., R. 71 E., M.D.M., and further described as a portion of PARCEL 1 as shown on that certain PARCEL MAP FOR VIRGIN RIVER CASINO CORPORATION, recorded on June 26, 2001, as Map File 100, Page 79 of Parcel Maps and recorded in Official Records, Book No. 20010626, as Instrument No. 2523 in the Office of the County Recorder, of Clark County, Nevada and more fully described by metes and bounds as follows:

COMMENCING at a .065M GLO Brass Cap on pipe stamped "T13SR71E S8/S9/S17/S16 1934", accepted as being the corner common to Sections 8, 9, 16, and 17, as shown on said Parcel Map; thence S. 82°23'45" E., a distance of 2,099.83 feet, to the POINT OF BEGINNING; said point of beginning further described as being a point on the right or southeasterly right-of-way line of IR-15, 125.45 feet right of and at right angles to Highway Engineer's Station "OEe" 149+00.36 P.O.T.; thence N. 62°35'44" E., along said right-of-way line, a distance of 280.31 feet; thence along the following four (4) courses and distances:

- 1) S. 31°30'17" E. – 225.96 feet;
- 2) S. 62°35'44" W. – 159.99 feet;
- 3) N. 83°08'14" W. – 153.07 feet;
- 4) N. 31°30'17" W. – 139.55 feet;

to the point of beginning; said parcel contains an area of 57,992 square feet (1.33 acres).

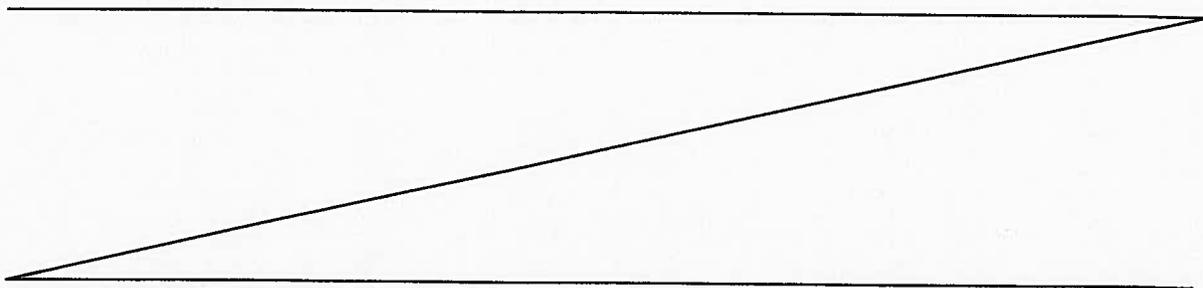
Said parcel shall have no access in and to IR-15.

SUBJECT TO any and all existing utilities, whether of record or not.

It is the intent of this document to convey and it does convey all of those parcels of land described in that certain EASEMENT DEED as Parcel No. CL-0015-00962 recorded as Instrument No. 257435 in Official Record Book No. 298, on January 31, 1973, and that certain EASEMENT DEED as Parcel No. CL-0015-00963 recorded as Instrument No. 257434 in Official Record Book No. 298, on January 31, 1973, in the Office of the County Recorder of Clark County, Nevada.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, East Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department of Transportation to abandon that portion of IR-15, delineated and identified as Parcel I-015-CL-122.624 XS1 on EXHIBIT "A" attached hereto and made a part hereof for reference.



DATED this ___ day of _____, 2014.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

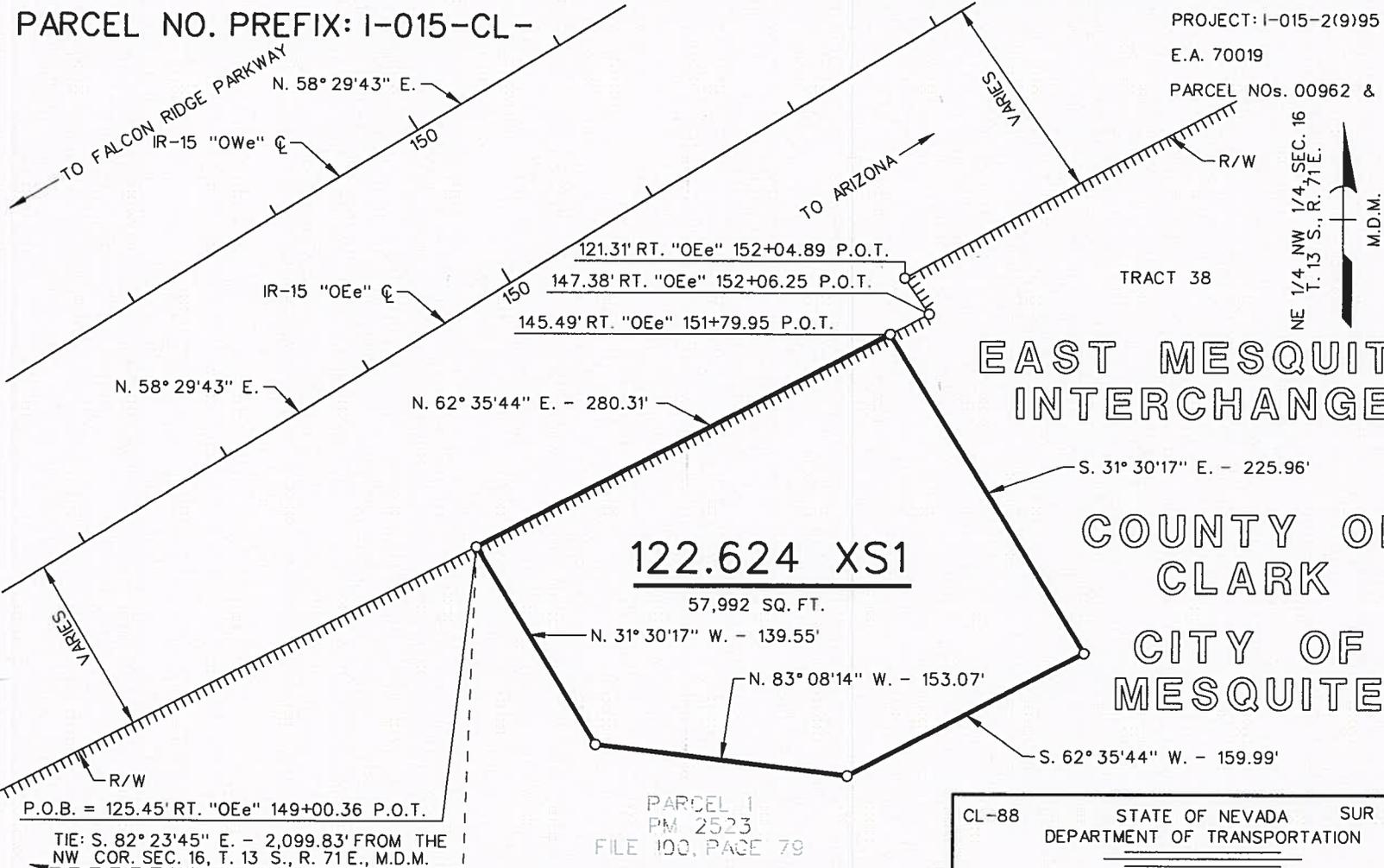
Secretary to the Board

PARCEL NO. PREFIX: I-015-CL-

PROJECT: I-015-2(9)95

E.A. 70019

PARCEL NOs. 00962 & 00963



□ AREA TO BE ABANDONED
 ||||| CONTROL OF ACCESS WITH FENCE OR BARRIER

EXHIBIT "A"

CL-88 STATE OF NEVADA SUR 13-23
 DEPARTMENT OF TRANSPORTATION

DATE: JUNE 10, 2014

SKETCH MAP

APPROVED: *Malana Osalazar*
 MANAGER, R/W ENGINEERING

SCALE 1"=100' SHEET 1 OF 1

| | | |
|------------|------------------------|------------|
| NEVADA DOT | TRACED | JPP |
| | CHECKED | <i>292</i> |
| | DATE OF LAST REVISION: | |



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

June 20, 2014

To: Diana Callahan, Staff Specialist, Acquisitions, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 13-23
Project: I-015-2(9)95
EA: 70019
Control Section: CL-088
Disposal of Excess Right-of-Way
IR15 CL 122.624-122.683
South of IR15 Vicinity of Exit 122, Mesquite, NV

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for this action was approved by the Federal Highway Administration on June 18, 2014.

EC: R. Borrelli, Surplus Property Committee, Chair
M. Orci, Asst Chief Right-of-Way Agent
H. Salazar, Surplus Property Committee, Vice-Chair
Project E-File

501P 70M SU 6 15:38

RECEIVED

June 20, 2014

FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
705 NORTH PLAZA STREET SUITE 220
CARSON CITY NV 89701

**Disposal by Resolution of
Abandonment**
Project: I-015-2(9)95
E.A.: 70019
Control Section: CL-088
Parcel: I-015-CL-122.624 XS1
Surplus No.: SUR 13-23
Description: Disposal of surplus
property located along I-15 E.
Mesquite Interchange Drainage
Easements

Dear Ms. Klekar:

Enclosed is Exhibit "A" (sketch map) and a location map depicting the area of surplus property, proposed to be abandoned, pursuant to N.R.S. 408.523. It has been determined that the surplus property is no longer needed by NDOT. The aforementioned property is located in Clark County, Nevada.

The proposal has been reviewed and it has been determined that:

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
3. The property to be abandoned is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
4. The property to be abandoned does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The abandonment of the property is being made in accordance with N.R.S. 408.523.

SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
June 20, 2014

Your concurrence in the proposal is requested.

Sincerely,

Paul A. Saucedo
Chief Right-of-Way Agent

CONCUR:

Hugh Hadsock, Right-of-Way Program Manager

Date

Pas/dtc
Enclosures

cc: H. Salazar, Manager Right-of-Way Engineering
M. Orci, Asst. Chief RW Agent-Realty

NRS 408.523 Summary vacation and abandonment of portion of state highway superseded by relocation or in excess of needs resolution of Board; recordation.

1. The Board may retain or may summarily vacate and abandon any portion of a state highway if that portion has been superseded by relocation or has been determined to be in excess of the needs of the Department.

2. The Board shall act to abandon any easement, or to vacate any highway, by resolution. A certified copy of the resolution may be recorded without acknowledgment, certificate of acknowledgment, or further proof, in the office of the county recorder of each county wherein any portion of the easement to be abandoned, or the highway to be vacated, lies. No fee may be charged for such recordation. Upon recordation, the abandonment or vacation is complete.

3. When a highway for which the State holds only an easement is abandoned, or when any other easement is abandoned, the property previously subject thereto is free from the public easement for highway purposes. Where the State owns in fee the property on which the vacated highway was located, the Department shall dispose of that property as provided in NRS 408.533.

4. In any proceeding for the abandonment or vacation of any state highway or part thereof, the Board may reserve and except therefrom any easements, rights or interests in the highway deemed desirable and in the best interests of the State.

(Added to NRS by 1960, 68; A 1981, 707; 1987, 1811; 1989, 1307)



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

MEMORANDUM

June 23, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
Item # 9: Action Item: Disposal of NDOT right-of-way located along a portion of SR-294 (Haskell St.) from SR-787 (Hanson St.) to SR-794 (E. Winnemucca Blvd.) SUR 12-18 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Relinquishment. The right-of-way parcel to be relinquished to the City of Winnemucca is SR-294 (Haskell St.) from SR-787 (Hanson St.) to SR-794 (E. Winnemucca Blvd.). The parcel is currently an improved roadway consisting of 13.21 acres as depicted on the attached sketch maps marked Exhibit "A" through "G".

Background:

On June 3, 2014 the Department entered into a cooperative agreement with the City of Winnemucca to transfer the Department's ownership, including improvements and maintenance responsibilities of the State's roadway known as SR-294 (Haskell St.) to the southwesterly right-of-way line of SR-794 (E. Winnemucca Blvd.). This transfer will be a benefit to the Department with the elimination of all liability and future maintenance responsibilities. This action is part of the Department's efforts to relinquish local roads.

Analysis:

On December 11, 2012, the City of Winnemucca signed a Resolution Consenting to Relinquishment and Land Transfer Agreement accepting the relinquishment of this right-of-way parcel. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527. The Department currently holds an easement interest and a fee simple interest in this parcel. Therefore, as per NRS 408.527, if the purpose of the City's use of this parcel ceases to exist, all interest reverts back to the Department.

Recommendation for Board Action:

Approval of disposal of NDOT right-of-way located along a portion of SR-294 (Haskell St.) from SR-787 (Hanson St.) to SR-794 (E. Winnemucca Blvd.)

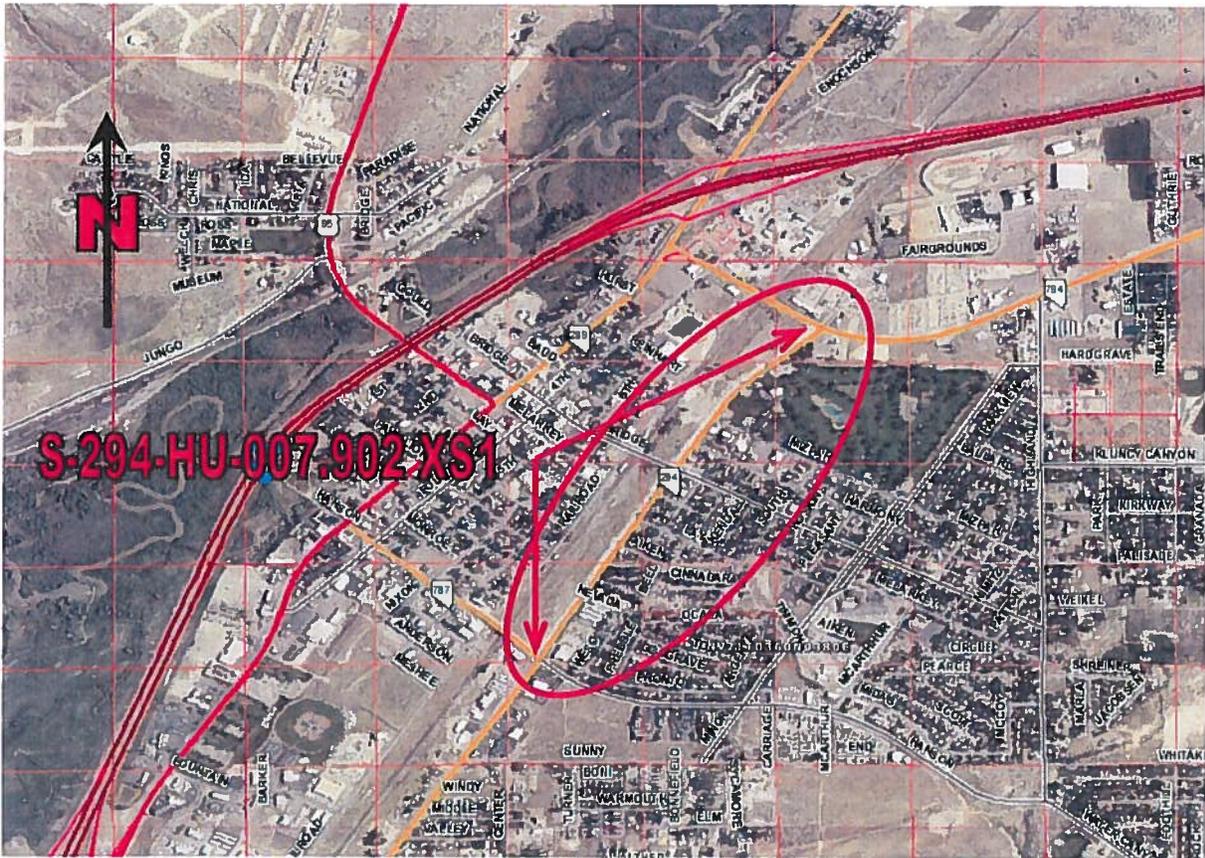
Department of Transportation Board of Directors
June 23, 2014

List of Attachments:

1. Location Map
2. Copy of Resolution of Relinquishment with attached sketch map marked Exhibits "A" through "G".
3. Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A".
4. Copy of Cooperative Agreement with the City of Winnemucca
5. Environmental Approval
6. NRS 408.527

Prepared by: Paul A. Saucedo, Chief RW Agent

LOCATION MAP



SUR 12-18

DESCRIPTION: all of Haskell Street, being a portion of SR-294 from SR-787 (Hanson St.) to SR-794 (E. Winnemucca Blvd.)

Adj. to APNs: 016-04-116, 117, 401, 407, 408
016-06-201, 206-209, 301, 307-311
016-07-108, 109, 111, 401, 404-406
016-08-113, 202
016-21-102, 106, 107, 208
016-22-101, 102
016-26-102
016-27-303, 304, 402

ATTACHMENT 2

Control Section: HU-34
Route: SR-294 (Haskell Street)
Surplus No.: SUR 12-18
Project: SPSR-786(001)
E.A.: 72331

All of parcels: S-294-HU-007.902
S-294-HU-007.902PE1
S-294-HU-008.151
S-294-HU-008.683
S-294-HU-008.745
S-294-HU-008.746
S-294-HU-008.758
S-294-HU-008.759
S-294-HU-008.765
S-294-HU-008.783

Parcel: S-294-HU-007.902 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

RESOLUTION OF RELINQUISHMENT OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds easement interests and fee simple interests in that certain right-of-way for all of Haskell Street, being a portion of SR-294, extending from the northerly right-of-way line of SR-787 (Hanson Street) at Highway Engineer's Station "X1m" 0+17.549 P.O.C., to the southerly right-of-way line of SR-794 (East Winnemucca Boulevard) at Highway Engineer's Station "X1m" 15+76.216 P.O.T.; and

WHEREAS, said right-of-way is delineated and identified as Parcel S-294-HU-007.902 XS1 on EXHIBITs "A" through "G", inclusive, attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to cities and counties any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to all of Haskell Street, a portion of SR-294 being in excess of its needs; and

WHEREAS, the City of Winnemucca has requested the relinquishment of aforesaid portion of highway for the purpose of a transportation facility; and

WHEREAS, the City of Winnemucca has agreed to accept the relinquishment of said right-of-way for the aforesaid Haskell Street, being a portion of SR-294 together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the City of Winnemucca entered into an agreement with the Department on December 11, 2012 to accept the hereinafter described designated street as a part of the City of Winnemucca road system; and

WHEREAS, the City Council of the City of Winnemucca, State of Nevada, consented by resolution passed and adopted on December 11, 2012, to the Department relinquishing the aforesaid portion of said street to the City of Winnemucca; and

WHEREAS, NRS 408.527 provides that the Department of Transportation may relinquish any portion of a state highway which has been superseded by relocation or which the Department determines exceeds its needs after the Department and the city or county have entered into an agreement and the city or county legislative body has adopted a resolution

consenting thereto.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcel S-294-HU-007.902 XS1 on EXHIBITS "A" through "G", inclusive, attached hereto and made a part hereof, is hereby relinquished to the City of Winnemucca of the State of Nevada. Said right-of-way is described as follows:

...situate, lying and being in the City of Winnemucca, County of Humboldt, State of Nevada and more particularly described as being a portion of the W 1/2 and the NW 1/4 of the NE 1/4 of Section 29, and the SE 1/4 of the SW 1/4 and the SW 1/4 of the SE 1/4 of Section 20, all in T. 36 N., R. 38 E., M.D.M., being a parcel or strip of land, varying in width, and more fully described as follows:

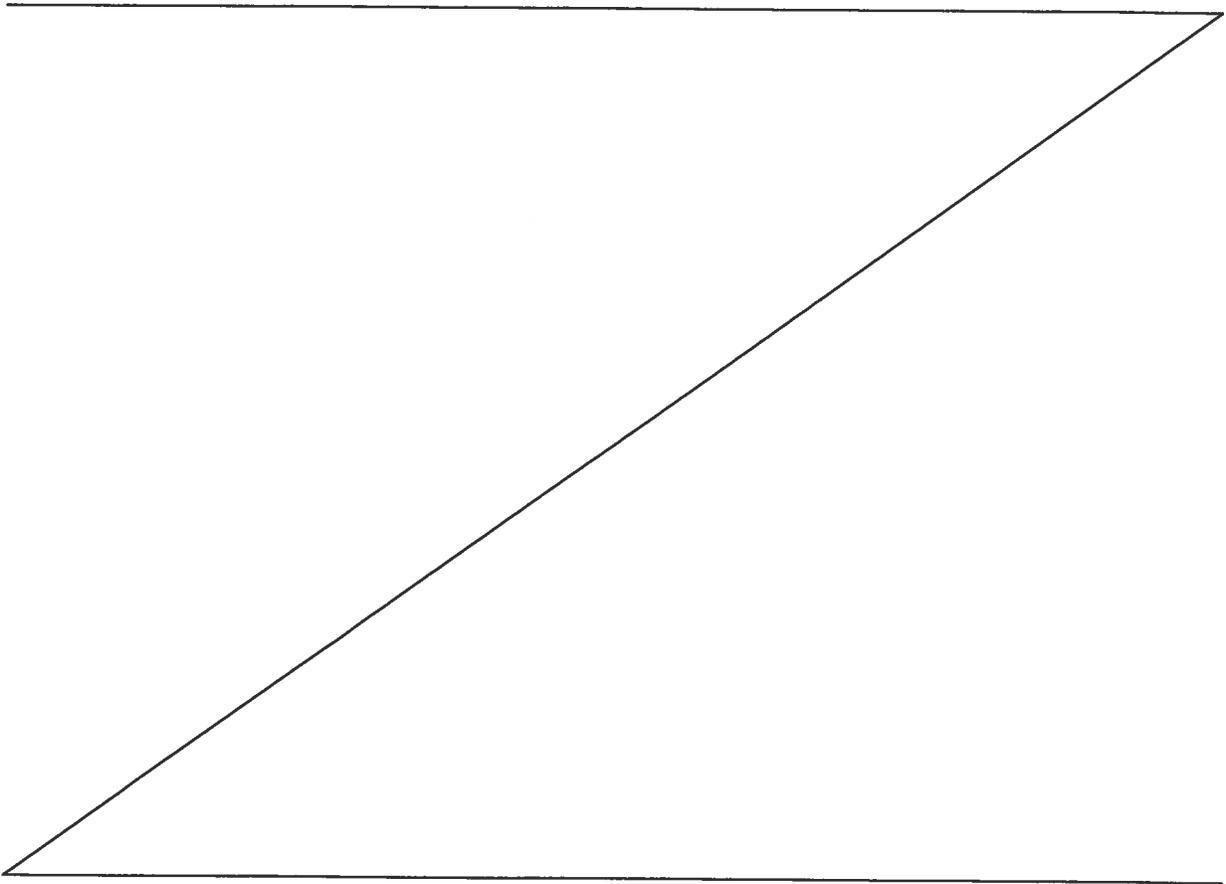
All of Haskell Street, being a portion of SR-294, including the appurtenant slope easement, from the northerly right-of-way line of SR-787 (Hanson Street) at Highway Engineer's Station "X1m" 0+17.549 P.O.C. extending northeasterly a distance of 1.56 kilometers (0.97 of a mile) to the southerly right-of-way line of SR-794 (East Winnemucca Boulevard) at Highway Engineer's Station "X1m" 15+76.216 P.O.T.; said parcel contains an area of 5.346 hectares (13.21 acres), more or less.

The sidelines of the above described parcel or strip of land are to be shortened or lengthened so as to terminate on said rights-of-way of SR-787 (Hanson Street) and SR-794 (East Winnemucca Boulevard).

SUBJECT TO any and all utilities whether of record or not.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, West Zone as determined by the State of Nevada, Department of Transportation

It is the intent of the Department to relinquish to the City of Winnemucca all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBITs "A" through "G", inclusive, attached hereto and made a part hereof. If the purpose for which it is relinquished is abandoned or ceases to exist, then all right, title and interest of the city or county reverts back to the Department.



DATED this ____ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

Secretary to the Board

PARCEL NO. PREFIX: S-294-HU-

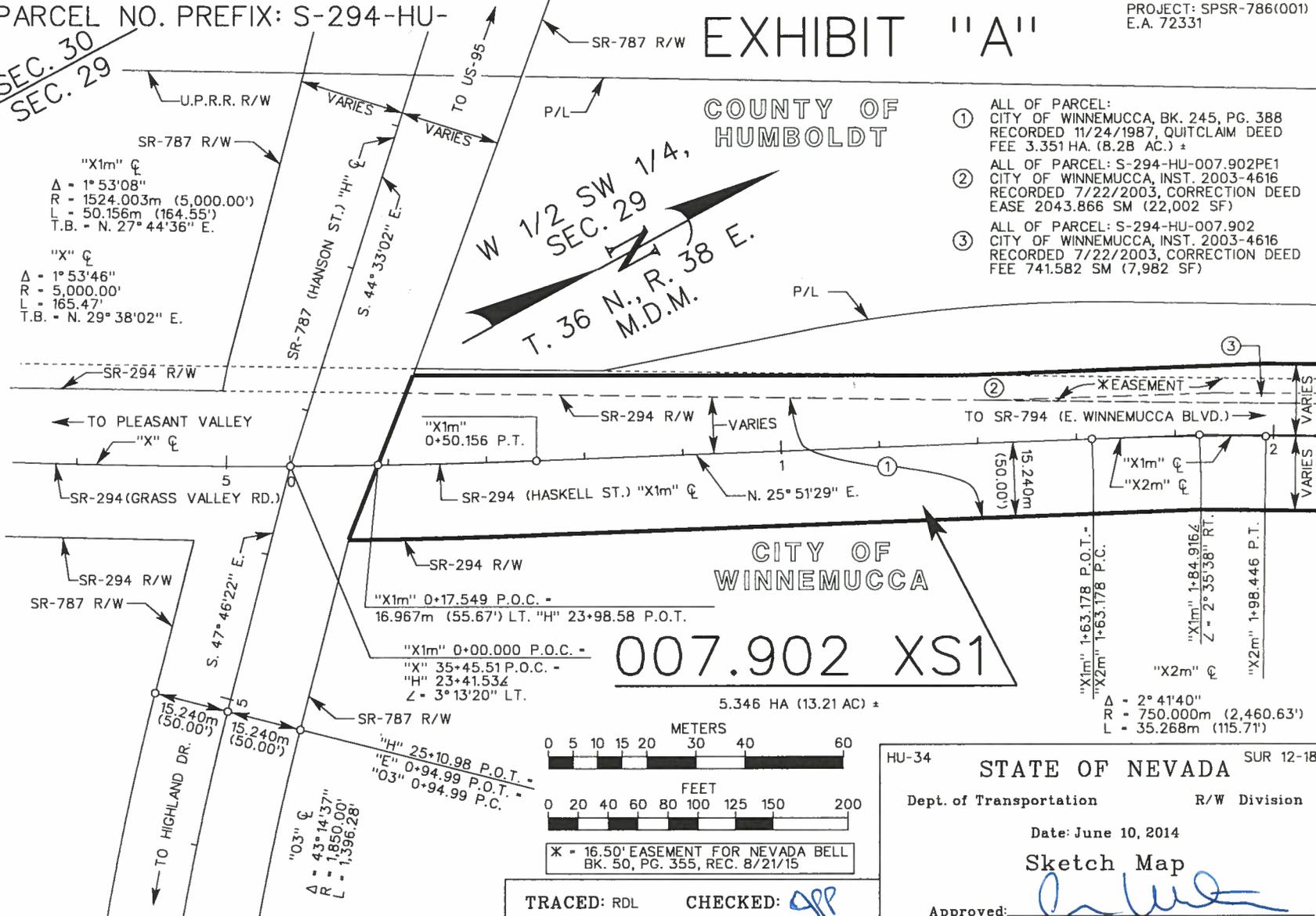
SEC. 30
SEC. 29

EXHIBIT "A"

PROJECT: SPSR-786(001)
E.A. 72331

COUNTY OF HUMBOLDT

- ① ALL OF PARCEL:
CITY OF WINNEMUCCA, BK. 245, PG. 388
RECORDED 11/24/1987, QUITCLAIM DEED
FEE 3,351 HA. (8.28 AC.) *
- ② ALL OF PARCEL: S-294-HU-007.902PE1
CITY OF WINNEMUCCA, INST. 2003-4616
RECORDED 7/22/2003, CORRECTION DEED
EASE 2043.866 SM (22,002 SF)
- ③ ALL OF PARCEL: S-294-HU-007.902
CITY OF WINNEMUCCA, INST. 2003-4616
RECORDED 7/22/2003, CORRECTION DEED
FEE 741.582 SM (7,982 SF)



007.902 XS1

5.346 HA (13.21 AC) *



* = 16.50' EASEMENT FOR NEVADA BELL
BK. 50, PG. 355, REC. 8/21/15

TRACED: RDL CHECKED: *APP*

Date of last revision: 06/18/2014

HU-34 SUR 12-18

STATE OF NEVADA

Dept. of Transportation R/W Division

Date: June 10, 2014

Sketch Map

Approved: *[Signature]*
For Manager, R/W Engineering

Sheet 1 of 7 Sheets

ACQUISITION @ "X1m"
CONSTRUCTION @ "X2m"

PARCEL NO. PREFIX: S-294-HU-

EXHIBIT "B"

PROJECT: SPSR-786(001)
E.A. 72331

CITY OF WINNEMUCCA

COUNTY OF HUMBOLDT

W 1/2,
SEC. 29
T. 36 N., R. 38 E.
M.D.M.

U.P.R.R. R/W

1/4 SEC. LINE

"X2m" ϕ
 $\Delta = 1^\circ 55'13''$
 $R = 750.000m (2,460.63')$
 $L = 24.481m (80.92')$

P/L

← TO SR-787 (HANSON ST.)

SR-294 R/W

SR-294 R/W

* EASEMENT

VARIABLES

"X2m" ϕ N. 26° 40'56" E.

"X1m" ϕ N. 28° 27'06" E.

"X1m" ϕ N. 27° 02'27" E.

"X2m" ϕ N. 28° 33'09" E.

TO SR-794 (E. WINNEMUCCA BLVD.)

VARIABLES

SR-294 R/W

007.902 XS1

5.346 HA (13.21 AC) *

"X1m" 3+46.1534
 $Z = 1^\circ 24'39''$ LT.

"X2m" 3+51.918 P.C.

"X2m" 1+76.999 P.T.

"X2m" ϕ
 $\Delta = 2^\circ 11'29''$
 $R = 750.000m (2,460.63')$
 $L = 28.686m (94.11')$

"X2m" 4+39.738 P.C.
"X1m" 4+42.0756
 $Z = 1^\circ 49'58''$ RT.

"X2m" 4+68.424 P.T.

- ① ALL OF PARCEL:
CITY OF WINNEMUCCA, BK. 245, PG. 388
RECORDED 11/24/1987, QUITCLAIM DEED
FEE 3.351 HA. (8.28 AC.) *
- ② ALL OF PARCEL: S-294-HU-007.902PE1
CITY OF WINNEMUCCA, INST. 2003-4616
RECORDED 7/22/2003, CORRECTION DEED
EASE 2043.866 SM (22,002 SF)
- ③ ALL OF PARCEL: S-294-HU-007.902
CITY OF WINNEMUCCA, INST. 2003-4616
RECORDED 7/22/2003, CORRECTION DEED
FEE 741.582 SM (7,982 SF)
- ④ ALL OF PARCEL: S-294-HU-008.151
UNION PACIFIC RAILROAD, INST. 1999-5887
RECORDED 9/16/1999, QUITCLAIM DEED
FEE 1.340 HA (3.31 AC)



* - 16.50' EASEMENT FOR NEVADA BELL
BK. 50, PG. 355, REC. 8/21/15

TRACED: RDL CHECKED: *[Signature]*

Date of last revision: 06/18/2014

ACQUISITION ϕ "X1m"
CONSTRUCTION ϕ "X2m"

HU-34 STATE OF NEVADA SUR 12-18

Dept. of Transportation R/W Division

Date: June 10, 2014

Sketch Map

Approved: *[Signature]*
For Manager, R/W Engineering

Sheet 2 of 7 Sheets

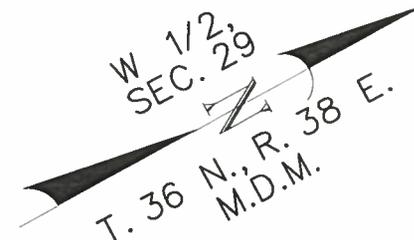
PARCEL NO. PREFIX: S-294-HU-

EXHIBIT "C"

PROJECT: SPSR-786(001)
E.A. 72331

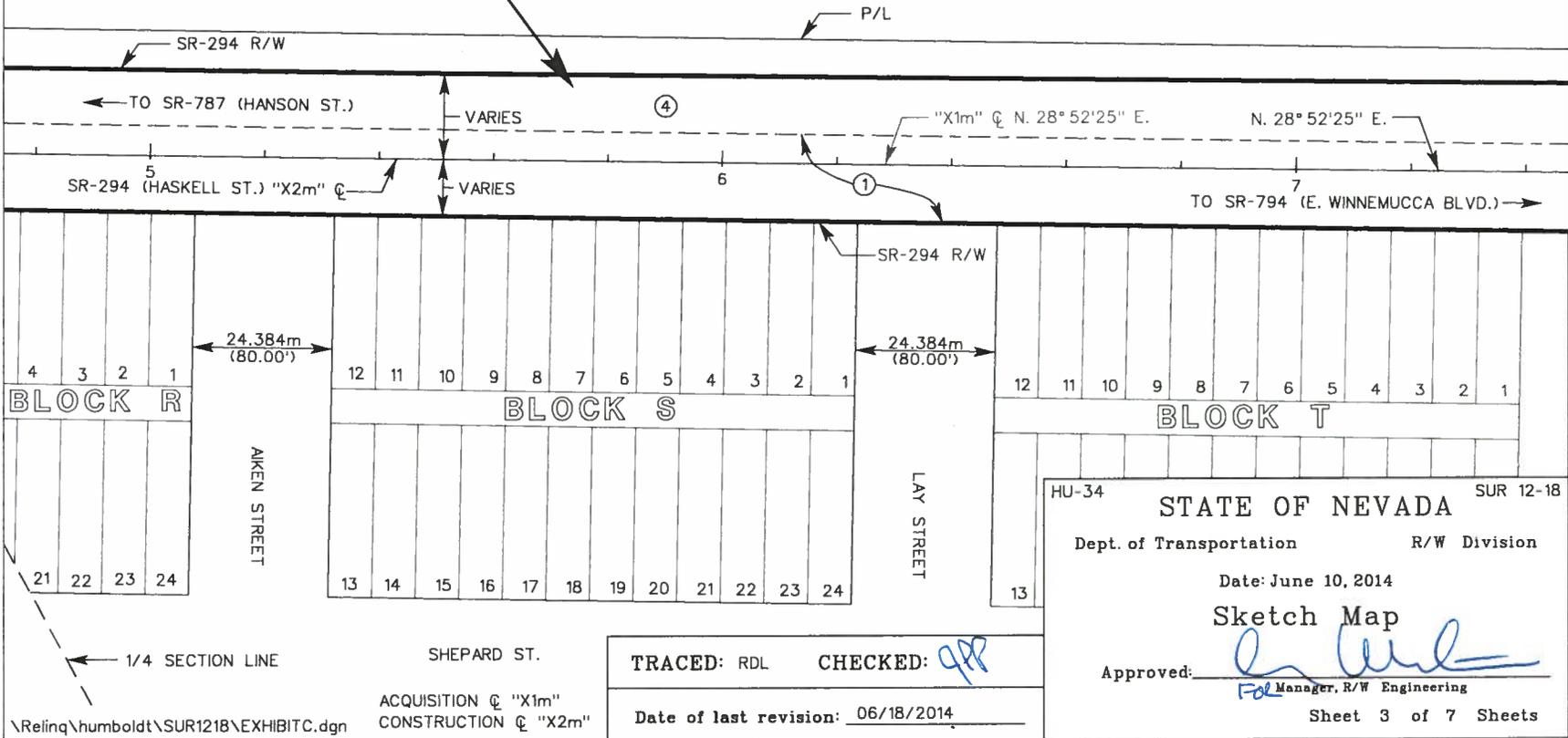
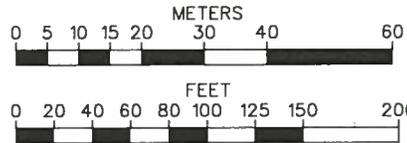
- ① ALL OF PARCEL:
CITY OF WINNEMUCCA, BK. 245, PG. 388
RECORDED 11/24/1987, QUITCLAIM DEED
FEE 3.351 HA. (8.28 AC.) *
- ④ ALL OF PARCEL: S-294-HU-00B.151
UNION PACIFIC RAILROAD, INST. 1999-5887
RECORDED 9/16/1999, QUITCLAIM DEED
FEE 1.340 HA (3.31 AC)

CITY OF
WINNEMUCCA
COUNTY OF
HUMBOLDT



007.902 XS1

5.346 HA (13.21 AC) *



HU-34 STATE OF NEVADA SUR 12-18
 Dept. of Transportation R/W Division
 Date: June 10, 2014
 Sketch Map
 Approved: *[Signature]*
 Fol Manager, R/W Engineering
 Sheet 3 of 7 Sheets

TRACED: RDL CHECKED: *[Signature]*
 Date of last revision: 06/18/2014

\Relinq\humboldt\SUR1218\EXHIBITC.dgn
 ACQUISITION C "X1m"
 CONSTRUCTION C "X2m"

PARCEL NO. PREFIX: S-294-HU-

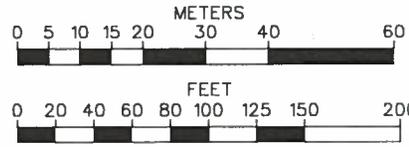
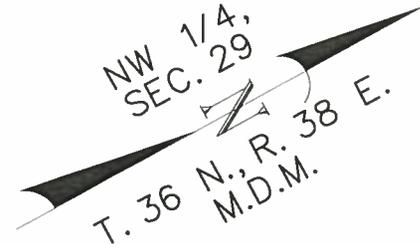
EXHIBIT "D"

PROJECT: SPSR-786(001)
E.A. 72331

3.048m
(10.00')

- ① ALL OF PARCEL:
CITY OF WINNEMUCCA, BK. 245, PG. 388
RECORDED 11/24/1987, QUITCLAIM DEED
FEE 3.351 HA. (8.28 AC.) ±
- ④ ALL OF PARCEL: S-294-HU-008.151
UNION PACIFIC RAILROAD, INST. 1999-5887
RECORDED 9/16/1999, QUITCLAIM DEED
FEE 1.340 HA (3.31 AC)

CITY OF
WINNEMUCCA
COUNTY OF
HUMBOLDT



007.902 XS1

5.346 HA (13.21 AC) ±

EASEMENT TO NEVADA BELL

SR-294 R/W

← TO SR-787 (HANSON ST.)

SR-294 (HASKELL ST.) "X2m" C

"X1m" C N. 28° 52' 25" E.

N. 28° 52' 25" E.

TO SR-794 (E. WINNEMUCCA BLVD.)

VARIES

VARIES

24.384m
(80.00')

24.384m
(80.00')

24.384m
(80.00')

MELARKEY STREET

BRIDGE STREET

HARMONY ROAD

BLOCK U

BLOCK V

HU-34

STATE OF NEVADA

SUR 12-18

Dept. of Transportation

R/W Division

Date: June 10, 2014

Sketch Map

Approved:

Manager, R/W Engineering

SHEPARD ST.

ACQUISITION C "X1m"
CONSTRUCTION C "X2m"

TRACED: RDL

CHECKED:

Date of last revision: 06/18/2014

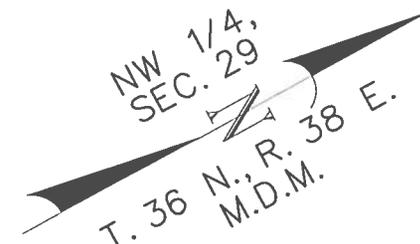
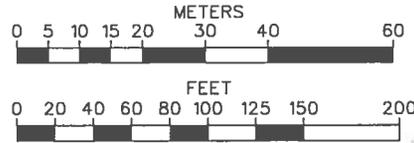
PARCEL NO. PREFIX: S-294-HU-

EXHIBIT "E"

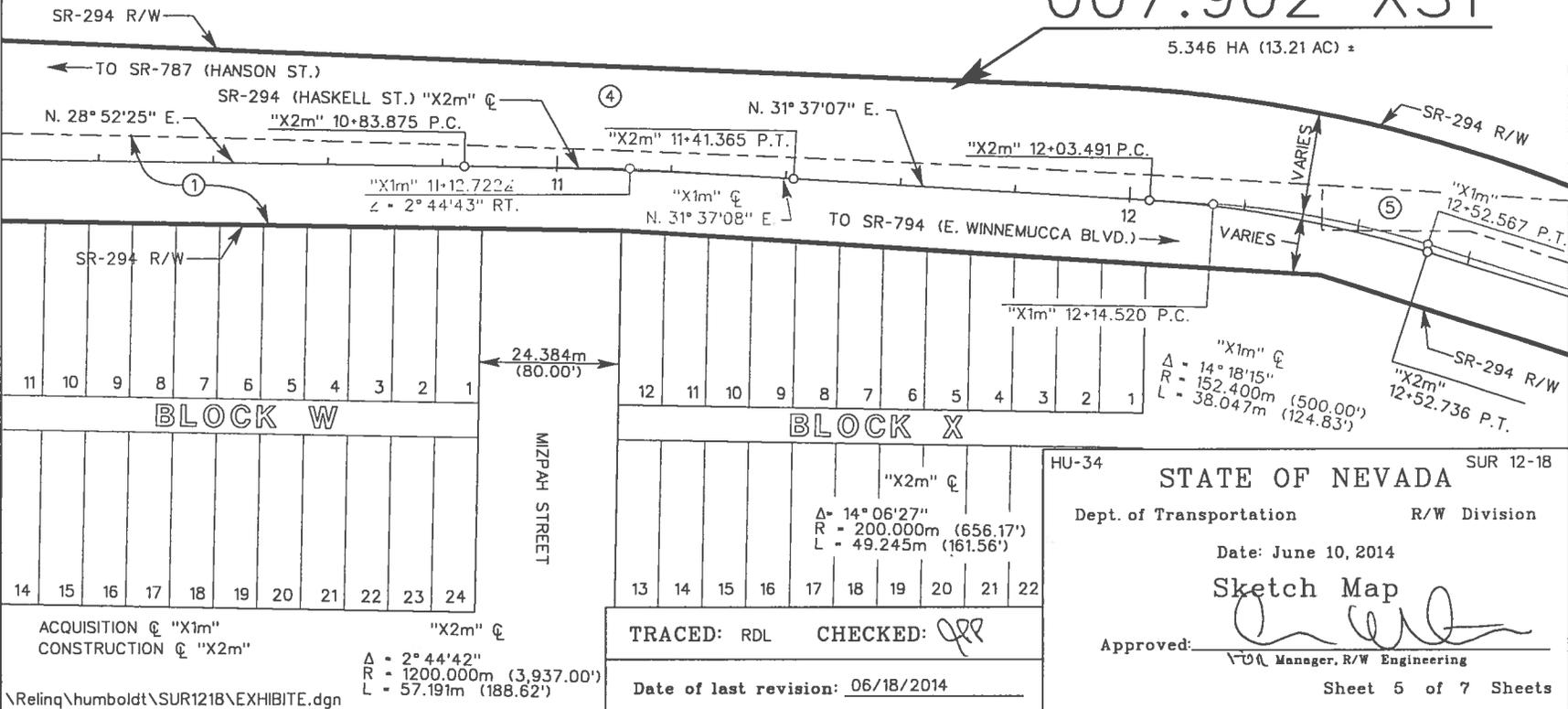
PROJECT: SPSR-786(001)
E.A. 72331

- ① ALL OF PARCEL:
CITY OF WINNEMUCCA, BK. 245, PG. 388
RECORDED 11/24/1987, QUITCLAIM DEED
FEE 3.351 HA. (8.28 AC.) *
- ④ ALL OF PARCEL: S-294-HU-008.151
UNION PACIFIC RAILROAD, INST. 1999-5887
RECORDED 9/16/1999, QUITCLAIM DEED
FEE 1.340 HA (3.31 AC)
- ⑤ ALL OF PARCEL: S-294-HU-008.683
CITY OF WINNEMUCCA, INST. 2003-4616
RECORDED 7/22/2003, CORRECTION DEED
FEE 2013.947 SM (21,678 SF)

CITY OF
WINNEMUCCA
COUNTY OF
HUMBOLDT



007.902 XS1



HU-34 SUR 12-18
STATE OF NEVADA
Dept. of Transportation R/W Division
Date: June 10, 2014
Sketch Map
Approved:
Title Manager, R/W Engineering
Sheet 5 of 7 Sheets

TRACED: RDL CHECKED:

Date of last revision: 06/18/2014

PARCEL NO. PREFIX: S-294-HU-

PROJECT: SPSR-786(001)
E.A. 72331

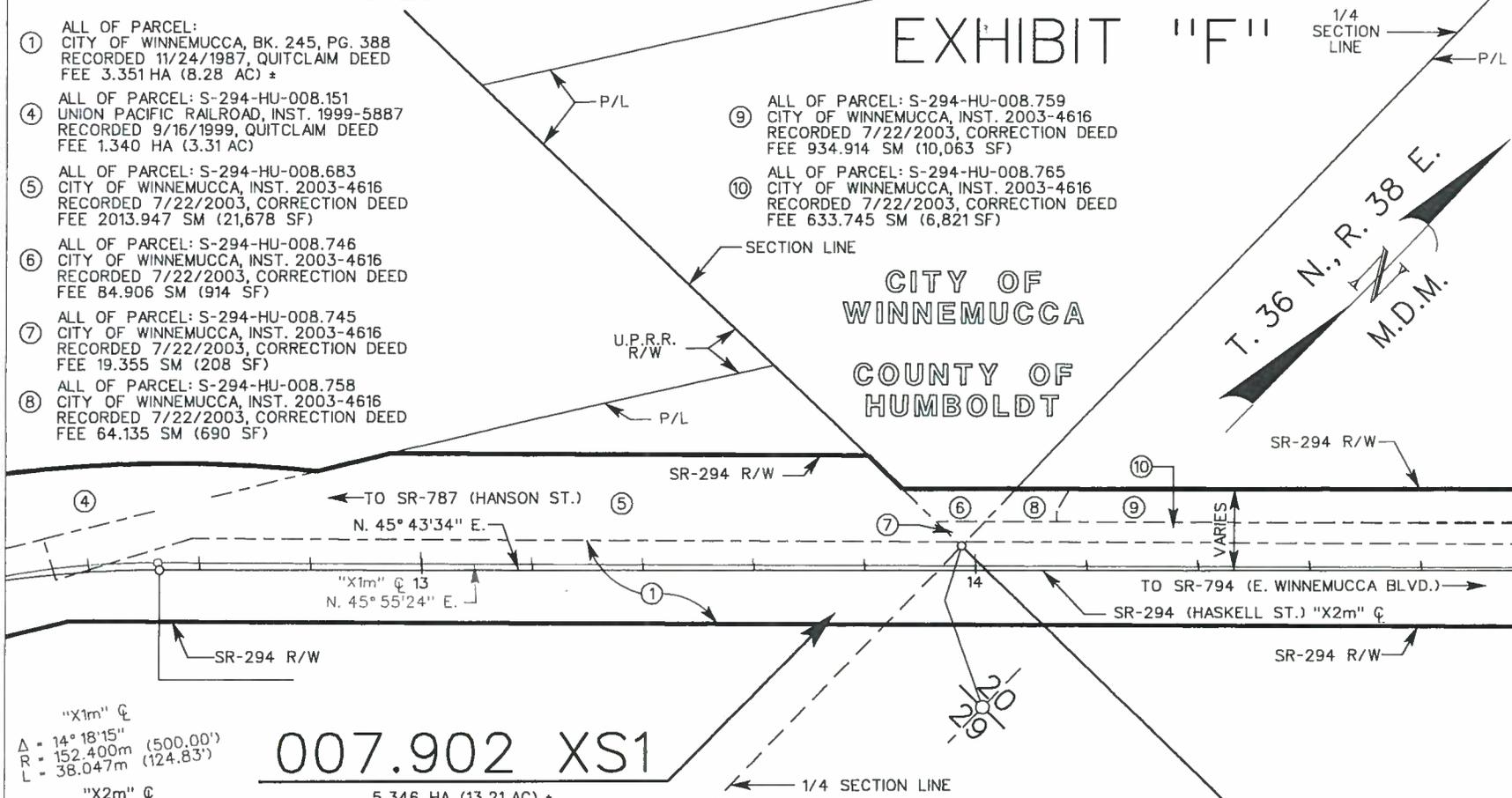
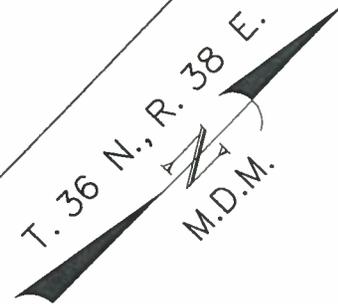
EXHIBIT "F"

1/4 SECTION LINE
P/L

- ① ALL OF PARCEL: CITY OF WINNEMUCCA, BK. 245, PG. 388 RECORDED 11/24/1987, QUITCLAIM DEED FEE 3.351 HA (8.28 AC) *
- ④ ALL OF PARCEL: S-294-HU-008.151 UNION PACIFIC RAILROAD, INST. 1999-5887 RECORDED 9/16/1999, QUITCLAIM DEED FEE 1.340 HA (3.31 AC)
- ⑤ ALL OF PARCEL: S-294-HU-008.683 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 2013.947 SM (21,678 SF)
- ⑥ ALL OF PARCEL: S-294-HU-008.746 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 84.906 SM (914 SF)
- ⑦ ALL OF PARCEL: S-294-HU-008.745 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 19.355 SM (208 SF)
- ⑧ ALL OF PARCEL: S-294-HU-008.758 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 64.135 SM (690 SF)

- ⑨ ALL OF PARCEL: S-294-HU-008.759 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 934.914 SM (10,063 SF)
- ⑩ ALL OF PARCEL: S-294-HU-008.765 CITY OF WINNEMUCCA, INST. 2003-4616 RECORDED 7/22/2003, CORRECTION DEED FEE 633.745 SM (6,821 SF)

CITY OF WINNEMUCCA
COUNTY OF HUMBOLDT



"X1m" ϕ
 $\Delta = 14^\circ 18' 15''$
 $R = 152.400m (500.00')$
 $L = 38.047m (124.83')$

"X2m" ϕ
 $\Delta = 14^\circ 06' 27''$
 $R = 200.000m (656.17')$
 $L = 49.245m (161.56')$

007.902 XS1

5.346 HA (13.21 AC) *



NOTE: PERPETUATE $\frac{20}{29}$ CORNER (5/8" REBAR, NO TAG)
 3.655m (11.99') LT. "X1m" 13+97.579 P.O.T. =
 4.429m (14.53') LT. "X2m" 13+97.413 P.O.T.

TRACED: RDL CHECKED: *app*

Date of last revision: _____

HU-34 STATE OF NEVADA SUR 12-18

Dept. of Transportation R/W Division

Date: June 10, 2014

Sketch Map

Approved: *Alana Salanga*
 Manager, R/W Engineering

Sheet 6 of 7 Sheets

Control Section: HU-34
Route: SR-294 (Haskell Street)
Surplus No.: SUR 12-18
Project: SPSR-786(001)
E.A.: 72331
Parcel: S-294-HU-007.902 XS1

**RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish all of Haskell Street, being a portion of SR-294 lying within the City of Winnemucca, State of Nevada, extending from the northeasterly right-of-way line of SR-787 (Hanson Street) to the southwesterly right-of-way line of SR-794 (East Winnemucca Boulevard), a distance of approximately 1 mile, said right-of-way is identified as Parcel S-294-HU-007.902 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, the City Council of the City of Winnemucca, State of Nevada, desires that the aforesaid portion of said highway be relinquished to the City of Winnemucca; and

WHEREAS, the City of Winnemucca has requested the relinquishment of aforesaid portion of highway for roadway purposes; and

WHEREAS, the City of Winnemucca has agreed to accept the relinquishment of said right-of-way for the aforesaid Haskell Street, being a portion of SR-294 together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the City Council of the City of Winnemucca, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the City of Winnemucca, all of Haskell Street, being a portion of SR-294 lying within the City of Winnemucca, State of Nevada, extending from the northeasterly right-of-way line of SR-787 (Hanson Street) to the southwesterly right-of-way line of SR-794 (East Winnemucca Boulevard), a distance of approximately 1 mile, being all that right-of-way identified as Parcel S-294-HU-007.902 XS1 on EXHIBIT "A" attached hereto and made a part hereof.

ATTACHMENT 3

The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 11 day of DECEMBER, 2012.

ATTEST:

Eddy D. Davis
Eddy D. Davis, City Clerk

CITY COUNCIL
Di An Putnam
Di An Putnam, Mayor

REVIEWED AND RECOMMENDED BY:

Paul A. Saucedo
Paul A. Saucedo, Chief Right-of-Way Agent

APPROVED AS TO LEGALITY AND FORM:

Jan F. Terry 1-7-2013
Jan F. Terry, Chief Deputy Attorney General
Chief Counsel, Department of Transportation

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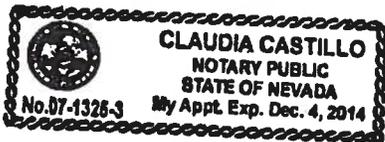
STATE OF NEVADA acting by and through its
Department of Transportation

John M. Terry 1/10/13
for Rudy Malfabon, PE, Director

STATE OF NEVADA
CARSON CITY

On this 10 day of January, 2013, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, John M. Terry personally known (or proved) to me to be the Assistant Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

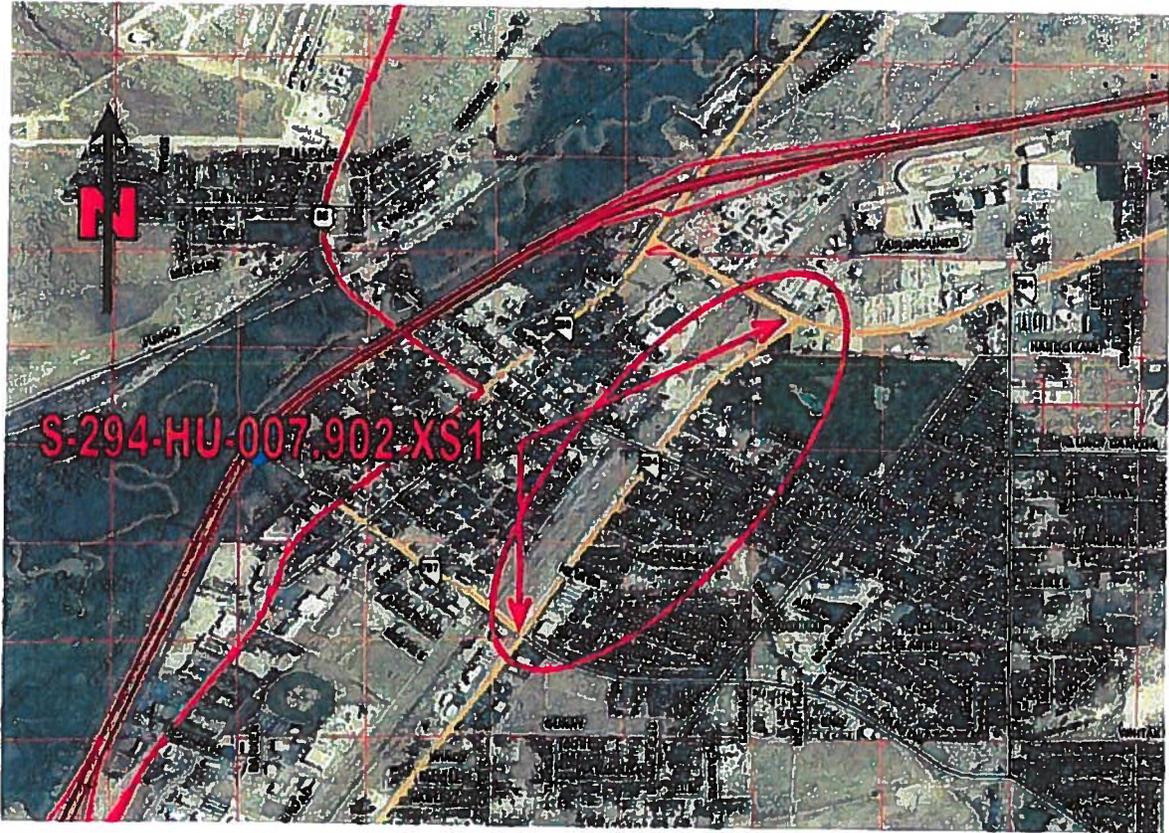
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IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Claudia Castillo

LOCATION MAP



SUR 12-18

**DESCRIPTION: a portion of SR-294 (Haskell Street) from SR-787
(Hanson St.) to SR-794 (E. Winnemucca Blvd.)**

"EXHIBIT A"



ATTACHMENT 4

Agreement Number P245-14-030

COOPERATIVE AGREEMENT

This Agreement is made and entered into this 3rd day of JUNE, 2014, by and between the STATE OF NEVADA, acting by and through its Department of Transportation, hereinafter called the DEPARTMENT, and the City of Winnemucca, Nevada, hereinafter called the CITY.

WITNESSETH:

WHEREAS, a Cooperative Agreement is defined as an agreement between two or more public agencies for the "joint exercise of powers, privileges and authority;" and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes, the Director of the DEPARTMENT may enter into agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.110 authorizes any two or more public agencies to enter into agreements for joint or cooperative action; and

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreement in accordance with NRS 277.080 to 277.110; and

WHEREAS, the purpose of this Agreement is to accommodate the DEPARTMENT's transfer to the CITY of the ownership and maintenance responsibilities for State Route (SR) 294 (Haskell Street) located in the City of Winnemucca in Humboldt County, Nevada, hereinafter called the TRANSFER; and

WHEREAS, the DEPARTMENT presently owns the right-of-way and maintains SR 294 (Haskell Street); and

WHEREAS, the portion of SR 294 (Haskell Street) for the purpose of this agreement is from the northeasterly right-of-way line of SR 787 (Hanson Street) to the southwesterly right-of-way line of SR 794 (Winnemucca Blvd.); and

WHEREAS, it is the intent of the parties hereto that the DEPARTMENT relinquish and convey all right, title and interest in SR 294 (Haskell Street) within the above mentioned limits and shown in green on EXHIBITS "A" through "E", attached hereto and made a part hereof, to the CITY; and

WHEREAS, the transfer of this roadway will be of benefit to the DEPARTMENT, the CITY and to the people of the State of Nevada; and

WHEREAS, the transfer of SR 294 cannot occur until the DEPARTMENT's Transportation Board has granted its approval and;

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - CITY AGREES

1. To accept the right-of-way of SR 294 (Haskell Street) from the northeasterly right-of-way line of SR 787 (Hanson Street) to the southwesterly right-of-way line of SR 794

(Winnemucca Blvd.) shown in green on EXHIBITS "A" through "E", attached hereto and made a part hereof and to allow access to adjacent property upon completion of the TRANSFER.

2. That the roadway and all of its associated appurtenances are in an acceptable state of repair, and that the CITY shall be responsible for all maintenance, repair, and rehabilitation for the roadway and all of its associated appurtenances subsequent to the recordation of the Resolution of Relinquishment.

3. To submit the Resolution Consenting to Relinquishment and Land Transfer Agreement and the Resolution of Relinquishment for action and approval by the City Council.

ARTICLE II - DEPARTMENT AGREES

1. To transfer ownership, including improvements and maintenance responsibility of SR 294 from the northeasterly right-of-way line of SR 787 (Hanson Street) to the southwesterly right-of-way line of SR 794 (Winnemucca Blvd.) shown in green on EXHIBITS "A" through "E", attached hereto and made a part hereof to the CITY.

2. To provide the CITY with copies of records regarding the right-of-way referred to as SR 294, to include acquisition documents, right-of-way maps, permits, maintenance records, as-builts, and structure details where available.

3. To prepare all legal descriptions and maps necessary for the transfer of SR 294 to the CITY.

4. To provide the legal descriptions and maps to the CITY for review and comment prior to transfer of the roadway.

5. To prepare the Resolution Consenting to Relinquishment and Land Transfer Agreement and the Resolution of Relinquishment. The Consent will be submitted to the CITY for action and approval by the Winnemucca City Council.

6. To transfer to the CITY a sum total in the amount of Seven Hundred Fifty Thousand and no/100 (\$750,000.00). Payments shall be made for the roadway upon recordation of the Resolution of Relinquishment.

ARTICLE III - IT IS MUTUALLY AGREED

1. This Agreement will be terminated when transfer of SR 294 has been completed. Ownership, including improvements and maintenance responsibilities for SR 294, will transfer upon the recordation of the Resolution of Relinquishment.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

3. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason Federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

4. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered

personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT: Rudy Malfabon, P.E., Director
Nevada Department of Transportation
Attn: Dave Lindeman
725 West Fourth Street
Winnemucca, NV 89445
Phone: (775) 623-8000
Fax: (775) 623-8038
E-mail: dlindeman@dot.state.nv.us

FOR CITY: DiAn Putnam, Mayor
City of Winnemucca
90 West Fourth Street
Winnemucca, NV 89445
Phone: (775) 623-6333
Fax: (775) 623-6321
E-mail: ladydi@winnemucca.net

5. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including without limitations, earthquakes, floods, winds or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

6. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness or intentional misconduct of its own officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party), to serve the other party (indemnifying party) with written notice of actual or pending claim, within thirty (30) days of the indemnified party's notice of actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

7. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

8. Failure to declare a breach or the actual waiver of any particular breach of the Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

9. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

10. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

11. Except as otherwise expressly provided within this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

12. In the event the Nevada Legislature does not appropriate sufficient or any funds for a DEPARTMENT biennium during the term of this Agreement, this Agreement shall terminate.

13. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

14. Each party agrees to keep and maintain under generally accepted accounting principles full, true and complete records and documents pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit and copying at any office where such records and documentation is maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

15. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

16. Neither party shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other party.

17. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

18. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

19. Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law or otherwise required to be kept confidential by this Agreement.

20. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

21. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

City of Winnemucca



Di An Putnam
Name (Print)

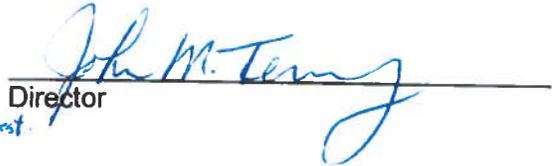
MAYOR
Title (Print)

Approved as to Form:

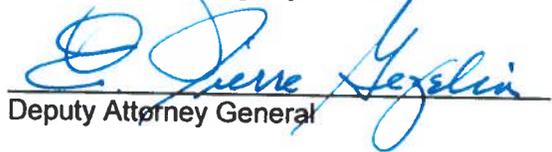

Attorney

05-20-2014
Date

State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION


Director

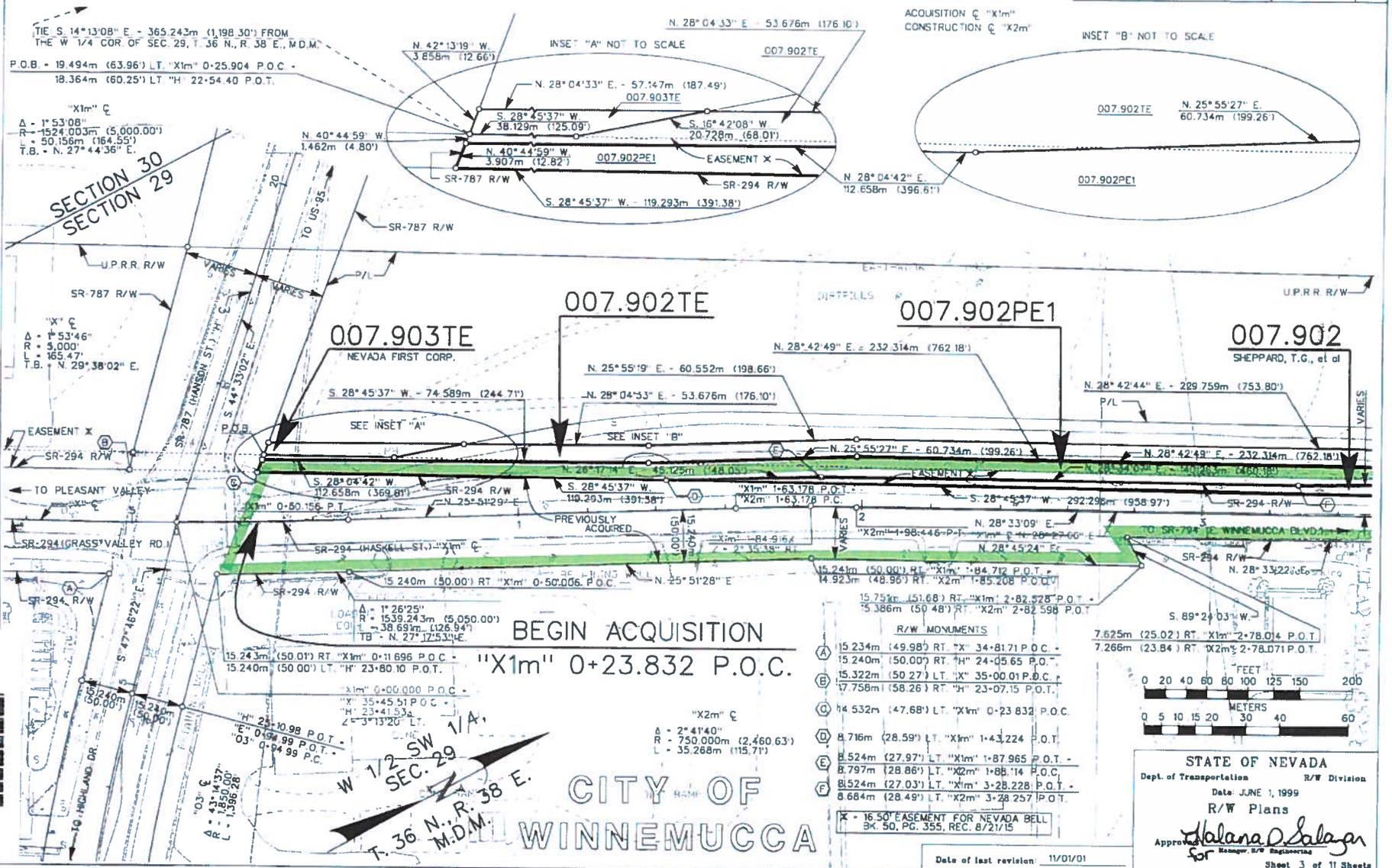
Approved as to Legality & Form:


Deputy Attorney General

PARCEL NUMBER PREFIX: S-294-HU-

EXHIBIT "A"

| Fed. Reg. No. | State | Project No. | EA No. | County | Sheet No. |
|---------------|--------|---------------|--------|----------|-----------|
| 9 | Nevada | SPSR-786(001) | 72.331 | HUMBOLDT | 3 |



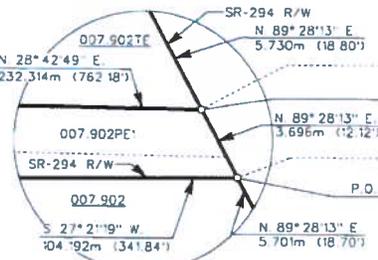
PARCEL NUMBER PREFIX: S-294-HU-

| Fed. Rd. Reg. No. | State | Project No. | E.A. No. | County | Sheet No. |
|-------------------|--------|---------------|----------|----------|-----------|
| 0 | Nevada | SPSR-786(001) | 72331 | HUMBOLDT | 5 |

EXHIBIT "B"



INSET "B" NOT TO SCALE



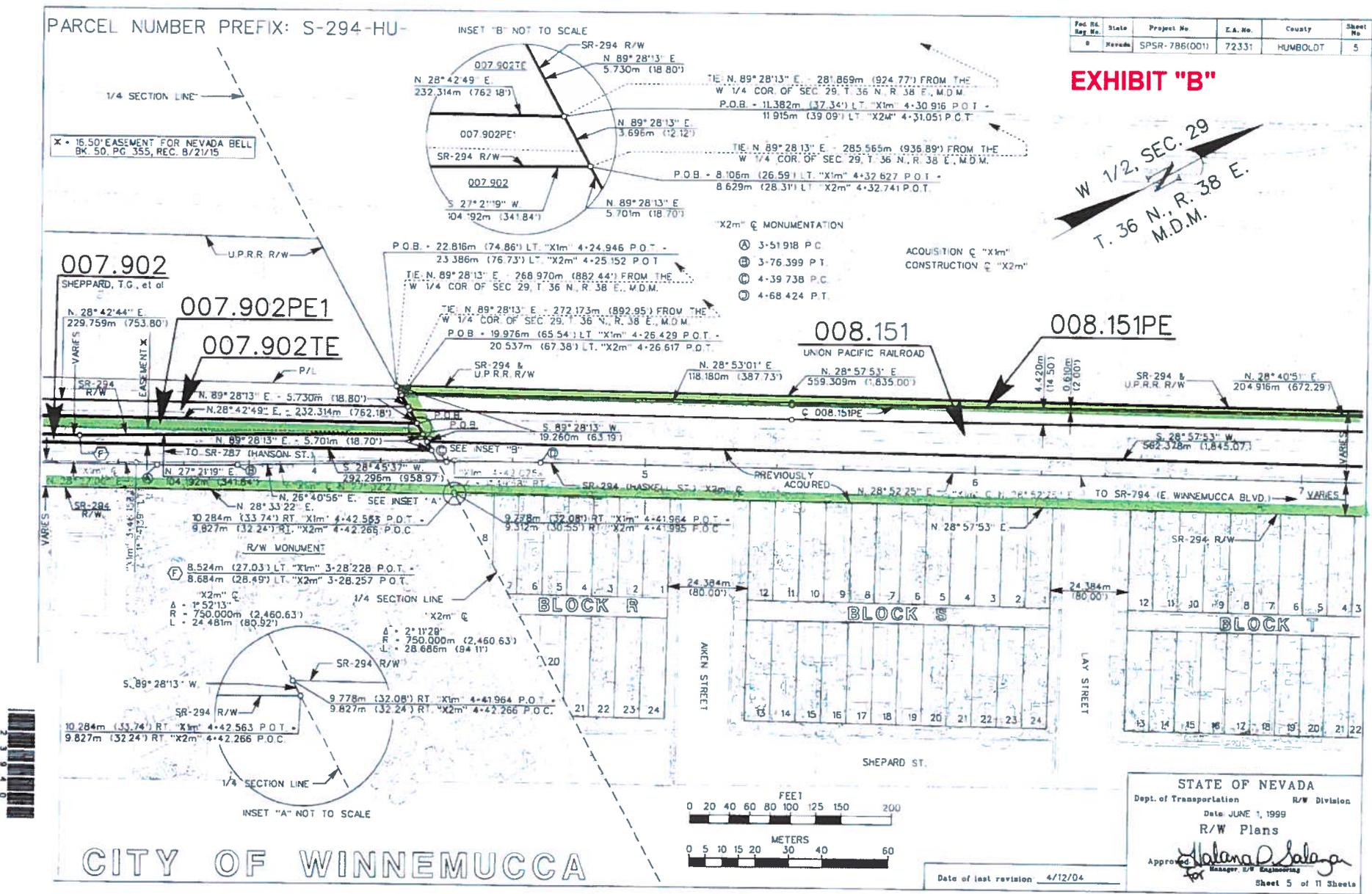
X • 16.50' EASEMENT FOR NEVADA BELL BK. 50, PG. 355, REC. 8/21/15

007.902 SHEPPARD, T.G., et al

007.902PE1
007.902TE

008.151

008.151PE



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CITY OF WINNEMUCCA

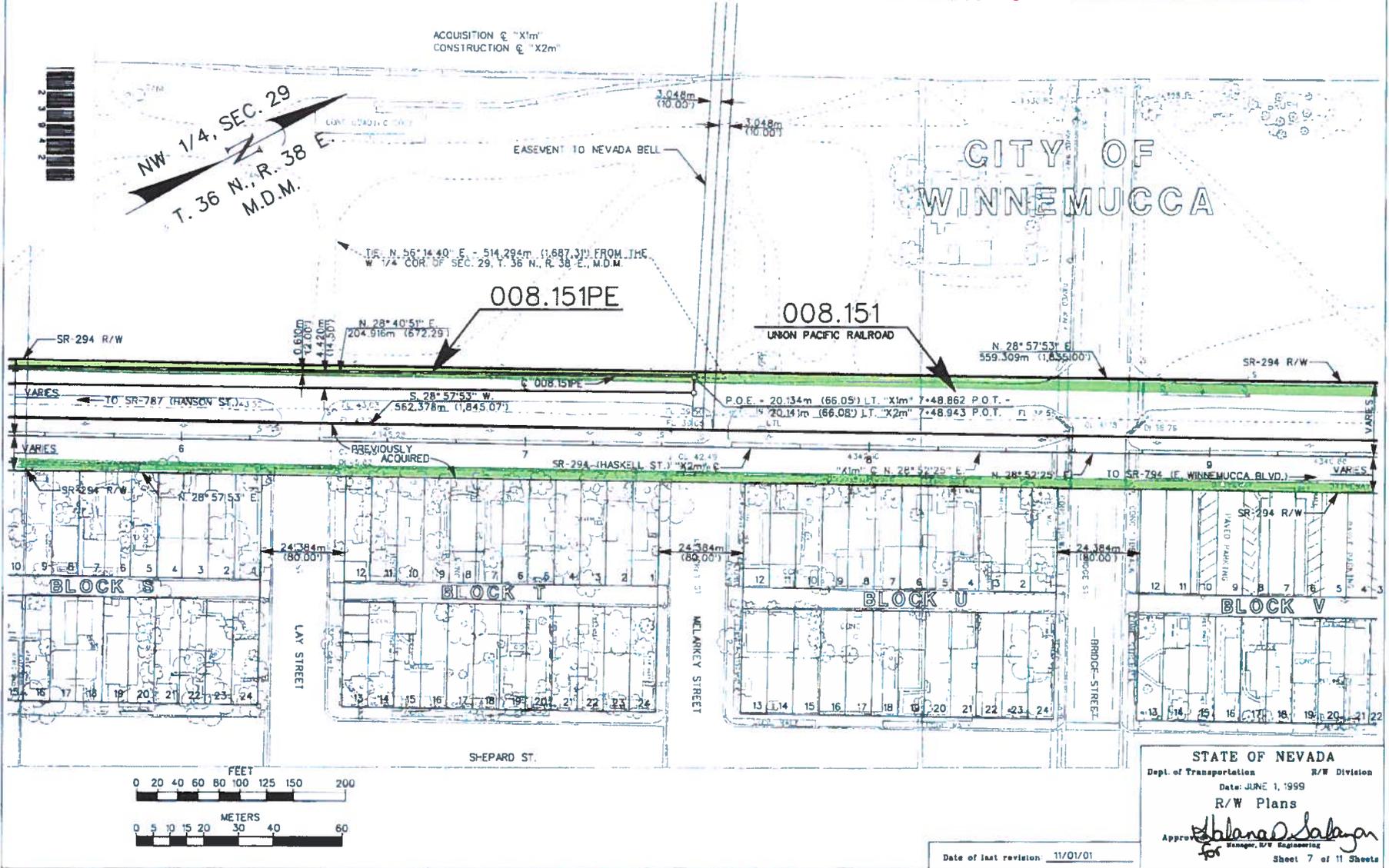


STATE OF NEVADA
 Dept. of Transportation R/W Division
 Date JUNE 1, 1999
 R/W Plans
 Approved: *Holana D. Salazar*
 Manager, R/W Engineering
 Date of last revision: 4/12/04
 Sheet 5 of 11 Sheets

PARCEL NUMBER PREFIX: S-294-HU-

EXHIBIT "C"

| Feet to Meters | State | Project No | E.A. No. | Census | Sheet No. |
|-------------------|--------|---------------|----------|----------|--------------|
| 0 | Nevada | SPSR-786(001) | 72331 | HUMBOLDT | 7 |



PARCEL NUMBER PREFIX: S-294-HU-

SEE SHEET 9 FOR PREVIOUS ACQUISITION IN THIS AREA

R/W MONUMENT
8 055m (26 414) LT "X1m" 14+41 412 P.O.T.
9 675m (28 46) LT "X2m" 14+41 360 P.O.T.
9 909m (32 51) LT "X1m" 14+14 650 P.O.T.
10 625m (34 86) LT "X3m" 14+14 505 P.O.T.

16 504m (54 15) LT "X1m" 12+41 068 P.O.T.
17 279m (56 50) LT "X2m" 12+80 947 P.O.T.

19 699m (64 65) LT "X1m" 12+94 216 P.O.T.
20 830m (68 34) LT "X2m" 12+94 106 P.O.T.

9 872m (32 38) RT "X2m" 12+35 596 P.O.C.
6 740m (28 67) RT "X2m" 13+35 555 P.O.C.

14 067m (46 15) RT "X1m" 14+07 123 P.O.T.
14 633m (48 01) LT "X2m" 14+07 123 P.O.T.

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14 633m (48 01) LT "X2m" 14+07 123 P.O.T.

UPRR R/W
P/I
N 45° 43' 35" E - 155 577m (510 42)
S 55° 15' 42" E - 5 053m (16 58)
P.O.B. = 9 505m (31 18) LT "X1m" 15+73 553 P.O.T.
9 674m (31 74) LT "X2m" 15+73 406 P.O.T.
21 411m (70 24) RT "P" 66+77 41 P.O.C.

8 467m (27 778) LT "X1m" 15+62 242 P.O.T.
8 675m (28 46) LT "X2m" 15+62 191 P.O.T.
S 45° 55' 24" W - 125 054m (410 28)
19 688m (64 59) LT "X1m" 13+80 617 P.O.T.
20 519m (67 32) LT "X2m" 13+80 505 P.O.T.

19 688m (64 59) LT "X1m" 13+80 617 P.O.T.
20 519m (67 32) LT "X2m" 13+80 505 P.O.T.
N 45° 55' 50" E - 32 110m (105 35)
N 45° 41' 06" E - 158 685m (520 62)
N 45° 43' 35" E - 155 577m (510 42)
S 45° 55' 24" W - 26 755m (87 78)
S 45° 55' 24" W - 125 054m (410 28)

008.745TE2 MITCHELL FAMILY TRUST
008.746 MITCHELL FAMILY TRUST
008.758 HAPGOOD, T.L. & A.W.
008.758TE HAPGOOD, T.L. & A.W.
008.759 HAPGOOD, T.L. & A.W.
008.783 HAPGOOD, T.L. & A.W.

14 SECTION LINE
TIE N 0° 41' 53" W - 14 086m (46 21)
TIE N 44° 01' 09" E - 176 071m (577 66)
TIE N 44° 01' 09" E - 176 071m (577 66)
TIE N 44° 01' 09" E - 176 071m (577 66)

NOTE PERPETUATE CORNER 15/9 (PLAN NO. 146)
3 655m (11 99) LT "X1m" 13+37 579 P.O.T.
4 429m (14 51) LT "X2m" 13+97 413 P.O.T.
S 0° 41' 53" E - 7 968m (26 14)
P.O.B. = 13 893m (45 58) LT "X1m" 14+07 254 P.O.T.
14 633m (48 01) LT "X2m" 14+07 123 P.O.T.
N 45° 43' 40" E - 20 433m (67 04)
N 0° 41' 53" W - 8 057m (26 37)
S 89° 18' 35" W - 8 538m (28 01)
S 89° 18' 35" W - 8 403m (27 57)
8 050m (26 41) LT "X1m" 13+92 928 P.O.T.
8 842m (29 01) LT "X2m" 13+92 777 P.O.T.

8 050m (26 41) LT "X1m" 13+92 928 P.O.T.
8 842m (29 01) LT "X2m" 13+92 777 P.O.T.
N 45° 43' 21" E - 9 743m (31 97)
13 927m (45 69) LT "X1m" 14+16 997 P.O.T.
S 13° 47' 10" E - 14 633m (48 01) LT "X2m" 14+16 866 P.O.T.
S 44° 17' 34" E - 1 858m (6 10)
8 050m (26 41) LT "X1m" 14+16 657 P.O.T.
8 766m (28 76) LT "X2m" 14+14 505 P.O.T.
S 45° 55' 24" W - 12 923m (42 40)
8 050m (26 41) LT "X1m" 14+01 734 P.O.T.
8 812m (28 91) LT "X2m" 14+01 582 P.O.T.

8 050m (26 41) LT "X1m" 14+01 734 P.O.T.
8 812m (28 91) LT "X2m" 14+01 582 P.O.T.
TIE N 0° 41' 53" W - 14 086m (46 21)
TIE N 0° 41' 53" W - 14 086m (46 21)

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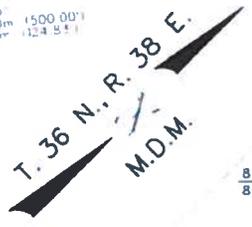
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EXHIBIT "E"

| Fed. Rd. Reg. No. | State | Project No. | E.A. No. | County | Sheet No. |
|-------------------|--------|-------------|----------|------------|-----------|
| 9 | Nevada | SPSR-78(00) | 72331 | Winnemucca | 10 |



END ACQUISITION
"X1m" 15+73.553 P.O.T. =
"X2m" 15+73.406 P.O.T.

CITY OF WINNEMUCCA

STATE OF NEVADA
Dept of Transportation R/W Division
Date MAY 9, 2001
R/W Plans
Approved: *Sharon D. Salazar*
Manager, R/W Engineering
Sheet 10 of 11 Sheets

Date of last revision 4/15/14



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

December 24, 2012

To: Jessica Biggin, Staff Specialist, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 12-18
Parcel: S-294-HU-007.902 XS1
Control Section: HU-34
Route: SR-294 (Haskell Street)
Disposal of NDOT property along Haskell Street, a portion of SR-294 from SR-787 (Hanson Street) to SR-794 (East Winnemucca Boulevard) in the City of Winnemucca, Humboldt County, NV
Disposal by Relinquishment

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern.

Cc: R. Borrelli, Surplus Property Committee, Chair
H. Salazar, Surplus Property Committee, Vice-Chair
Project File

ATTACHMENT 5

NRS 408.527 Procedure for relinquishment of portion of state highway.

1. Whenever the Department and the county or city concerned have entered into an agreement providing therefor, and the legislative body of the county or city has adopted a resolution consenting thereto, the board may relinquish to the county or city any portion of any state highway which has been deleted from the state highway system by legislative enactment. The Department may likewise relinquish any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

2. By resolution of the Board, the Department may upon request relinquish to the Division of State Lands of the State Department of Conservation and Natural Resources for the public use of another state agency any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

3. Relinquishment must be made by a resolution. A certified copy of the resolution must be filed with the legislative body of the county or city concerned. The resolution must be recorded in the office of the county recorder of the county where the land is located and, upon recordation, all right, title and interest of the State in and to that portion of any state highway vests in the county, city or division, as the case may be.

4. Nothing in NRS 408.523 limits the power of the Board to relinquish abandoned or vacated portions of a state highway to a county, city or the Division.

5. If the Board relinquishes property pursuant to subsection 4, and the purpose for which the property was relinquished is abandoned or ceases to exist, then:

(a) If the interest of the Department in the property before it was relinquished was held in fee simple, all right, title and interest of the county, city or Division reverts to the Department.

(b) If the interest of the Department in the property before it was relinquished was an easement or other lesser interest, the county, city or Division may abandon or vacate the property without reversion to the Department.

6. The vesting of all right, title and interest of the Department in and to portions of any state highways relinquished previously by the Department in the city, county or state agency to which it was relinquished is hereby confirmed.

(Added to NRS by 1960, 68; A 1983, 338; 1987, 1102, 1812; 1989, 1308; 1991, 1173)

ATTACHMENT 6



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

MEMORANDUM

June 20, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
Item #10: Briefing on Request for Proposal (RFP) for Freight Plan – For Possible Action

Summary:

The purpose of this item is to present to the Board the request for approval of development and release of a Request for Proposal (RFP) for the State Freight Plan, supported from the State Planning and Research (SPR) Work Program funds. The cost is estimated to be \$1,200,000 funded by 80% federal and a 20% state match as defined by the SPR program.

The freight plan will improve the ability of Nevada to meet the national freight goals established under section 167 of title 23, United States Code within the State to address freight mobility issues. The development of the Freight Plan will be 24 months from the Notice to Proceed date. It will set forth projects that shall demonstrate progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code and be identified in a State freight plan developed pursuant to section 1118 of The Moving Ahead for Progress in the 21st Century Act (MAP-21).

| | | |
|-----------|---|--------------|
| Schedule: | Transportation Board Request | July 2014 |
| | RFP Advertised for Consultant | August 2014 |
| | Transportation Board Approval of Contract | October 2014 |

Background:

The U.S. Department of Transportation strongly encourages all State DOT's to develop State Freight Plans. Due to the lack of specialized expertise the Department will contract for services relating to expert plan development for the Nevada Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.

Freight transportation plays a critical role in company decisions about site selection and expansion. The plan shall set forth policy involving freight in the state, setting priorities and strategies to enhance freight service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada. Promoting economic development and related job growth requires regional economies to maintain existing businesses and attract new ones. Access to efficient freight transportation is a key element in business site selection. Competing in the global market environment has raised the importance of efficient, reliable supply chains and the transport systems they rely upon.

Other State DOT's are complying with the new MAP-21 request. Thirty (30) states have started or completed their Freight Plan. Ten (10) states have taken an existing freight plan and updated them to be MAP-21 compliant. Two (2) states have existing freight plans and are not compliant with MAP-21 and there are eight (8) states (includes Nevada) that have not started their freight plan yet.

Prior Work:

- Freight Assessment Statewide Study, Completed December 2013 -\$120,000.
- Freight Elements in I-11 West Corridor Study, Anticipated to conclude August 2014 - \$2,500,000
- Freight Elements in I-80 Corridor System Master Plan, Anticipated to conclude September 2014 - \$1,799,378
- Freight Elements in I-15 Corridor Master Plan, 2013 - \$1,800,000
- Freight Elements in Connecting Nevada Plan, 2012 - \$1,300,000

Analysis:

A Nevada Freight Plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code within the State to address freight mobility issues. The new MAP-21 made a number of changes to improve the condition and performance of the national freight network and support investment in freight-related surface transportation projects. Specifically, it strongly encourages each state to develop a comprehensive Freight Plan. The benefits of a freight plan will be to strengthen Nevada's highway transportation systems, create jobs and support economic growth statewide, support the Department's aggressive safety agenda, accelerate project delivery promoting innovation and establish a performance-based Federal program required in the MAP-21, section 1117-1118 (Performance Measures on all Projects). The Freight Plan will place attention on safe and efficient transportation for the purpose of increasing economic growth in the Nevada. It will identify those transportation facilities that are critical to the state's economic growth and will prioritize investments in those facilities. The plan can help to attain other strategic goals, such as achieving safety, state of good repair, livability, and employment sustainability. The plan will help us compete with other states to attract manufacturing companies to relocate here because of freight mobility.

The Department has the opportunity to improve our freight network and achieve economic competitiveness and efficiency goals by developing a plan that can help guide investments that set Nevada policy, setting priorities and strategies to enhance our freight service.

List of Attachments:

- A. Scope of Work

Recommendation for Board Action:

Approval by the Board to move ahead with the Freight Plan RFP.

Prepared by:

Bill Thompson, NDOT Freight Project Manager

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSAL

154-14-802

Project Specifications and Instructions
for Submitting a Proposal to Furnish

Nevada State Freight Plan

Statewide

Due: August 26, 2014



Rudy Malfabon, P.E., Director
Department of Transportation

Each proposer shall clearly state, at the time of proposal, its willingness to adhere to this requirement by providing a copy of its Nevada State Business License, a copy of its application from the Secretary of State Office, or a print out of the entity status, which can be obtained from the Nevada Business Search found on the homepage of the Nevada Secretary of State's website at www.nvsos.gov.

Award of any RFP is contingent on a proposer having and holding an active and valid Nevada State Business License. The successful proposer must satisfy this requirement within five (5) business days of issuance of the Notice of Intent. If a proposer is unable or unwilling to adhere to this requirement, the DEPARTMENT will deem the proposer to be non-responsive, and the DEPARTMENT shall proceed to negotiate with the next most qualified firm, and so on, until an agreement, that is acceptable to the DEPARTMENT, is negotiated.

To apply for a Nevada State Business License or to file appropriate formation documents with the Nevada Secretary of State's office, please visit www.nvsos.gov. Business licenses can be obtained immediately by applying on-line; however, paper applications may take several weeks to process.

SECTION VI - SELECTION PROCESS

Selection will be based on the factors listed in the Evaluation Criteria Items section, which will be used by a Review Committee to evaluate the proposals. If the committee elects, in its sole discretion, to conduct oral interviews, each proposer in the competitive range shall be notified of the interview schedule, and will be required to confirm their willingness to attend the oral interview. Failure of a proposer to appear at the oral interview, if the committee elects to conduct such interviews, will be considered non-responsive, and that proposer will be eliminated from any further consideration. The committee tasked with ranking the proposals will be comprised of DEPARTMENT staff and other members representing local entities, who shall remain anonymous to protect the integrity of the procurement process.

The committee may use the information submitted in the proposer's proposal package, the information referencing this RFP, and the information presented at the interview, if applicable, to arrive at the final ranking. The proposals will be ranked and an agreement shall be negotiated following the selection of a firm. If an acceptable agreement cannot be reached with the highest ranked firm, the DEPARTMENT shall proceed to negotiate with the next highest ranked firm, and so on, until an acceptable agreement is negotiated, or the DEPARTMENT, in its sole discretion, elects to terminate the solicitation.

SECTION VII - BACKGROUND

The Nevada State Freight Plan is a document that seeks approval of the Secretary USDOT for content and collaboration in the state freight planning policy process. The plan shall examine all modes of freight movement as a complete system highlighting issues, trends challenges, and opportunities.

The plan shall set forth policy involving freight in the state, setting priorities and strategies to enhance freight service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

One goal of this request is to establish a State Freight Advisory Committee to reach out and work in partnership statewide to provide adequate and reasonable notice and opportunity for comment and other input to the public, trucking industry, airline cargo authorities within the state, private freight stakeholders operating in or affected by freight operation within the state,

units of local government, and other interested parties in the preparation and review of the Nevada Freight Plan.

Identify freight transportation facilities that are critical to Nevada's economic growth and give appropriate priority to investments in such facilities. This plan will enhance economic growth and help guide investments and other policies that will help to achieve the Department's other strategic goals, including safety, state of good repair, livability, and environmental sustainability. Also identify freight transportation facilities that are critical to export movements, and by directing resources toward improving those facilities.

Nevada recognized the importance of freight planning in developing a statewide freight plan. With an eye on how to best utilize Nevada's freight strengths in the economic development and economic diversification process. Promoting economic development and related job growth requires regional economies to maintain existing business and attract new ones. Access to efficient freight transportation is a key element in business site selection. Competing in the global market environment has raised the importance of efficient, reliable supply chains and the transport systems they rely upon. Freight transportation plays a critical role in company decisions about site selection and expansion.

SECTION VIII - SCOPE OF SERVICES

The DEPARTMENT is providing a scope and asks the proposer to supply the additional details of the approach, as requested in Section X (Evaluation Criteria), in order to meet the goals of the proposed plan.

Overview: The services requested of the Firm are outlined in this section, which details the scope, responsibilities, and deliverables for each of the tasks. The tasks are not mutually limited, as the information and results of one task either precede or are developed in conjunction with the successor task. The goal of this project is to define how the state meets federal and state strategic goals, including improving economic efficiency, productivity, and competitiveness; reducing congestion; improving safety, security, and resilience; improving the state of good repair; using advanced technology, etc.; and reducing adverse environmental and community impacts. Provide a jumping-off point with a framework for future freight planning activities and projects that conform with programs and goals recognized by the National Freight Program established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 1117-1118: State Freight Plan. MAP-21 of Section 1115: Chapter 1 of title 23: National Freight Policy and MAP-21 of Section 1401: Subtitle-D, Highway Safety: Jason's Law.

A. Conduct Project Scoping / Kickoff Meeting

With a kickoff meeting to discuss a proposed Work Plan and clarify the areas of emphasis, alterations in approach, and format of the final products. The Work Plan will also address protocols for the project team, as well as the protocols for exchanging data, and communicating concerns or questions between members of the Firm's team and the DEPARTMENT's Project Manager.

B. Establish a State Freight Advisory Committee

The Firm will establish a Nevada Freight Advisory Committee consisting of a representative cross-section of public and private sector freight stakeholders.

Develop a Public Involvement and Stakeholder Outreach Plan. Public agency coordination among state and local partners, citizen input and private sector business participation as

part of the process needed to develop a thorough State Freight Plan. Bring together the perspectives and knowledge of public and private partners, including shippers, carriers, and infrastructure owners and operators to develop a quality State Freight Plan.

Deliverables:

- State Freight Advisory Committee.
- An approved public involvement / stakeholder outreach plan.
- A summary of the public involvement process and stakeholder comments received during outreach activities.
- Recommendations to the State on freight-related priorities, issues, projects, and funding needs.
- Stakeholder Contact Database - As part of the stakeholder involvement, the consultant will create and maintain a database of stakeholder contacts.

C. All communications and public involvement for the Plan will be managed by the consultant.

D. Analyze and make use of the requirements, freight data, task elements, recommendations and results of NDOT 2013 Freight Assessment Study, Freight Elements in I-11 West Corridor Study, I-80 Corridor System Master Plan, the Connecting Nevada Plan, I-15 Corridor Master Plan, and RTC's Las Vegas Goods Movement, to include other Nevada's MPO's freight studies, UDOT Freight Studies and the National Cooperative Highway Research Program (NCHRP) 20-83 Long Range Planning for Freight.

E. The Plan must be consistent in fulfilling all requirements of Public Law 112-141 the National Freight Program established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 1117-1118: State Freight Plan. MAP- 21 of Section 1115: Chapter 1 of title 23: National Freight Policy and MAP- 21 of Section 1401: Subtitle-D, Highway Safety: Jason's Law, and include a description of how the plan will improve the ability of Nevada to meet the national freight goals established under section 167 of title 23, United States Code.

F. Identify significant freight system trends, needs, and issues with respect to Nevada.

Examine how economic forces and freight transport trends are likely to impact current and future businesses transportation needs in Nevada. The analysis will examine the impacts of global economic trends, and predicted market or policy changes in the areas of global trade routes, global markets including agriculture, domestic energy production, security, and technology. The consultant should also provide benchmarks regarding the freight and logistics industries of Nevada to other states using a variety of economic indicators.

G. Identify and inventory of facilities with freight mobility issues such as truck bottlenecks and truck parking within the state, and a description of the strategies to address those freight mobility issues, adding Truck parking facilities eligible for funding to the states inventory to include a survey and comparative assessment of the state's capability to provide adequate parking and rest facilities for trucks and create a formal truck parking program with reference to Jason's Law Subtitle-D, Highway Safety-Section 1401 of MAP-21.

H. Identify routes on which travel by heavy vehicles (including mining, fracking, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, include a description of improvements, adding rail spurs if needed that may be required to reduce or impede the deterioration;

I. Leverage ITS technology for truck facilities.

With an approach through innovative technologies (such as use of intelligent transportation systems (ITS)) that improve the safety and efficiency of freight movement.

J. Inventory of identified freight infrastructures from the 2013 Freight Assessment Study.

The consultant will utilize the technical memorandum of Nevada's key freight infrastructure produced from the assessment study. The assembled data set to support the inventory will contain common physical and conditional attributes for each mode, paying particular attention to provisions found in MAP-21 calling for the identification of critical components of a national freight network. The freight system refers to the network of highway corridors, railways, and airports that link industries and markets. The consultant team will analyze the overall performance of the multimodal network to effectively and seamlessly move freight to/from and through Nevada. A second component will document major facilities where commodities are transferred between modes and origin/destination -- rail transfer facilities, air cargo facilities. The third component will identify and analyze intermodal connectors; the major access routes between the distribution network and key freight handling facilities. Key elements of this deliverable shall include:

- A GIS-based inventory of the pertinent freight elements within the state.
- A description of Nevada's goods movement system in terms of the following elements.
 - 1) The high-level distribution system;
 - 2) major commodity handling and storage nodes; and,
 - 3) local access between the distribution system and the nodes.
- Recommendations for performance based metrics that can support provisions for outcome based approaches under MAP-21 for performance management.

The inventory by mode should include at a minimum the following:

Highway (Commercial Vehicle Operations)

- Functional classification
- Federal or state route designations (e.g. National Network, Critical Rural Freight Connectors, Intermodal Connectors)
- Commercial traffic demands (HCADT or AADT)
- Physical capacity (e.g., pavement / bridge condition / restrictions)
- Geometric capacity (clearance restrictions, width limits)
- At-grade crossing locations
- Designated permit routes
- Trucker Survey (Inventory, Issues, Safety)
- Weigh Stations and Rest Areas
- High volume connectors / large truck generators (e.g. 50+ trucks/day)
- Safety metrics

Freight Railroad

- Rail line ownership
- Trackage rights users
- Railroad classification
- Traffic density
- Track configuration
- Type of signal system
- Maximum train speeds
- Classification yards

- Intermodal terminals
- Transload facilities and other terminals
- Major trackside industries

Air Cargo

- Regional air cargo facilities
- Air cargo volumes by airport
- Runway length
- Air cargo warehousing capacity
- Air cargo terminals
- Highway connections
- Major airport industries

Pipelines

- Ownership and capacity
- Loading facilities
- Map of pipelines (National and Statewide)

- K. Evaluate statewide and interstate truck traffic operations and impacts, including maintenance and interagency issues with DPS, DMV, RTCs, counties and cities.
- L. Describe the domestic and international commodity flows and trade relationships affecting Nevada and key population centers in the state, for base year 2014 and forecast 10 years out and 20 years out.
- M. Develop strategic directions for Freight Investment tasked in the 2014 Freight Assessment. The goal is to provide funds to Nevada by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors. The Consultant will forecast total future freight, goods and services movement and their relevant economic impact to Nevada through the year 2033. The purpose of the forecast effort is to identify existing capacity, safety and operational problems and needs facing the movement of freight, goods and services in Nevada and to recommend appropriate actions to address those problems and needs..
- N. Forecast total future freight, goods and services movement and their relevant economic, environmental, and livability impact to Nevada through 10 years out and 20 years out.
- O. Refinement of performance measure indicators found in the Freight Assessment's initial list of projects given in Chapter 4 Section B which may be used to identify capacity, access, safety, operational and other problems and needs related to movement of freight, goods and services in Nevada with a description of how projects will make progress toward meeting freight performance goals described in MAP-21. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the state. The consultant will established a performance based framework that can be used to prioritize future freight needs in the State of Nevada.
- P. Identify potential projects based on data analysis and stakeholder input. Include a comprehensive implementation plan, showing both short-term and long-term strategies, and including an approximate time schedule; funding consideration; and potential revenue-generating projects and proposed partners for each proposed freight improvement.

Q. Identify and describe all funding sources available for freight infrastructure.

R. Present the Plan in a Final Report and Executive Summary.

Provide DEPARTMENT a draft review copy of the FINAL REPORT, including EXECUTIVE SUMMARY, at least seven weeks prior to the completion of the Plan and a final copy at the completion of the Plan. The quantities of hard and electronic copies to be determined prior to submittal dates.

S. Present the Plan and recommendations in a Final Report and Executive Summary and presentation to the Nevada Transportation Board.

SECTION IX - PROJECT SCHEDULE

The Plan shall be complete within twenty four (24) months once the Notice to Proceed is issued to the Proposer.

SECTION X - PROPOSAL CONTENT

Proposals shall be brief and to the point. The cover letter shall not exceed one (1) single-spaced, single-sided 8½" x 11" page, and shall include the proposing firm's contact person's information including his or her name, mailing address, telephone number, and email address. One section of the proposal shall be devoted to each topic listed below under the Evaluation Criteria Items, with such sections distinctly separated by a divider page. The proposal must be signed by the individual(s) legally authorized to bind the firm as per NRS 333.337.

The proposals shall include:

A. EVALUATION CRITERIA ITEMS

1. Project Approach: Proposer's approach to identifying and implementing the project requirements and meeting the NDOT's needs. Proposer should consider including information on their Quality Assurance/Quality Control program.

2. Project Team: Project Manager to be assigned, education, capability and experience of the key personnel to be assigned and the estimated effectiveness of the team's proposed organization and coordination process.



1263 South Stewart Street
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Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 18, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
ITEM #11: Briefing on Request for Proposal (RFP) for e-STIP – For Possible Action

Summary:

Transportation Board approval is desired for development and issuance of a Request for Proposal to secure a consultant to assist the NDOT Planning Division in producing an e-STIP, a software tool used to automate and streamline development and reporting of the Statewide Transportation Improvement Program (STIP).

In a recent FHWA survey in which 36 state DOTs responded, nearly 60% of all Departments of Transportations have migrated to some form of e-STIP. An e-STIP will greatly reduce the need to create paper copies of the STIP, improve the document quality, make collaboration and coordination with Metropolitan Planning Organizations (MPOs) and stakeholders more efficient, and provide a current, searchable STIP on NDOT's public website. An e-STIP is in line with FHWA's best practices and new guidance in MAP-21 with respect to improved consultation with MPOs, Tribes and transportation stakeholders.

Background:

Federal regulations dictate development of the STIP. In order to receive federal funding, a transportation project must be included in the STIP. NDOT has responsibility for programming projects in the non-metropolitan areas of the state and MPOs have responsibility for metropolitan areas.

When NDOT has a regionally significant and/or federal aid project in a metropolitan area, NDOT works with the appropriate MPO to incorporate the NDOT projects in the MPO's Transportation Improvement Program (TIP). The MPO TIPs are then combined with the nonmetropolitan program to create the STIP. The MPO TIPs must be included without change into the STIP.

The STIP should be at least four years in duration and it should be updated at least every four years. Many states go beyond minimum requirements by incorporating projects that do not use federal funding, or including projects to be delivered outside of the four-year period as "illustrative" projects.

Each project in the STIP includes a project description, estimated project cost, amount of federal funds to be used each fiscal year, and agencies that will carry out the project are identified. STIP projects must be fully funded with reasonably expected revenues.

The MPO governing board approves their TIP after a period of public availability and comment. The Transportation Board adopts the STIP. The STIP document must be approved by the US Secretary of Transportation. Federal approval is delegated to the FHWA Division and FTA Region administrators.

STIP administrative modifications to project priority or year of expenditure are allowed without federal approval. Changes that affect fiscal constraint or significant project scope changes must be federally approved through a STIP amendment process.

NDOT has worked with FHWA and the MPOs to identify data fields that will be populated with data in the e-STIP in order to have a consistent process. Work to be accomplished by the consultant includes:

- Provide a comprehensive software application that will take data inputs from MPO TIPs and NDOT's non-metropolitan program and consolidate it into an automated e-STIP that interfaces with existing NDOT systems
- Provide training to NDOT, FHWA, MPOs on the e-STIP software application
- Provide a web interface that allows a search of STIP information by several fields of data (route, county, district, road classification, funding category, etc.)
- The software application will electronically submit the e-STIP, amendments and administrative modifications to the FHWA and FTA for their review and approval

Analysis:

Currently, NDOT's STIP is produced as a paper document. PDFs of the document are posted on NDOT's public website. The individual TIPs are available on MPO websites as PDFs. Posting of TIP amendments and administrative modifications by each MPO is their responsibility, however, having an e-STIP posted on NDOT's public website will provide a one-stop-shop for federal aid projects statewide.

The benefits of an e-STIP will be:

- Efficiencies will be gained by eliminating a manual process that requires extensive labor and duplication of effort
- Reducing the possibility of errors due to transposition of numbers, entering outdated information or dual entry of information
- Improved data integrity and reliability as the MPO's TIP data becomes a direct input into the STIP
- Improved transparency to the public, MPOs and other transportation stakeholders as the latest information will be posted on a searchable e-STIP as soon as federal approval is obtained for the STIP, amendments and administrative modifications
- Improved access to uniform information
- Better transparency as it allows for display of the most current STIP information as amended or administratively modified, eliminating the delay in posting PDFs on websites
- Improved processing time for FHWA and FTA review and approval
- More efficient programming of federal funds, as the STIP establishes funding in various federal funding program areas
- Reduced printing expenses and less use of printing resources

Recommendation:

Staff recommends approval of development and release of an RFP for an e-STIP. Since many other state DOTs have implemented an e-STIP, NDOT will have the ability to use software that has already been developed, thereby avoiding unnecessary expense and customization. It is also anticipated that maintenance costs for the software will be more manageable. The anticipated cost for e-STIP development by a consultant is \$500,000, using 80% federal SPR funds and 20% state match.

Prepared by:

Rudy Malfabon, Director

Rebecca Kapuler, Transportation & Multimodal Planning Division



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

MEMORANDUM

June 16, 2014

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: July 7, 2014 Transportation Board of Directors Meeting
Item #12 Briefing on the USA Parkway (SR 439) Project – *Informational Item only.*

Summary:

The purpose of this item is to provide to the Transportation Board an update on the progress of the USA Parkway (SR 439) Project's Environmental Phase.

Background:

USA Parkway (SR 439) is a 19-mile roadway connection between I-80 and US 50 that is located 13 miles east of Reno in Storey and Lyon Counties. In 2011, the Nevada Department of Transportation procured Jacobs Engineering to complete the Environmental Phase for the project. Other scopes of work for the project included a 30% design, a Benefit-Cost Analysis report, as well as preliminary reports for design, geotechnical, and hydraulics. Notice to proceed with the work was issued in September 2011.

Analysis:

The Environmental Phase for the project is nearly complete. The scopes of work completed to date for the project include:

- 1st public hearing held in Lyon County in January 2012;
- Survey and Mapping;
- Roadway classification;
- The preliminary geotechnical work and report;
- The preliminary hydraulics report;
- The preliminary design report;
- Traffic analysis and forecast reports;
- Field (roadway alignment) alternatives review report;
- Risk and value analysis review;
- A 30% design;
- The Benefit-Cost Analysis;
- And all work associated with the Environmental Work, including the cultural field work, draft archeological (cultural) report, draft Environmental Assessment, as well as the identification of the preferred (roadway alignment) alternative.

Final revisions are being made to the cultural report that will be included in the draft Environmental Assessment which is expected to be submitted to public for review this Summer. A 2nd public hearing is expected to occur late Summer of this year and

completion of the Environmental Phase is expected to be Fall of this year. NDOT is expected to proceed into the Final Engineering Phase upon completion of the Environmental Phase. The construction estimate is \$50-60M. No construction funding has been identified.

List of Attachments:

- A. USA Parkway Preferred Alternative

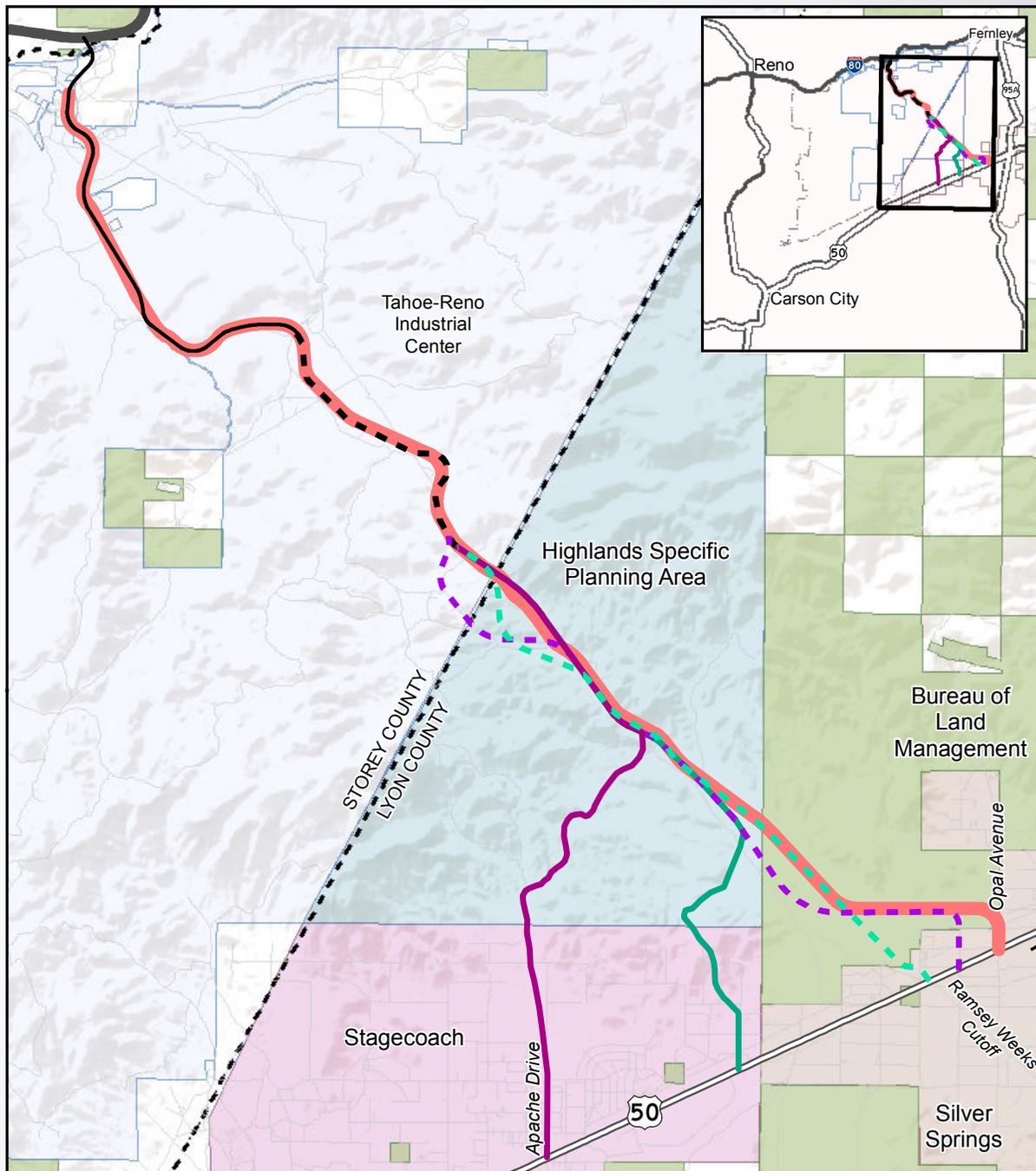
Prepared by:

Pedro Rodriguez, Project Manager

Project Alternative



All information presented is preliminary and subject to revision. The preferred alternative is not the final alignment. The final alignment will be determined upon completion of the Environmental Phase. No commitment will be made as to any alternative under evaluation in the environmental process, including the no-build alternative.



Agency Participants

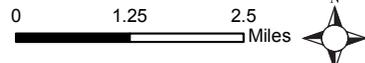


Local/State Agencies



Alternatives*

- Existing Pavement
- - - Existing: Graded
- - - Ramsey Weeks Alternative
- - - Onyx Street Alternative
- Reservoir Road Alternative
- Apache Drive Alternative
- Opal Avenue Alternative (Preferred Alternative)
- - - County Boundary
- Bureau of Land Management



* In addition to the preferred alternative, a no-build alternative is also being considered.

For More Information

- Visit our web site: http://www.nevadadot.com/Projects_and_Programs/Road_Projects/USA_Parkway_-_I-80_to_U_S__50.aspx
- Attend the next public meeting in December (tentative).



1263 South Stewart Street
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Phone: (775) 888-7440
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MEMORANDUM

June 20, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 7, 2014 Transportation Board of Directors Meeting
Item #13: Old Business

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

- a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*

Please see Attachment A.

- b. Monthly Litigation Report – *Informational item only.*

Please see Attachment B.

- c. Fatality Report dated June 23, 2014 – *Informational item only.*

Please see Attachment C.

List of Attachments:

- a. Report of Outside Counsel Costs – Informational item only.
- b. Monthly Litigation Report – Informational item only.
- c. Fatality Report dated June 23, 2014 – Informational item only.

Recommendation for Board Action:

Informational item only.

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 20, 2014 | | | | | | |
|---|---|--|---|--|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Nossaman, LLP | Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015 | 3/11/13 - 3/11/15 Amendment #1 | 3/11/2013 1/14/2014 | \$ 1,400,000.00 | | |
| | | | | \$ 2,000,000.00 | | |
| | | | | \$ 3,400,000.00 | | |
| | | | | \$ 3,400,000.00 | \$ 1,770,782.26 | |
| Snell & Wilmer, LLP | <i>Peek Construction vs. NDOT</i> 1st JD 120C 00030 1B Contract # 3407 (Wells Wildlife Crossing) NDOT Agmt No. P082-12-004 | 3/1/2012 - 6/30/14 Amendment #1 | 3/1/2012 9/12/13 | \$150,000.00 20,000.00 | | |
| | | | | | \$ 170,000.00 | \$ 20,431.00 |
| Snell & Wilmer, LLP | <i>Peek Construction vs. NDOT</i> 1st JD 120C 00032 1B Contract # 3377 (Kingsbury Grade) NDOT Agmt No. P083-12-004 | 3/1/2012 - 3/30/2015 Amendment #1 Amendment #2 Amendment #3 | 3/1/2012 2/18/13 9/12/13 1/17/14 | \$150,000.00 \$75,000.00 \$70,000.00 825,000.00 | | |
| | | | | \$ 1,120,000.00 | \$ 1,120,000.00 | \$ 376,949.25 |
| Snell & Wilmer, LLP | <i>Construction Claims Williams Brother, Inc.</i> Contract # 3392 (Various in Las Vegas) NDOT Agmt No. P084-12-004 | 3/1/2012 - 6/30/14 Amendment #1 | 3/1/2012 5/13/2014 | \$ 5,500.00 \$ 5,000.00 | | |
| | | | | | \$ 10,500.00 | \$ 5,688.30 |
| Chapman Law Firm | <i>NDOT vs. Carrie Sanders</i> 8th JD - A-12-664693-C Project Neon - Las Vegas NDOT Agmt No. P192-12-004 | 6/12/12 - 6/12/15 | 6/12/2012 | \$ 541,800.00 | | |
| | | | | | \$ 541,800.00 | \$ 397,026.09 |
| Chapman Law Firm | <i>NDOT vs. Gendall</i> 8th JD - A-12-666487-C Project Neon - Las Vegas NDOT Agmt No. P325-12-004 | 6/12/12 - 6/12/14 | 6/12/2012 | \$ 541,800.00 | | |
| | | | | | \$ 541,800.00 | \$ 197,541.35 |
| Chapman Law Firm | <i>NDOT vs. Roberts 1981 Decedents Trust</i> 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004 | 10/23/12 - 10/12/14 | 10/23/2012 | \$ 475,725.00 | | |
| | | | | | \$ 475,725.00 | \$ 437,375.81 |
| Chapman Law Firm | <i>NDOT vs. Catello Family Trust</i> 8th JD - A-12-671920-C Project Neon - Las Vegas NDOT Agmt No. P476-12-004 | 11/16/12 - 11/30/15 | 11/16/2012 | \$ 449,575.00 | | |
| | | | | | \$ 449,575.00 | \$ 435,030.96 |
| Chapman Law Firm | <i>NDOT vs. MLK-ALTA</i> 8th JD - A-12-658642-C Project Neon - Las Vegas NDOT Agmt No. P508-12-004 | 1/14/13 - 1/14/15 | 1/14/2013 | \$ 455,525.00 | | |
| | | | | | \$ 455,525.00 | \$ 314,093.49 |
| Chapman Law Firm | <i>NDOT vs. Highland Partnership 1980</i> 8th JD - Project Neon - Las Vegas NDOT Agmt No. P507-12-004 | 1/14/13 - 1/14/15 | 1/14/2013 | \$ 449,575.00 | | |
| | | | | | \$ 449,575.00 | \$ 423,204.43 |
| Chapman Law Firm | <i>NDOT vs. Highland 2000-I, LLC</i> 8th JD - A-12-671915-C Project Neon - Las Vegas NDOT Agmt No. P501-12-004 | 1/14/13 - 1/14/15 | 1/14/2013 | \$ 449,575.00 | | |
| | | | | | \$ 449,575.00 | \$ 110,559.56 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 20, 2014 | | | | | | |
|---|--|---------------------|-----------------------------|-------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Laura FitzSimmons, Esq. | Condemnation Litigation Consultation NDOT Agmt No. P510-12-004 | 12/16/12 - 12/30/14 | 12/16/2012 | \$ 300,000.00 | \$ 2,700,000.00 | \$ 690,311.90 |
| | | Amendment #1 | 8/12/2013 | \$ 850,000.00 | | |
| | | Amendment #2 | 1/22/2014 | \$ 750,000.00 | | |
| | | Amendment #3 | 5/12/2014 | \$ 800,000.00 | | |
| | | | | \$ 2,700,000.00 | | |
| Lemons, Grundy, Eisenberg | NDOT vs. Ad America (Appeal) 8th JD - A-11-640157-C Project Neon - Las Vegas NDOT Agmt No. P037-13-004 | 1/22/13 - 1/22/15 | 1/22/2013 | \$205,250.00 | \$ 205,250.00 | \$ 87,562.02 |
| Sylvester & Polednak, Ltd. | NDOT vs. Wykoff 8th JD - A-12-656578-C Warms Springs Project - Las Vegas NDOT Agmt No. P071-13-004 | 2/27/13 - 2/27/15 | 2/27/2013 | \$275,000.00 | \$ 275,000.00 | \$ 80,481.65 |
| Sylvester & Polednak, Ltd. | NDOT vs. Railroad Pass 8th JD - A-12-665330-C Boulder City Bypass Project NDOT Agmt No. P072-13-004 | 2/27/13 - 2/27/15 | 2/27/2013 | \$ 275,000.00 | \$ 550,000.00 | \$ 231,783.95 |
| | | Amendment #1 | 5/12/2014 | \$ 275,000.00 | | |
| Sylvester & Polednak, Ltd. | NDOT vs. K & L Dirt 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004 | 2/27/13 - 2/27/15 | 2/27/2013 | \$ 275,000.00 | \$ 275,000.00 | \$ 198,515.55 |
| Sylvester & Polednak, Ltd. | NDOT vs. I-15 & Cactus Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004 | 2/27/13 - 2/27/15 | 2/27/2013 | \$ 200,000.00 | \$ 200,000.00 | \$ 151,642.50 |
| Sylvester & Polednak, Ltd. | JYTYJK, LLC dba Wireless Toyz vs. NDOT 8th JD A-13-681291-C Project Neon - Las Vegas NDOT Agmt No. P127-13-004 | 4/19/13 - 2/28/13 | 4/19/2013 | \$ 175,000.00 | \$ 175,000.00 | \$ 147,730.57 |
| Watt, Tieder, Hoffar & Fitzgerald | Pacific Coast Steel vs. NDOT K3292 - I-580 2nd JD CV12-02093 NDOT Agmt No. P160-13-004 | 4/30/13 - 4/30/15 | 4/30/2013 | \$ 275,000.00 | \$ 275,000.00 | \$ 60,176.66 |
| Sylvester & Polednak | Fitzhouse Enterprises (acquired title as Westcare) 8th JD - A-13-660564-C Project Neon - Las Vegas NDOT Agmt No. P201-13-004 | 5/31/13 - 5/31/15 | 5/31/2013 | \$ 290,000.00 | \$ 290,000.00 | \$ 200,122.34 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 20, 2014 | | | | | | |
|---|--|---------------------|-----------------------------|-------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Chapman Law Firm | 54 B LLC vs. Clark County & NDOT 8th JD - A-12-674009 NDOT Agmt No. P217-13-004 | 6/6/13 - 11/30/15 | 6/6/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 205,086.80 |
| Snell & Wilmer | Meadow Valley Public Records Request K3399 NDOT Agmt No. P273-13-004 | 7/18/13 - 7/30/14 | 7/18/2013 | \$30,000.00 | \$ 30,000.00 | \$ 371.70 |
| Kemp, Jones, Coulthard | Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004 | 7/17/13 - 6/30/15 | 7/17/2013 | \$ 280,000.00 | \$ 280,000.00 | \$ 145,411.53 |
| Chapman Law Firm | Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 200,000.00 | \$ 450,000.00 | \$ 210,699.95 |
| | | Amendment #1 | 4/28/2014 | \$ 250,000.00 | | |
| Chapman Law Firm | Ad America vs. NDOT (Cactus Direct and Inverse) 8th JD A-10-631520-C & A-12666482-C NDOT Agmt No. P292-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 193,414.24 |
| Chapman Law Firm | Ad America vs. NDOT (South Point) 8th JD A-11-653502-C NDOT Agmt No. P293-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 70,000.00 | \$ 70,000.00 | \$ 33,138.73 |
| Kemp, Jones & Coulthard | NDOT vs. City of Los Angeles 8th JD A-13-687717-C Boulder City Bypass Project NDOT Agmt No. P405-13-004 | 9/1/13 - 9/30/15 | 9/1/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 211,138.91 |
| Sylvester & Polednak | NDOT vs. Smith Family Trust 8th JD A-13-687895-C Project Neon NDOT Agmt No. P465-13-004 | 9/7/13 - 9/30/15 | 9/7/2013 | \$ 280,000.00 | \$ 280,000.00 | \$ 269,185.79 |
| Chapman Law Firm | NDOT vs. LGC, 231, LLC 8th JD NDOT Agmt No. P561-13-004 | 12/20/13 - 12/15/15 | 12/20/2013 | \$ 453,650.00 | \$ 453,650.00 | \$ 435,425.70 |
| Laura FitzSimmons, Esq. | Risk Management Analysis for Project NEON | 1/13/14 - 12/13/17 | 1/13/2014 | \$ 900,000.00 | \$ 900,000.00 | \$ 124,062.97 |
| Armstrong Teasdale, LLP | Legal Support for utility matters relating to Project Neon and Boulder City Bypass | 5/14/14 - 5/30/16 | 5/14/2014 | \$ 250,000.00 | \$ 250,000.00 | \$ 250,000.00 |
| * BH Consulting Agreement | <i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i> | 6/30/12 - 6/30/16 | 6/30/2012 | \$ 77,750.00 | \$ 77,750.00 | \$ 76,340.00 |

* Pass Through - Federally mandated 800 MHz rebanding project fully reimbursed by Sprint Nextel.

| Monthly Litigation Report to the Nevada Department of Transportation - May 20, 2014 | | | | |
|---|--|-------------------------|-----------------|-----------------|
| Case Name | Nature of Case | Outside Counsel to Date | | |
| | | Fees | Costs | Total |
| Condemnations | | | | |
| NDOT vs. AD America, Inc. (Cactus - Direct) | Eminent domain - I-15 Cactus | \$ 151,309.26 | \$ 27,732.45 | \$ 179,041.71 |
| NDOT vs. Bawcon | Eminent domain - Elko | | | |
| NDOT vs. Catello Family Trust, Carmine V. | Eminent domain - Project Neon | \$ 13,108.25 | \$ 1,435.79 | \$ 14,544.04 |
| NDOT vs. City of Los Angeles, et al. | Eminent domain - Boulder City Bypass | \$ 31,491.50 | \$ 2,613.17 | \$ 34,104.67 |
| NDOT vs. Fitzhouse/Westcare | Eminent domain - Project Neon | \$ 57,175.00 | \$ 32,265.66 | \$ 89,440.66 |
| NDOT vs. Gendall Trust | Eminent domain - Project Neon | \$ 265,372.55 | \$ 36,336.88 | \$ 301,709.43 |
| NDOT vs. Highland Partnership 1980, LLC | Eminent domain - Project Neon | \$ 22,702.50 | \$ 3,668.07 | \$ 26,370.57 |
| NDOT vs. Highland 2000-I, LLC | Eminent domain - Project Neon | \$ 259,972.61 | \$ 49,073.85 | \$ 309,046.46 |
| NDOT vs. I-15 and Cactus, LLC | Eminent domain - I-15 Cactus | \$ 18,400.00 | \$ 1,390.19 | \$ 19,790.19 |
| NDOT vs. Jenkins, Carrie, aka Carrie Sanders | Eminent domain - Project Neon | \$ 111,924.00 | \$ 27,024.29 | \$ 138,948.29 |
| NDOT vs. Jericho Heights, LLC | Eminent domain - Boulder City Bypass | \$ 849,800.00 | \$ 1,049,973.42 | \$ 1,899,773.42 |
| NDOT vs. K & L Dirt Company, LLC | Eminent domain - Boulder City Bypass | \$ 58,425.00 | \$ 11,564.01 | \$ 69,989.01 |
| NDOT vs. KP & TP, LLC, Roohani, Khusrow | Eminent domain - I-15 and Warm Springs | | | |
| NDOT vs. MLK-ALTA | Eminent domain - Project Neon | \$ 116,935.00 | \$ 23,603.26 | \$ 140,538.26 |
| NDOT vs. Railroad Pass Investment Group | Eminent domain - Boulder City Bypass | \$ 138,950.00 | \$ 178,035.55 | \$ 316,985.55 |
| NDOT vs. Smith Family Trust, et al | Eminent domain - Project Neon | \$ 8,375.00 | \$ 1,323.71 | \$ 9,698.71 |
| NDOT vs. Union Pacific Railroad Co. | Eminent domain - Reconn. of SR 317 | | | |
| NDOT vs. Wykoff Newberg Corporation | Eminent domain - I-15 and Warm Springs | \$ 158,125.78 | \$ 27,285.25 | \$ 185,411.03 |
| Nevada Power Company vs. Westcare, NDOT - 8 | Public utility seeks permanent easement | | | |
| Inverse Condemnations | | | | |
| 54 B LLC | Inverse condemnation | \$ 30,584.03 | \$ 8,079.99 | \$ 38,664.02 |
| AD America, Inc. vs. NDOT (NEON) | Inverse condemnation - Project Neon | \$ 447,494.05 | \$ 104,525.51 | \$ 552,019.56 |
| First Presbyterian Church of LV vs. NDOT | Inverse condemnation - Project Neon | | | |
| JYTYJK, LLC dba Wireless Toyz vs. NDOT | Inverse condemnation - Project Neon | \$ 18,255.25 | \$ 2,372.98 | \$ 20,628.23 |
| Nassiri, Fred vs. NDOT | Inverse condemnation | \$ 122,592.68 | \$ 3,025.72 | \$ 125,618.40 |
| P8 Arden, LLC vs. NDOT | Inverse condemnation - Blue Diamond Road | | | |
| Robarts 1981 Decedents Trust vs. NDOT | Inverse Condemnation - Project Neon | \$ 36,396.08 | \$ 1,953.11 | \$ 38,349.19 |
| Cases Removed from Last Report: | | | | |
| None | | | | |

| Monthly Litigation Report to the Nevada Department of Transportation - May 20, 2014 | | | | |
|---|---|-------------------------|--------------|---------------|
| Case Name | Nature of Case | Outside Counsel to Date | | |
| | | Fees | Costs | Total |
| Torts | | | | |
| Antonio, James S. vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Ariza, Ana, et al. vs. Wulfenstein, NDOT | Plaintiff alleges wrongful death | | | |
| Deming, Jerry Lee vs. Manha, Granite, NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Discount Tire Company vs. NDOT; Fisher | Plaintiff alleges negligence and personal injury | | | |
| Francois, John A. vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Harper, Kenneth J. vs. NDOT | Plaintiff alleges negligence/wrongful death | | | |
| Harris Farm, Inc. vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Jorgenson & Koka, LLP | Plaintiff alleges negligence causing property damage | | | |
| Lopez, Jewelee Marie vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Marshall, Charles vs. State, NDOT | State awarded costs. Appeal of arbitration pending. | | | |
| Mullen, Janet vs. NDOT | Plaintiff alleges personal injury | | | |
| NDOT vs. Tamietti | NDOT seeks injunct. relief to prevent closing access | | | |
| Oneal, Brenda vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Windrum, Richard & Michelle vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Zito, Adam vs. NDOT | Plaintiff alleges negligence and property damage | | | |
| | | | | |
| Contract Disputes | | | | |
| Peek Construction vs. State, NDOT | Plaintiff alleges delays on Contract 3377, SR 207 | \$ 499,511.50 | \$ 53,180.21 | \$ 552,691.71 |
| Peek Construction vs. State, NDOT | Plaintiff alleges delays on Contract 3407, US-93 | \$ 130,043.00 | \$ 4,255.07 | \$ 134,298.07 |
| | | | | |
| Personnel Matters | | | | |
| Akinola, Ayodele vs. State, NDOT | Plaintiff alleges 14th Amendment - discrimination | | | |
| Lau, Stan vs. State, NDOT | Nevada Supreme Court affirmed summary judgment and award of attorney fees and costs; attempting to collect fees and costs | | | |
| | | | | |
| Cases Removed from Last Report: | | | | |
| * Castro, Steve vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| * Cooper, Jennifer vs. State, NDOT | Plaintiff appeals trial verdict of alleged discrimination | | | |
| ** Hettinger, Travis vs. State Employees | Plaintiff alleges wrongful termination | | | |
| * Lopez, Jewelee Marie vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| ** Rodriguez and Martinez-Grazo vs. NDOT | Plaintiff alleges negligence causing property damage | | | |
| * Slegers, Gloria vs. NDOT | Plaintiff alleges negligence and personal injury | | | |

- * = Settled
** = Dismissed

6/23/2014

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

| CURRENT | | | SAME DATE LAST YEAR | | | # CHANGE | |
|-----------|---------|--------|---------------------|---------|--------|----------|--------|
| Yesterday | Crashes | Fatals | Yesterday | Crashes | Fatals | Crashes | Fatals |
| 6/8/2014 | | | 6/8/2013 | | | | |
| MONTH | 6 | 7 | MONTH | 1 | 1 | 5 | 6 |
| YEAR | 105 | 119 | YEAR | 112 | 124 | -7 | -5 |

CRASH AND FATAL COMPARISON BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

| COUNTY | 2013 Crashes | 2014 Crashes | % CHANGE | 2013 Fatalites | 2014 Fatalities | % Change | 2013 Alcohol Crashes | 2014 Alcohol Crashes | % Change | 2013 Alcohol Fatalities | 2014 Alcohol Fatalities | % Change |
|------------|-----------------|-----------------|-------------|-------------------|--------------------|-------------|----------------------------|----------------------------|-------------|-------------------------------|-------------------------------|-------------|
| CARSON | 4 | 2 | -50.00% | 5 | 2 | -60.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| CHURCHILL | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| CLARK | 83 | 62 | -25.30% | 91 | 66 | -27.47% | 23 | 9 | -60.87% | 24 | 10 | -58.33% |
| DOUGLAS | 2 | 1 | -50.00% | 2 | 1 | -50.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| ELKO | 0 | 5 | 500.00% | 0 | 8 | 800.00% | 0 | 1 | 100.00% | 0 | 1 | 100.00% |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| EUREKA | 0 | 2 | 200.00% | 0 | 3 | 300.00% | 0 | 1 | 100.00% | 0 | 1 | 100.00% |
| HUMBOLDT | 1 | 4 | 300.00% | 1 | 4 | 300.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LANDER | 0 | 3 | 300.00% | 0 | 3 | 300.00% | 0 | 2 | 200.00% | 0 | 2 | 200.00% |
| LINCOLN | 4 | 0 | -100.00% | 4 | 0 | -100.00% | 2 | 0 | -100.00% | 2 | 0 | -100.00% |
| LYON | 0 | 5 | 500.00% | 0 | 6 | 600.00% | 0 | 2 | 200.00% | 0 | 2 | 200.00% |
| MINERAL | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| NYE | 5 | 3 | -40.00% | 8 | 4 | -50.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| PERSHING | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| STOREY | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| WASHOE | 11 | 16 | 45.45% | 11 | 20 | 81.82% | 3 | 1 | -66.67% | 3 | 2 | -33.33% |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| YTD | 112 | 105 | -6.25% | 124 | 119 | -4.03% | 32 | 16 | -50.00% | 33 | 18 | -45.45% |
| TOTAL 13 | 246 | ----- | -57.3% | 267 | ----- | -55.4% | 56 | ----- | -71.43% | 63 | ----- | -71.43% |

2013 AND 2014 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

| COUNTY | 2013 Vehicle Occupants | 2014 Vehicle Occupants | % Change | 2013 Peds | 2014 Peds | % Change | 2013 Motor- Cyclist | 2014 Motor- Cyclist | % Change | 2013 Bike | 2014 Bike | % Change | 2013 Other moped,sc ooter,atv | 2014 Other moped,sc ooter,atv |
|------------|------------------------------|------------------------------|-------------|--------------|--------------|-------------|---------------------------|---------------------------|-------------|--------------|--------------|-------------|--|--|
| CARSON | 3 | 0 | -100.00% | 2 | 0 | -100.00% | 0 | 3 | 300.00% | 0 | 0 | 0.00% | 0 | 0 |
| CHURCHILL | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| CLARK | 53 | 25 | -52.83% | 23 | 18 | -21.74% | 12 | 17 | 41.67% | 3 | 0 | -100.00% | 0 | 4 |
| DOUGLAS | 2 | 1 | -50.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ELKO | 0 | 8 | 800.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| EUREKA | 0 | 3 | 300.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| HUMBOLDT | 1 | 4 | 300.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LANDER | 0 | 2 | 200.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LINCOLN | 3 | 0 | -100.00% | 0 | 0 | 0.00% | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 |
| LYON | 0 | 3 | 300.00% | 0 | 2 | 200.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 |
| MINERAL | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| NYE | 5 | 4 | -20.00% | 1 | 0 | -100.00% | 2 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 |
| PERSHING | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| STOREY | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 |
| WASHOE | 6 | 8 | 33.33% | 2 | 4 | 100.00% | 3 | 4 | 33.33% | 0 | 2 | 200.00% | 0 | 1 |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| YTD | 75 | 59 | -21.33% | 28 | 25 | -10.71% | 18 | 26 | 44.44% | 3 | 2 | -33.33% | 0 | 5 |
| TOTAL 13 | 132 | ----- | -55.30% | 70 | ----- | -64.29% | 53 | ----- | -50.94% | 7 | ----- | -71.43% | 5 | ----- |

Total 2013 267