



Department of Transportation  
Board of Directors  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
February 9, 2015 – 9:00 a.m.

## AGENDA

1. Receive Director's Report – *Informational item only.*
2. 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.*
3. December 15, 2014 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. January 12, 2015 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
5. Approval of Contracts over \$5,000,000 – *For possible action.*
6. Approval of Agreements over \$300,000 – *For possible action.*
7. Contracts, Agreements, and Settlements – *Informational item only.*
8. Briefing on Las Vegas Boulevard/Tropicana Avenue Pedestrian Escalators and Elevators on Pedestrian Overpasses – *Informational item only.*
9. Proposed Enhancement to Department's Bonding Policy – *For possible action.*
10. Equipment in Excess of \$50,000 – Fleet Replacement – *For possible action.*
11. Briefing on Pedestrian Safety Efforts and List of Potential Safety Projects – *For possible action.*
12. 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 February 2, 2015 – *Informational item only.*
13. 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.*
14. 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](mailto: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](http://www.nevadadot.com).

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1951 Idaho Street  
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Governor's Office  
Capitol Building  
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Governor Brian Sandoval  
Lieutenant Governor Brian Krolicki  
Controller Kim Wallin  
Frank Martin  
Tom Skancke  
Len Savage  
Tom Fransway  
Rudy Malfabon  
Bill Hoffman  
Dennis Gallagher

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Sandoval: Good morning, ladies and gentlemen. I will call the Nevada Department of Transportation Board of Directors meeting to order. Can you hear us loud and clear in Las Vegas?

Skancke: Yes, we can, Governor.

Sandoval: All right. Thank you. We'll proceed with Agenda Item No. 1 which is to receive the Director's Report. Director Malfabon.

Malfabon: Thank you, Governor. Next slide, please. Just as you got seated at the dais, I wanted to make you stand up again. We wanted to give a special thanks to our two outgoing Board members. Lieutenant Governor Krolicki, thank you for your service, both as the State Treasurer and as the Lieutenant Governor. I think that you are always watching out for the best interests of our citizens and our visitors, looking at tourism, looking at business opportunities for the state as well as looking into economic development in general and watching out for the financial interests of the state. And same goes to Controller Kim Wallin. For the last eight years serving at the State Controller, giving us heads-up of some things. Making sure that we were watching our dollars wisely for the taxpayers of the State of Nevada. So, we do have a small token of our appreciation, some gift cards to Starbucks. I think you all like coffee, right? And, we mounted some photographs of the O'Callaghan-Tillman Memorial Bridge to give to you. So if we could have a photo opportunity, Governor?

Next slide, please.

Sandoval: Before you proceed, I want to give an opportunity for the Lieutenant Governor and the Controller to say any words if they'd like.

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Wallin: I just want to say thank you to all of you guys. It's been great serving on this Transportation Board. I've learned a lot. My husband, we drive down the road, and he'll say, "Well, does that need a chip seal or an overlay?" So, I know the difference and stuff. But I've learned a lot. It's been a learning experience. I know we've come a long ways, and I want to thank the Governor for getting the Board engaged and truly serving as a Board that's doing their job, watching out for the taxpayers and our money. So, I want to thank you Governor, for engaging us as well.

And, Bill, I know the other day you made a comment. You said, "Well, once we figured out that if we just give the Controller what's she's asking for, she'll leave us alone." And, it took a while, but that's all it took.

Sandoval: That's good advice.

Wallin: So, you know, I know it's been hard for some of you guys, and I've always been known as the one that you're going, "All right, what is the Controller going to ask today? What kind of questions is she going to come up with?" So, I'll kind of miss that. I know you guys will, too, probably. You won't know what to do. But thank you very much, and I'll still be around. I'm still going to be up here, up north, and it's been a great eight years. Keep in touch because I consider you guys to be all good friends, so thank you.

Sandoval: Thank you.

Krolicki: Governor, thank you, and Kim, thank you for your words. This is a time of great mixed emotion for me. I am someone who has walked into the same office building, the State Capitol, for 24 years now. And how many years--eight years of watching people retire and get their plaques. And I'm going, "Whoa, they've worked for the State for 20, 30 years." I'm not one of those. Term limits--being the first person term limited twice has perhaps expedited my retirement, but I, too, just want to appreciate NDOT. The picture is terribly appropriate because trivia, if a Governor is not able to perform their duty--all due respect, Governor Sandoval--your predecessor was terribly injured in that horse riding accident and was unable to attend the dedication of the O'Callaghan-Tillman Bridge, so I got to do that. Again, I don't know how many people remember that, but I was there with Governor Brewer, who I had known for some time. And it was just one of those sad reasons, but it was one of those tremendous honors. So thank you for that picture.

But I will--this is hard stuff. I do lots of different things, and as a Constitutional Officer, we sit on many different boards and committees and legislatures. And, we're kind of become a jack of all trades. But these things, the lead time, the amounts of monies. The complexities, this is tough stuff. And, just thank you for your patience with me, Rudy, and your

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predecessors who have taken the time to really advise us. Governor, I thank you for your Chairmanship of this Transportation Committee Board. Because it's so hard, I think doing the monthly meetings has been terribly important because there is just this lag time, and not to be on it every month--I think it takes a lot of time. But, I think it's been well worth it.

But to all the folks who--I live in the mountains, and I saw it was terribly foggy and snowy this morning on Spooner Summit. And what do I see? An NDOT truck and people who are always there helping, being there, making you feel good. But every time I see an NDOT truck or a crew on Kingsberry or Spooner or wherever throughout the state, it just gives me a good feeling that I'm part of that team. So again, I thank you for a wonderful picture. I thank you for eight years of opportunity to be with this team and family, and I think you're in very, very good hands as you go forward. Thank you, and thank you to my fellow Board members and those folks down south. Mr. Hutchison will do an outstanding job. I might bring finance. He'll bring lawyering skills to all of you and helping the Governor do that. So Godspeed. Thank you.

Sandoval:

Thank you. And, I personally want to thank the Controller and the Lieutenant Governor. Madam Controller, it really has been a privilege and honor to work with you. And, as you say, I really also appreciate the way you pick things to the bone, and we need that. And, it keeps people on their toes. And, at the end of the day, it's in the best interests of the people of the State of Nevada. And, I think you've done a remarkable job on this Board of Transportation. I think everybody appreciates and respects the job that you have done. And, you know, I guess there is a little bit of seriousness in every joke, but Bill, when you say a happy Controller is a happy NDOT--but it's true. That means you have to be at the top of your game with regard to everything that's in the respective agenda. So, you're truly going to be missed, and I'm going to miss you. And, I really appreciate your hard work, and I have the benefit of sitting with the Controller on many different Boards and Commissions and interacting with her. And so--you've given a lot of your life, and I think it's the epitome of public service for what you've done. So thank you, Madam Controller.

And the Lieutenant Governor, it's interesting, he says he's been walking the in capitol for 24 years, and I think I've known him for at least 20 of those. And I was thinking, we both started when we were 10. But it was interesting because the Lieutenant Governor was cleaning out his office, and he found this photograph. And, I don't think they even have cameras that make these pictures anymore, but there is a picture of the two of us in 1995 in the hallways of the Legislature. And we do look like we're 10 years old, but it really brings back a lot of memories. And, Lieutenant Governor, and

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I've said this in a lot of different instances, but when you travel the state, and we've had the opportunity to discover your Nevada. We've driven the road, Highway 50, between Washoe County and White Pine County many times, and we've have an event in Ely, it would finish at 9:00 or 10:00 at night, and we wanted to be home so that our families could see us in the morning. So, we would travel across the state at very late hours, and so as I said, you get to know someone in the car when you've been in there the five or six hours.

Krolicki: Yeah.

Sandoval: But in any event, I have a lot of great memories with the Lieutenant Governor, and again, I'm one who really likes to observe how people conduct themselves and how they commit themselves to public service. And, I have never been in the presence of the Lieutenant Governor when he hasn't had the best interests of the State in mind. And, he cares so deeply about the individuals. And when he talks about seeing those NDOT trucks out there, and thinks about the man or woman who is in that cab who had to get up at the crack of dawn and who is traveling in some of the most extreme conditions that you can imagine, and out there and making it safe, and when he says he appreciates that, he means it. He's not just saying that and just somebody who has really done a lot of different things.

And again on this, with his expertise, it's going to be missed. I don't know if we're going to have another lawyer. I don't know if we need another lawyer, but in any event, with his financial background, he has caught things and recognized things that I know I wouldn't. And so, it's a very special skill set that is going to be missed. And so, you know, it's one of those things. You never think these days are going to come, and as the Lieutenant Governor mentioned, you know, we've had the opportunity to see people come through. And, you think about these years of service and coming every day and bringing it, and that's the way the Lieutenant Governor has been. And so, I personally again want to thank you, Brian, for your friendship and the opportunity to work with you. And, whatever the future holds, wherever you go, someone is going to be very fortunate to have your intellect, your character, your work ethic, all those things. So with that, to the both of you, Godspeed. Thank you very much. Member Fransway?

Fransway: Governor, thank you. I would like to add to your comments about our two departing members, both of which, the State Controller and the Lieutenant Governor, I have had the pleasure to see them in action for their entire careers. Particularly, the Lieutenant Governor and I have known each other for 25 years probably, and as in my former life as a Humboldt County Commissioner, as a member of the Board of Directors of the Nevada Association of Counties, I had the distinct privilege to watch the Lieutenant

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Governor in action as President of the Nevada State Senate. And, Brian, you did one heck of a job. We appreciate you, and on this Board, both of you will--there is going to be someone to take your place, but you won't be replaced. And, thank you for my opportunity to work with both of you, learn from you, and I'm very proud to call you my friends. And, I wish you well throughout. Thank you.

Sandoval: Any other comments from Board members? All right then, we'll move on, Mr. Director.

Malfabon: Thank you, Governor. A quick update on federal funding--there was a whirlwind of activity this last week and over the weekend for Congress to take action on the expiration of the continuing resolution. So, last Thursday, the House passed the continuing resolution omnibus, also known as The Cromnibus, but they passed it. And then, both groups passed today, temporary extension just so that the Senate could cover the extension, and they voted on that late Saturday. So Congress took action, the President needs to sign it. I assume that he'll sign it today. Administration supports the bill that was passed that funds transportation as well as other programs, so it's important action taken by Congress this last week and weekend.

One of the things to note that it averts a government shutdown, but they still need to take action on transportation because of the fact that the federal fuel tax is insufficient to meet the demands of the spending authority given to all the state DOTs. So although the transportation bill currently goes to the end of May next year, they have to take action for that gap in funding from June to September, to make up any differences in revenue, versus what's been given to the states to obligate.

Next slide, please. Recently, NDOT had the opportunity to provide some orientations to some new elected members of the legislature. We, on December 3rd, went down there to Las Vegas. Sean Sever and I presented on--just an overview of the department, talked about how we're funded, the major projects that we're working on and the BDRs that they can anticipate coming to them in the next session. We also were requested to provide some information on the VMT and impact of electric vehicles on highway revenues. Talked about fuel revenue indexing and our support of the RTC of Southern Nevada with Clark County's approval of fuel revenue indexing allowed by Assembly Bill 413 last session and the implementation of that, how we benefited, both in Washoe County and Clark County, with fuel revenue indexing. And also, an update on pedestrian safety and the challenges with pedestrian safety with the number of fatalities that we've seen on our streets and highways in Nevada.

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Last week, I also briefed Lieutenant Governor-Elect Mark Hutchison, talked about what to anticipate at these Board meetings, let him know that he could watch this initial Board meeting online, and then he obviously will be present in January, and have our briefings set up with State Controller-Elect Ron Knecht later this week. I think that he was going to try to either watch online or be present today. I don't see him in the audience.

Next slide. This is a very challenging situation that I wanted to update the Board on, and I've mentioned this before. The EPA did an audit of NDOT's maintenance and construction activities in relation to compliance with Clean Water Act, and specifically storm water that can fall on a project. Whether it's a maintenance project, maintenance facilities construction project, we have to make sure that waterways of the U.S. are protected and not contaminated with pollutants. So the EPA revisited us on November 6th, went to the district maintenance facilities, and while there are some improvements that they noted in our program management, they saw two major violations that I wanted to let the Board know about. Since then, we addressed these violations.

Next slide, please. But, the first one was that the Spooner Summit decant facility, so you see this pond of water there. It's not clear water, obviously, and you see a slight gray area right in the middle of that bank of gravel. That's where there was a pipe that was leaking. Although it had plugged, it was leaking, so that water can get to Lake Tahoe. So that was a serious issue that you can see that the seal over with concrete, took care of that leak, but that's not the situation that they found. They found some leakage in that facility.

Next slide. The other area that was a major concern was the back parking lot in the maintenance yard at District Two, on Galletti Way in Sparks there. Had really bad--you can see in the left photo kind of cracking and potholes in the parking lot, and that parking lot drains to a drain that will eventually--and our yard is pretty close to the Truckee River. So that was the concern there, is that water coming through that parking area could carry contaminants to the drain to the Truckee River. Since then, we did a seal project. You can see the difference on the right-hand side where we did what's called a microsurfacing project in that parking lot, so just a temporary seal. We have an emergency contract that we let out to install some storm interceptors, so it will intercept any contaminated water and prevent it from getting to the Truckee River. And, the regarding of this area and repaving to final pavement will be done next spring, but we will be installing those storm interceptors and repaving the project. But, the temporary measures should prevent any kind of dirty water from any potholes and such getting to that drain. The other thing that the District Staff did was to, kind of, close

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off some areas of parking where we didn't want equipment getting in and out of certain areas, and they also made sure that their best management practices, or BMPs, were in place. Those are things that prevent the contaminated water from getting into certain drains; and the EPA observed some areas. And they went out there with the Nevada Division of Environmental Protection as well.

Next slide. The other thing that we did was our stormwater staff inspected 71 facilities in late November, so we had a list of things that they observed to give to the districts to address. And we're working on addressing all of those findings. That's something that we're doing internally and that we will continue to do as part of our normal stormwater water quality program. Also, we're coordinating with the AGC at Las Vegas to provide training for our contractors. I've been speaking a lot about maintenance facilities, but contractors that work on NDOT projects are provided with plans that have these best management practices and controls and measures in place. But, the kind of training, in partnership with AGC, is very helpful to convey to our contractors how important it is, what to watch out for.

Then we're still in the process, although we filled a position for stormwater in each district that reports to environmental, there are still some additional staff to fill. I saw there was an announcement last week. We've been taking these positions from construction crews through attrition, and there was an announcement last week for one more position in Elko. So, although we have one in each of the three districts, we want to have one additional in each of the three districts. I think that job offers are in the works for two of those three districts for those secondary positions. This week, my Deputy Director Bill Hoffman and select members from the district engineers and some of their maintenance managers, will be meeting with EPA and the Division of Environmental Protection on the 16th and 17<sup>th</sup>, to discuss the stormwater program and some of the needs that we have. In looking at our program, we're putting measures in place. We're putting staff in place. We're doing the mapping.

Next slide, please. This gives you an idea of what we've been doing. You see that this is district by district on the mapping, and this was just a look at what we had accomplished through September and then going to the next slide, you can see that we're making progress in District Two. This is early December's look at what we've accomplished, so far, on mapping. What the EPA wants is that we know the facilities that we own, that we're supposed to be taking care of and watching for--cleaning out those facilities, storm drains, and managing our program properly--but we have to know what we own, and map that and monitor it and document what we're doing to clean those facilities and keep them clean.

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So it shows you that from September to December we've made significant progress on these areas on mapping, and the reason that we've really hit District Two a lot harder is because that is where we had the staff available. And we see that Lake Tahoe, the Truckee River, and Clear Creek water basin, are three areas that are very critical for stormwater management. And we had availability of some of the construction crew surveyors to help us to achieve our goals in this District Two area. Obviously, we have to make a lot more progress in District One and District Three with mapping.

Next slide, please. Also, previous--

Sandoval: Let's--I want to wait.

Malfabon: Yeah. Go back.

Sandoval: Rudy, I want to talk about the EPA situation.

Malfabon: Yes.

Sandoval: So this mapping has been done in the last couple months?

Malfabon: We've been doing it for the last year, about.

Sandoval: But the majority of it has been done in the last couple months.

Malfabon: In District Two, this is just to show you that we went from about 70% to 82% of the area mapped.

Sandoval: In that work at the yard and up at that facility near Lake Tahoe, was done in the last month or two.

Malfabon: Yes.

Sandoval: Why weren't we doing that sooner?

Malfabon: One of the things that I've seen, Governor, is that we have been identifying the areas to do projects and getting architecture to identify in our facilities what we need to do. We have to do a better job at that, but it's, I think, a case of not having the training for the field people to identify what needs to be done. In the case of District Two, we wanted to pave that parking lot, but we had run out of the funding in the fiscal year for that effort. The previous Assistant Director for Operations had mentioned that his Maintenance Division Chief didn't have any budget available to do that work, so we put it in this current fiscal year.

Sandoval: How much was that?

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- Malfabon: Does anybody know what the emergency contract was? Bill?
- Hoffman: Yes. So--Bill Hoffman for the record, Deputy Director. I believe it's \$1.5 million, or it's in that ballpark.
- Sandoval: We found it now.
- Hoffman: Right. So what we were trying to do, Governor, is through best management practices, try to keep that stormwater from running off into the drop inlets and in to the pipes that lead into the Truckee River. It was our understanding that those BMPs were stout enough to do that. Unfortunately, when the EPA came to visit, that wasn't the case. So we--
- Sandoval: Well, it wasn't even close. This is no--I went back and got all the minutes. I've been talking about this since 2012, about the EPA. The fact that they inspected those two sites was no surprise, and we knew they were coming to see it. And they were still far out of compliance. And now, the EPA had basically given us a little bit of latitude to get on this, and then they gave us notice of the day that they were coming and told us--and we got to choose the places that they got to see. And, those were the two spots that we picked. And so now, you know, I've met with the Director of Region Nine, and he couldn't believe it.
- And so now, we're at the situation where we're looking at an enforcement action, when we had a lot of time to correct these things. And that's why I've been talking about--I think I counted at least six or seven meetings that I've brought up this EPA. And so now, it's probably too little too late. These are things that we should have done a long time ago. And we talked about staffing. I asked about that, and I was--the statement that was made was that we were okay. And we're still trying to fill those positions. And I don't know why there is not a sense of urgency on this EPA situation. And as I said, I thought it was okay because that's what I was told during the course of these meetings, and it wasn't.
- And now, as I said, we're--you know, the EPA is at its end. And I don't know what's going to happen next, but it's not going to be good. We're going to have that meeting December 16th and 17th. And you're going to show them that we've paved that parking lot and plugged up that pipe, but I don't know if that enough. They tell me it's not enough. And so, you know, I'm really frustrated with this situation because I was under the impression that it was under control when it wasn't.
- And now, as I said, the EPA is in an enforcement mode rather than a maintenance mode when we had a clear opportunity to make it right. So I'm going to say the same thing that I've said six times already in this meeting,

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that, you know, from now on, it's got to be brought up. And I'll give you credit for bringing it up during this Director's Report, and I will give you credit for getting on it now. But this was after the fact. Those were supposed to be cleaned. Those were supposed to be take care of. We knew it, and that was no surprise.

So in any event, I'm going to be conversing very closely with the EPA and hoping that we can avoid some type of action because, as I said in a previous meeting, this isn't a small thing. I mean, this is tens of millions of dollars that we could be looking at in terms of enforcement; and as I said, this is no secret. It is no surprise that we were supposed to be on top of this. So in any event, I don't know if there is any other questions on this situation. You've heard me talk about it before, but when I've got the Director of Region Nine essentially saying, "Governor, I don't know what else to do, I don't how else to try to give you guys an opportunity to make this right." And, you know, then I look at it and you tell me it's just a little bit of cement over a pipe--why didn't we do that sooner?

It's incredulous to me and \$1.5 million, and it's not in the budget. Yet we found it an emergency budget to get it done in a matter of weeks. As I said--the same words I said--we have to have all hands on deck. We have to make it a priority to hire those people, to make sure that they're in place to do whatever it takes. I said it before, if the EPA says jump, we say how high. We have to do what they say with regard to this, and we'll see how this plays out. I'm sure we'll know a lot more on the 16th and 17th, and I'll have representatives from my staff there. We'll have representatives of our Department of Environmental Protection there, to make sure that we are in compliance. So there wasn't a question in there, but I just hope that you have that sense of urgency.

Malfabon:

We do, Governor. And we recognize that we've let the Board down in these findings. We have been working on these efforts because we had to get these positions filled in order to get them out in the field. That took some attrition to occur, vacant positions and moving them over, getting them--it's just a process that, unfortunately, took longer than it should have with the advertisements and filling positions.

We did look at our sister states, Arizona and California. They were kind of in the same position, and the EPA took action to issue orders for them to get in compliance as well for this program. And typically, you need to do it on a certain timeline. We need to commit to these timelines for mapping, for doing our cleaning of these on a regular basis for these projects on our facilities, and along our highways. I did talk to staff months ago about setting up money for this process, and they've been going through,

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identifying what capital improvement projects to do at our facilities and up at Lake Tahoe and other--Clear Creek Basin. We've been doing some of those projects, but those are drainage projects. EPA was concentrated on maintenance facilities this time, and that's going through the process and through our Architectural Division to develop those projects. The one that we did on an emergency basis was the parking lot area, but that should have been done a year ago. So, I recognize that we let you down and let the Board down, Governor. We're going to work harder at this and hopefully, identify and tie down what schedule that we need to meet on these activities.

Sandoval: Thank you. Member Savage?

Savage: Thank you Governor, and thank you, Rudy. And I can certainly understand the frustration. And we've sat here for months on end, and we knew about the Arizona violations. And, I would like to see an internal audit priority in each district, to substantiate a timeline over the last three to five years--probably four to five years--to make it clear as to what we have done internally at each district level, and taken those requests to headquarters and where we dropped the ball. And, I think that would show good faith and good diligence to where we are at this time, and to make it very transparent because that's what the Governor has been about, and that's what NDOT has been about.

And it is what it is, but I got to believe that we have some good substantiation and some good support documents that we can show the individual people and see where we dropped the ball. So I think it's very important. It's a top priority. As the Governor said, it's huge dollars, and I would hope that each district can report to headquarters with substantiation over the last three to five years as to where they have been on this EPA. Thank you very much, Governor.

Sandoval: Let's proceed.

Malfabon: Next slide. An update on where we're at with Interstate 11 Boulder City Bypass. The RTC last week awarded Las Vegas Paving the \$225 million Design-Build Project, Phase 2. Their design-build procurement was based 60% on price and 40% on technical score. There you see the other bids from the other teams. Las Vegas Paving is using CA Group as their main design firm on that project, but you can see the ranking. And, NDOT was involved in the review of the proposals, and we appreciate the RTC offering us that opportunity. Just to mention, the El Dorado Mountain Constructors, that's a joint venture with Granite and Skanska, and you can see Ames Fisher.

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I wanted to also mention that the recent award was done on the airport connector project, and I noticed that Ames Fisher, who are joint venture on this project, were bidders on that project. That was Clark County Department of Public Works, but it's worthy of mention that a significant project that actually has some federal funds from the state and given to Clark County for that major project.

Next slide. Further update on our portion, the NEPA re-evaluation, the environmental re-evaluation for naturally occurring asbestos was for both phases, the RTC's Phase Two and NDOT's Phase One. And that was recently approved by FHWA. So as you see by the award by the RTC of Southern Nevada, that it didn't delay their award from what they had anticipated significantly for us. We're adding in some utility work, which the utilities requested because of these naturally occurring asbestos specification requirements for construction that we add in some of the utility work. We usually enter into agreements with utility companies and say, "You can have our contractor install utilities, or you can have your contractor install your utilities." And they elected, because of naturally occurring asbestos and the construction specifications and restrictions that our contractor be responsible for that work, and they'll pay us for that effort unless they had prior rights, then we already have agreements to pay them for that work.

So we are extending the bid opening. We were supposed to open this Thursday. We're extending it to next Tuesday. Is that date correct, John, 20...I think I might have--okay. I'm sorry. So the 23rd is the--we gave a little bit more time for contractors because it is a substantial amount of utility work to add into the project. Unfortunately, it's hitting around the holidays, but they'll appreciate that we're getting requests from contractors to extend that bid opening date for the millions of dollars of utility work that was added in at this late stage at request of utility companies.

Sandoval: The Lieutenant Governor has a question.

Krolicki: Rudy, on the previous slide, I was just still digesting, and I see Mr. Wellman here. Congratulations to Las Vegas Paving. As exquisitely as you perform your tasks historically and going forward, that is an incredibly significant gap between the winning bid and the cover bid. And, can you just help me a little bit? Beyond efficiencies and all of those kind of things, \$60 million-plus spread. What did someone miss? And what was the estimate that we--

Malfabon: I know that they'll kind of keep some cards close to the vest, but in general, sometimes contractors, because of their positioning, they have their local--obviously, some of the other contractors coming into the area would have

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significant mobilization, but that wouldn't account for much of that cost. Sometimes it's a strategic decision by a contractor to keep their construction equipment working and paying off those costs for equipment costs, rather than have it sitting idle and not making money on it. So they're willing to cut the price. From our discussions with Las Vegas Paving, they're comfortable with their bid price, so I can't speak to any proprietary information about their bid. But they seem to feel confident that they can do it for that price.

And in this case, the RTC of Southern Nevada is using fuel revenue indexing for the project. They're having NDOT manage the construction on it, so the RTC will be making the decisions on any cost increases, should they run across anything unforeseen or anything that is going to add scope to that project and raise the price.

Sandoval: Okay. I'm going to move to Public Comment. Ms. Quigley has a--

Quigley: Sorry. Yeah, I just wanted to let you know that (inaudible)--

Sandoval: Why don't you come to the microphone and make sure they can hear you?

Quigley: Oh, thanks. Tina Quigley with the RTC of Southern Nevada. Our Board as well had the same questions because certainly there is a big delta there. In reviewing it and being briefed on it, we understand there was a lot of innovation as well, that was brought to the project as a result of their proposal, in terms of some of the excavation and the grades. So not only the fact that they've got so much equipment here, they've got asphalt plants here, also some of the innovation.

Sandoval: Thank you.

Malfabon: That's a good point. Thank you, Tina. One of the things that I know that CA Group is proficient at is a software program that maximizes in these major cut-and-fill-type of earthwork projects. It will significantly maximize their approach, and since it's a design-build they have that opportunity to maximize how they approach the earthwork on this project.

Next slide, please. A little update on USA Parkway. We expect to issue the request for qualifications in mid-January for that design-build project. Later on in the Agenda, you'll see the amendment to Jacobs, our engineering consultant, for the design-build design and support that is needed for this project, and that is in order to maintain the schedule for procurement of the design-build contract and the construction schedule. So, we're still looking at maintaining that schedule and opening it in the end of 2017.

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Another thing to mention to the Board is that we've been seeing these reports of crashes in I-80 at or near the interchange at USA Parkway, so it's a concern to us. We're going to be conducting a road safety audit there looking to see if there are any interim measures that have to be constructed there. We're thinking that it's possible that with the amount of traffic backing up onto I-80 at the interchange ramps, that it could provide a need to widen, maybe build auxiliary lanes along that stretch of I-80 so it'll store more traffic. We might look at the top of the interchange where people are making turns to see if there are any modifications we can do there to have better flow of traffic through that interchange, recognizing that those volumes of traffic are going to be significantly increased. So, although these projects are typically designed with a 20-year outlook on traffic volumes, this interchange might need some operational improvements.

Next slide. On the \$13.6 million F Street Project in Las Vegas was recently completed, and it was jointly funded by NDOT and the City of Las Vegas. And Las Vegas Paving was the contractor on this project. So you can see City of Las Vegas Mayor Carolyn Goodman addressing the audience there in that one photograph. And also on the left side, you see some interesting aesthetic panels that the West Side community agreed on what kind of aesthetic treatments to have on this bridge. So significant partnership with the community and with the City of Las Vegas exhibited on this project.

We had some lessons learned on how to conduct better outreach, more direct outreach to the community so they know how projects affect them. As you may recall--some of the Board members that have been around--when we did that I-50 North design-build project, that's when the old bridge was eliminated, and the community felt that they weren't advised in advance although we had public meetings. So now we've made some changes to have more direct outreach in community venues, use community leadership to get outreach out there to let people know that there is going to be a public meeting and get them there. We also have our slide shows. Our presentations are put on our website so that folks that miss a meeting can go back and look at what was presented, and that information on our website for our projects.

And the other major thing was don't have engineers communicating. Use professionals. So engineers tend to use engineering terms and think that they're understood when people just, kind of, eyes glaze over with all these acronyms and engineering terms we use. And be more direct about the project impact. Since this project had the bridge closure, we added two public information staff down there in Las Vegas. So those are some of the lessons learned from this project.

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Next slide. I wanted to give an update on the Cosgrave Rest Area that was reopened the week before Thanksgiving. This is the rest area that is kind of a half-hour away from Winnemucca on I-80, and we had closed it due to water quality problems. We drilled a new well, and we periodically we'll test the water quality to make sure that it's sufficient and potable for the public to use. We also hired a janitorial service to maintain this rest area because it was difficult for our maintenance staff to keep it on--use their staff for regular maintenance when they have significant maintenance needs on I-80 in that area. We felt that contracting out the janitorial service would be a better approach and more consistent service and cleaning of that facility.

Next slide.

Fransway: Excuse me.

Malfabon: Yes? Previous, please.

Sandoval: Tom?

Fransway: So the status, Mr. Director, of Cosgrave is opened?

Malfabon: It's open.

Fransway: It was closed yesterday with a padlock on it.

Malfabon: Was it?

Fransway: Yes.

Malfabon: Hmm. I checked all the way in to last week. So we'll have to check on that, Tom, and see what happened.

Fransway: Okay. Thank you. Thank you, Governor.

Malfabon: Hopefully it wasn't water quality because we do check that, but that's interesting. A little update on RFPs. We're negotiating the ESTIP contract and a freight study contract. Those should be before the Board, I anticipate, in January. Proposals are due December 19<sup>th</sup> for the operational audit that's going to look at several areas of the Department and where we can make some improvements to check if we're following our established procedures on things like procurement cards. And I wanted to extend appreciation to State Controller Wallin for offering a staff person to help us review those proposals.

Next slide. Next month, we will have a time-certain meeting, Governor, during the Transportation Board for the public hearing on adopting temporary regulations on road relinquishments. As you recall, we did a lot of outreach with the counties directly and with NACO, the Nevada Association of Counties,

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the League of Cities, on these regulations for road relinquishments, road transfers, and we had our public workshops. So now this is kind of the last thing to do, hold a formal public hearing, I believe it's going to be at 9:30, time certain, on our next Board meeting so that we can wrap up adoption of those regulations by this Board.

Next slide. No settlements presented this month or expected next month at Board of Examiners, so they have a breather from NDOT appearing at the Board of Examiners meetings. But they'll pick up again starting in February. We wanted to mention, and you'll receive an update from Cole Mortenson later about where we're at with Project NEON and some of the right-of-way issues and anticipated settlements that will be coming down the road. We recently met with Meadow Valley Contractors, Inc. regarding their Meadowood Interchange construction claim. The amounts increased significantly. We've been briefing some of the members, and I'll be in contact with Member Martin in Las Vegas about where we're at with this claim. But the bottom line--Meadow Valley Contractors is willing to open up their books to NDOT, so we're going to get a forensic accountant down there to review their books, make sure that these costs that they're alleging are actual costs, so that we can decide what the next steps are for resolution of this, whether it's going to be a claim settlement, or a nonbinding mediation, or going to court. But I just wanted to let the Board know that we are actively engaged with the contractor on the project, and there is still a difference of opinion in not only value, but who is responsible. And we'll continue those discussions.

And the next point is about oral arguments that are set for the Ad America Case. This is property associated with Project NEON, and we disagreed with a district court decision that established the value of the property, I think, in October of 2007 even before NEON was out of the planning phase. So we disagree with the court's decision on establishing the date of the taking of the property. Our process dictates that we start those negotiations with the--we advise the landowner that we need their property. That's after the engineering is sufficient to establish what amount of property of we need from an owner, and we disagree strongly that it went all the way back to October of 2007. So that's what we're disputing to the Supreme Court. The counsel for the landowner tried to get NDOT to deposit \$6 million in the court, and they lost that decision by the judge. So we're hopeful that the Supreme Court will take appropriate action in our favor, when they hear this case in January.

Next slide. Wanted to close with just advising the Board of a couple of recent bridges that were hit in Las Vegas by commercial vehicles. These photos are pretty dramatic. You can see kind of daylight or moonlight coming through that. This accident occurred at night on a wet portion of I-15 during a storm, and you can see that truck caused significant damage to that sound wall. But

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had that sound wall not been there, that truck probably would have had to gone over that rail, but significant amount of damage. Typically what we do, is assess that damage, make sure that the bridge is structurally sound so that we can still carry traffic on it, and then make arrangements for an emergency contractor to repair that damage. We work with insurance companies from the commercial truck driver's insurance, to pay back the state for those expenditures.

Next slide. That was the sound wall. This is the Tropicana at I-15 there, an area that we're currently studying about what to do with that bridge, and we'd like to get some of the improvements made eventually there. But just to mention that this bridge has been hit before. You can see some patch material already on that, and then the new damage kind of higher up above that damaged section that was previously patched, so we had our bridge engineers go check this out. And not a structural concern, but we still need to patch that so that the concrete is replaced with some patch material and the rebar is protected from corrosion.

Sandoval: Do we seek reimbursement from...

Malfabon: Yes.

Sandoval: ...the individual who struck the bridge?

Malfabon: Their insurance company will provide that reimbursement.

Sandoval: 100%?

Malfabon: Yes. So we usually--our staff time as well. So design, staff inspection, all those costs are--we issue a work order, so we collect all those costs, as well as the construction costs by our contractor to repair that. Governor and Board members, that concludes my Director's Report, and I'm willing to answer any other questions.

Sandoval: Any questions or comments with regard to the Director's Report? Member Fransway?

Fransway: Thank you, Governor. Mr. Director, relative to your report on the I-11 Bypass and the environmental NEPA report and evaluation for reoccurring asbestos, I thought we were done spending money on that. I noticed that in Item 6 there is another \$250,000 for it.

Malfabon: Yes, and John Terry will respond to that. We can cover that now if it's the pleasure of the Board.

Fransway: If you want to wait until Item 6 that would be fine, Governor.

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Sandoval: Yeah, why don't we do that?

Fransway: Okay, sir. Thank you.

Sandoval: That completes Agenda Item No. 1. We'll move to Agenda Item No. 2, Public Comment. Is there any member of the public in Carson City that would like to provide comment to the Board? Yes, sir.

Cooper: Good morning Board members, Governor. Thanks for your time today.

Sandoval: You need to identify yourself.

Cooper: My name is Chip Cooper, and I'm speaking on behalf of the Nevada Highway Users Coalition today, which is a statewide group of concerned citizens dedicated to encouraging our elected officials to develop a compelling and comprehensive vision to move people and goods safely on the roads throughout Nevada. And I appreciate the opportunity to speak. My comments are in regards to the draft State Highway Preservation Report. I've reviewed the report, and I find the information very discouraging. According to the information in the document, the conditions of our roads are in rapid deterioration. We have many lane miles needing major rehabilitation, or we have as many lane miles needing major rehabilitation as we did in 1987, when road repair needs were amongst the highest ever recorded. The sole reason for this is that we are not investing enough in highway infrastructure.

We currently have a pavement preservation backlog of \$661 million. Just to keep that backlog from increasing, we would need to spend \$323 million each year on highway maintenance, yet we plan to spend a little more than \$100 million a year for the next 5 years. Putting this off only makes things worse. It costs much more to make major road repairs than to properly maintain them. It's just like putting oil in your car. Pay \$39.99 today or put it off and buy a new engine. It's been known for years that there is not enough money in the highway fund and that the revenue sources are inadequate. The state gas tax has not increased since 1992, while the cost of everything else has gone up with inflation.

So I raise two questions. Are the roads in Nevada safe? And when I read the document, it says that 50% of our roads are in less than fair condition unless we triple our maintenance budget, so that makes me worry. And then number two, are we going to do something to generate more revenue for the highway fund? If we don't, we're just digging ourselves a bigger hole. Thanks for your time.

Sandoval: Thank you, Mr. Cooper. Is there any other public comment?

Larkin-Thomason: Hi. Tracy Larkin, Deputy Director for Nevada DOT. And this is to address Member Fransway's statement regarding the closure of Cosgrave. I just

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verified there was a sewer backup on Saturday night. It is just a temporary closure. It has been open and should be reopened again shortly.

Fransway: Okay. Thank you, Tracy. So it was a temporary...

Sandoval: Any other public comment from Carson City? Is there any public comment from Las Vegas?

Unidentified Female: None here, Governor.

Sandoval: We'll move to Agenda Item No. 3, November 10, 2014, Nevada Department of Transportation Board of Directors Meeting minutes. Have the members have an opportunity to review the minutes, and are there any changes? If there are none, the Chair will accept a motion for approval.

Wallin: Move to approve.

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

Savage: Second.

Sandoval: Second by Member Savage. Any questions or discussion on the motion? All in favor, say aye.

Group: Aye.

Sandoval: Opposed? Motion passes unanimously. We'll move on to Agenda Item No. 4, Approval of Contracts over \$5 Million.

Malfabon: Thank you Governor, Assistant Director for Administration Robert Nellis will cover these next two items.

Nellis: Thank you Director, Governor, members of the Board. There is one resurfacing contract under Attachment A found on page 3 of 10 for the Board's consideration. This project is located on State Route 147, about 2 miles east of North Las Vegas, almost to the boundary of Lake Mead. The project will also widen shoulders, flatten slopes, and include (inaudible) improvements. And Governor, that includes the contracts for consideration under Agenda Item No. 4. Does the Board have any questions?

Sandoval: I do. Just with regard to the winning bid, it includes a 3.02% DBE, and that's right at the line, isn't it, for the requirement which is 3%? My question is this: if there is an audit and they don't meet the 3%, does that jeopardize any federal funds?

Malfabon: Governor, I can respond to that. We've been working out with federal highway administration to process so that our resident engineers are monitoring it during

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construction, and there can be corrective action and notice given to the contractor to implement some corrective measures to get their numbers up. But we're developing specifications that--Tracy has been working with AGC, both in northern and southern Nevada, to develop the specs, put them in our contracts so the contractors know, training our resident engineers so they know how to implement these changes, but we're putting a lot more attention and emphasis on achievement during construction, not just a set-it-and-forget-it type of approach.

Sandoval: Well, even in best-case scenario, they have to be perfect at 3.02% to meet it.

Malfabon: The contractor establishes at bid day what he's going to achieve, so it doesn't have to be exact. You just have to meet or exceed that amount.

Sandoval: But that's my point, though. I mean, he has to meet it, has to bat, basically, 1,000 to make it right. The second bid had, I think, a 6.65% DBE within it. And are you comfortable with the 3.02?

Larkin-Thomason: Governor, if I may, Tracy Larkin, Deputy Director for Southern Nevada. With report to the DBE, a goal was set, and then during bid the contractor must exceed that or show a good faith effort as to why he could not achieve it. What we are working on, and we've been talking to the AGC, is basically, as you move through a contract, you have good faith effort opportunities all the way through a contract. Things happen. It is our intent to make sure that they need to achieve the goal, and the contractor, it is incumbent upon him to prove that he has done every opportunity to meet it. If, though, sometimes things happen and they don't achieve it, we do a good faith effort of what efforts were used to do the outreach and so on. And it can be adjusted if necessary.

Sandoval: No, and I get that part. I'm just saying this one is razor thin. And so will it jeopardize--as long as the contractor is able to show good faith, that will be okay. But if not, does that put any federal funds in jeopardy with regard to the project?

Larkin-Thomason: Yes, however, it is as Rudy has mentioned, it is our point of really making sure that there is a good relationship and good conversation and documentation going on between the contractor project manager and our resident engineer, to ensure that everything is documented along the way, so there are no surprises at the end. If there is going to be a problem, we want to know during the contract, not at the end where we don't have an opportunity to fix it.

Sandoval: And I said I get that part.

Larkin-Thomason: I know.

Sandoval: I know you're going to be...

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Larkin-Thomason: All right, I'm not answering the question.

Sandoval: ...auditing and doing that, but is that something...

Malfabon: Governor, if I may...

Sandoval: Let me finish. Is that something that is taken into consideration when you're looking at the bids, when you've got one at 6%, and one at 3%, and the ability to comply with that DBE so we're not going to be having them ensure that a contractor is almost perfect in order to comply with the requirement?

Larkin-Thomason: When the bid comes in, if, let's say, the goal was 2%--I'm just picking a number--as long as they exceed it, their bid is accepted. And I'm sure I'm probably going to miss this a little bit again for what you're asking, but if the first one did not make it--in other words, the goal was 2%. They came in at 0, said we couldn't find anybody, the next one said they had 6% on, that is taken in to consideration. So when you're looking at it, and you're determining the good faith effort, the ability of others to meet and exceed that goal is taken into it. However, it is only necessary for the contractor to meet the goal that was set.

Sandoval: I understand. Other questions on this Agenda item? Mr. Lieutenant Governor?

Krolicki: Just to follow up on your point, so that threshold of 2% in that case, it just makes it a qualified bid. It does not add value to the bid itself. There is no scoring benefit for having 4%, if you will, so razor thin is fine. And for the record, you are...

Larkin-Thomason: It's basically a pass-fail.

Krolicki: ...perfectly comfortable that this contractor will perform...

Malfabon: Yes.

Krolicki: ...at that level, and you'll have the mitigation in place and enforcement capability to make sure that compliance exists.

Malfabon: Exactly. Thank you.

Larkin-Thomason: Yes. It's basically a pass-fail. You achieved it, or you didn't.

Skancke: Governor?

Sandoval: If you fail, then we have problems because then we've used the federal component of it, correct?

Larkin-Thomason: I meant pass-fail as far as for the bid itself.

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Sandoval: Oh, yeah. Okay. Did I hear you, Member Tom Skancke? Did you have a comment?

Skancke: I did, Governor, if I may. For the record, Tom Skancke. Tracy, do we do an analysis or any type of follow-up on if a company, a contractor doesn't meet that DBE, and we've got to do ongoing audits of all of these contractors? And when a contractor is this close on the DBE requirement, do we do an analysis of what the cost is if we don't make it? In other words, if we lose federal funding or we've got to put staff time on this to make sure that a contractor, when it's this close, the contractor is actually meeting that, do we know what it costs the Department in the long run? That's my first question. My second question is, is a contractor penalized if they do not meet the requirement by the bid?

Larkin-Thomason: Let me get through the first part. A contractor can be penalized, and we have withheld payment on contracts if they have not achieved and have not shown a good faith effort to achieve it. As far as an analysis, there is an analysis of when you're looking at a good faith effort and what the outreach was. There has not been an analysis of exactly how much it costs us, other than what it would cost us in federal money being withheld for the contract?

Skancke: Okay. Thank you. And then...

Larkin-Thomason: I'm not sure (inaudible) your question.

Skancke: No, that's helpful because my instincts tell me that in these contracts where these DBE requirements are not being met at a 3%, that it's actually not just costing us project money. But it's costing us internal money to constantly review this process, and it's no secret that this is a hot button for me, that Governor, my suggestion would be is, I think we have to review this rather substantially. When these contractors come in this close, and we can't meet it, to your point, it does affect our federal funding. But what does it affect us internally financially?

And then secondly, I think if there is a contractor that comes in substantially over that amount, they should be rewarded for that. And maybe the scoring system has to change. But I think in this particular case or in any case going forward, anyone who comes in with a 3% DBE and is this close in the bid, I would give preference to the person that's exceeding the DBE requirements, particularly in light of some of the issues that have been brought up around how the Department handles these issues. So I just think this is way too close. I don't know what this costs us in the long run, but I think we've got to take a serious look at how this is measured and weighed in the future. Thank you.

Larkin-Thomason: I did want to point out that recently there has been new rulemaking that has come out from FHWA--well, from US DOT, basically. And those became

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effective in November. The meetings that Rudy had mentioned before with the contractors and the AGC have been specifically to go over it, and this week we are sending out, basically, the revised specification and the new contracting language that is mandated to be put in to the contracts. And they're very specific about what non-attainment of DBE during it is, and it does include penalties, sanctions, and so on. It's spelled out very clearly, and we have tried to make sure that over the last several months that we have been meeting so that there are no surprises to everybody.

And basically how we are administering, we have just started to withhold payments on different contracts, and it has been very clear. And I think NDOT has done a pretty good job of going out and trying to make sure that we are very clear about what to expect, and we have been meeting and are now meeting with RREs in all the districts. We've already met with two of them. We're meeting with a third one this Friday, going over basically the importance of having to monitor during construction. I've communicated...

Skanche: Governor, if I could--Tracy, just as a follow-up, I appreciate that, but I think if the minimum is 3% and we have contractors that are coming in higher in that provision, I just think Nevada can do better. I think this is cutting it way too close. I just have a problem with that, and you know that personally and professionally. And I think this is just way too close. I think we can do better than 3%, and I think we should make a new standard for the State of Nevada.

In my opinion, to hell with federal highways and U.S. DOT. They're minimal requirements as well. We've got to have a serious conversation around this issue, and I think we can just do better than 3%. And then we as a department have to monitor and manage that contractor to make sure they make it. And if they don't make it, then we're the ones penalized. Yeah, they get penalized too, but it's a systemic issue. So I'll get off my soapbox, but I just think we can do better than where we are today. Thank you.

Sandoval: Member Savage?

Savage: Thank you, Governor. I would just like to say that the plans and specifications on this project, it was a design-build-bid project. And you have plans and specifications and minimum standards that we have to meet as a contractor and as a department, and it was clearly stated that the DBE goal was 3%. The contractor exceeded it to 3.02. If it was awarded to the second bidder, there could have been a bid protest because this gentleman did meet the minimum standard. Now it's our job as a department, to ensure that he maintains that percentage. That's all I have to say, Governor. Thank you.

Sandoval: Okay. The Lieutenant Governor has a question.

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- Krolicki: And a quick thought. We ask people to jump through certain thresholds and they comply or they don't. So again, I appreciate the comments that are going on, but whatever it is that we're requiring them to do, let's make sure it's very clear. It is, and if we have an expectation that is greater than whatever federal requirement is in place, then let's make that decision. But, you know, again, staff and the bidder, they have done what they were supposed to do, and we have systems in place. But just for emphasis here, have we ever lost funding because of lack of compliance with DBE, or some audit came back and suggested it was not met and we, let's say we're at risk of losing funding but it was resolved, or we actually lost funding?
- Malfabon: The Department has not lost funding. Local agencies, when they've had a problem, they've lost funding, but NDOT itself has not lost the funding.
- Krolicki: Okay, so Member Skancke's question in the beginning was how much money has been--well, the cost of enforcement. But there has also been a cost to RTCs, I suspect, for...
- Malfabon: It was a city.
- Krolicki: ...for the cities. So it is an issue. It is real, so either let's, as a policy for those who follow, you know, build in some buffers. So there is a cushion should we be in the situation, but again, you all are doing what we've asked you to do or the rules that we have. But some way you need to tackle the policy issue. Thank you.
- Malfabon: Thank you.
- Sandoval: All right. Any other questions or comments with regard to Agenda Item No. 4? Is there any further presentation? No?
- Savage: No.
- Sandoval: Okay.
- Savage: Sorry, Governor.
- Sandoval: I guess that answered my question, didn't it?
- Savage: I was already moving on.
- Sandoval: Yeah.
- Savage: Yeah.
- Sandoval: All right. If there are no further questions, the Chair will accept a motion to approve the contract described in Agenda Item No. 4 which is No. 3576.

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- Savage: Move to approve, Governor.
- Sandoval: Member Savage has moved to approve. Is there a second?
- Wallin: Second.
- Martin: Second.
- Sandoval: I'll give that to Mr. Martin. Member Martin seconds the motion. Any questions or discussion on the motion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed? Motion passes unanimously. We'll move on to Agenda Item No. 5.
- Nellis: Thank you, Governor. Again, for the record, Robert Nellis, Assistant Director for Administration. There are four agreements under Attachment "A" that can be found on page 3 of 17 for the Board's consideration. The first one was mentioned in the Director's update. It's amendment number four Jacobs Engineering Group Incorporated. The amendment amount is \$2,931,800. This is an increase in authority and extension of the termination from 4/30/15 to 3/31/16, to assist the Department of Administration Support Services during the design build procurement phase for the USA Parkway Project. I can pause there if the Board has any questions on that particular item.
- Sandoval: Madam Controller has a question.
- Wallin: Yes, I do. When they were hired, they were hired--it said down here it was doing the environmental phase for USA Parkway, and now they're assisting in the design build program administration. So can you explain why we're just going along and increasing their scope and...
- Terry: John Terry, Assistant Director for Engineering. Actually, in the procurement documents, it was clear that at the department's option, we could have them do final design of assistance with final design, which we felt this design build administration falls in. Very typical of how we procure consultant services when we're way early in the environmental phase. We're hiring you for phase one, the environmental phase. It is at the department's option, and they are well aware of the fact that we could give them further services. So it was a potential that it would be added and we chose to execute it.
- Sandoval: And this isn't more cost, it's just part of the--you're just increasing the scope. So the project cost is not increasing, right?
- Terry: True. I mean, somebody would have had to do all of these things. That's correct. It's not added. This is, you know--so we're at, what is this, \$3

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millionish amendment for an over \$60 million construction phase, 5% of the construction to get the design build documents. Add to that our costs. This is a cost that would've had to happen anyway. That's correct.

Sandoval: Yeah. No, I just want to make that clear, so that we're still within budget and on schedule, all of that. And as you say, somebody had to do the work, this particular work.

Krolicki: Governor.

Sandoval: Mr. Lieutenant Governor.

Krolicki: I really find displeasure in having north/south conversations. We make decisions for the entire state, and what's good for parts of the state are good for the entire state. But we did have a moral obligation in these discussions with the parkway, that these funds would somehow be called from a northern pocketbook, if you will. Can you just confirm that that is indeed the case, some of our colleagues in Southern Nevada have issues that we can satisfy them?

Terry: Yes. The numbers we had talked about at, I believe the last Board meeting had a total cost for this project and what projects we deferred in order to do this project, and this was an anticipated cost as a part of that. Correct.

Sandoval: All right. Thank you.

Martin: I have one question.

Sandoval: Member Martin.

Martin: Mr. Chair, you had mentioned that it's 5%, and this is strictly to manage a design build contractor, and so we're paying Jacobs approximately 5% of the contract value just to manage the process, and then you're going to pay the contractor on the construction costs somewhere probably between 7-9% for their design services. Aren't we kind of double dipping here on design? I didn't realize that--I just think 5% for strictly management of a process. We're already paying a contractor on a design build basis. It seems to be kind of massive.

Terry: I'll take a shot at that. Again, John Terry, Assistant Director. It's not just administering the contract. In other words, we developed a design to a level to do a NEPA document. Some additional design has to be done. Much of the money in this is going to things like geotechnical. When you're doing a design build, typically the department or the agency would do extensive geotechnical and turn that over to the teams, and a lot of this money goes towards that. I would disagree a little bit with your figures on how much the design and the build phase would be. But you're right that there is design done by us,

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administration done by us, and then the contractor is paying his designer on top of that.

But I would add that a lot of this is not administration, although that's a good part of it. There's geotechnical. There's advancing the landscape. There's doing the right-of-way setting. There's other engineering tasks as a part of this.

Martin: Okay. Thank you.

Nellis: Governor, if there are no more questions, I'll continue on with the remaining three.

Sandoval: Please proceed.

Nellis: Item number two is in the amount of \$442,000. This is to implement a computer aided dispatch system to replace the roadway reporting system in the districts. Item number three is in the amount of \$300,000. It's for architectural design services for various department buildings statewide. And then finally, item number four is in the amount of \$596,064 for janitorial services for the 42,888 square foot Traffic Management Center. And Governor, that concludes the agreements for consideration under Agenda Item No. 5. Does the Board have any questions for us?

Sandoval: I just have a question on number four. Does it really cost \$13,000 a month for janitorial services?

Nellis: I believe Director Malfabon is going to...

Malfabon: Yes, it's--Governor, as you can see, it's nearly a 43,000-square-foot facility there with NHP, DPS housed there, as well as the FAST folks, the Freeway and Arterial System Transportation, that monitor the operations of the freeways and arterials in Las Vegas. Very large building, a lot of stuff to clean, and this is a four-year contract, so it's a substantial amount. But also, that monthly amount is for regular cleaning of these facilities that are day in, day out occupied by...

Sandoval: How big is this building?

Malfabon: I don't know.

Sandoval: What do we pay to have this building cleaned? Do you know?

Malfabon: We can look into that, Governor, for comparison. But this is a newer facility. This is down in Las Vegas, and we could look into some details of what makes up that \$13,000...

Sandoval: No, and it's probably--it just seems like a lot of money.

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- Malfabon: It is a lot of money.
- Sandoval: Yeah. Was it competitively bid?
- Malfabon: This was a competitive bid. Mm-hmm.
- Sandoval: Okay. Any other questions, Board members, with regard to Agenda Item No. 5?
- Fransway: Governor?
- Sandoval: Yeah. Member Fransway.
- Fransway: Thank you, Governor. Item number two, film and technologies and the CAD system. It's my understanding that that is a statewide system, and it appears that District 3 is going to be making up most of the funding difference. Is there a reason for that?
- Malfabon: I can handle that. District 3 is kind of leading the charge on this one. I appreciate the efforts of our district engineer, Kevin Lee, on this. This is a system that is used statewide by about 16 law enforcement agencies and the Department of Public Safety, NHP. And the idea here was that this would allow everybody to get the same dispatch information, the law enforcement, as well as the NDOT maintenance folks who have to go clean up after accidents, and clean up crash locations and get traffic moving again. The amount here is state funded. Usually what we do is if--they share the load amongst the districts with operating funds. So they see who has money available. If we've had a lighter than normal winter, then Kevin could have some money left over in his operating budget, so he could offer to fund some things.
- But it's usually just sharing the load amongst all of the department and seeing where the operating funds are, because we divvy out the operating funds to the districts and the different divisions. Kevin, here, has offered to work as kind of the lead using Elko roads to--and kind of monitoring this need, which is going to benefit all three districts.
- Fransway: Thank you, Governor. And I do appreciate Kevin Lee's leadership on this worthy project. District 3 is proud to take on that financial responsibility for the state.
- Sandoval: Any other questions or comments with regard to Agenda Item No. 5? Mr. Nellis, any other further presentation?
- Nellis: That's it for this Agenda item, Governor.

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- Sandoval: If there are no questions, the chair will accept a motion to approve contracts one, two, three, and four, as described in Agenda Item No. 5.
- Wallin: Move to approve.
- Krollicki: I'll second.
- Sandoval: Controller has moved to approve. The Lieutenant Governor has seconded the motion. Any questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no. Motion passes unanimously. We'll move on to Agenda Item No. 6, contracts, agreements, and settlements. Mr. Nellis.
- Nellis: Governor, there are 36 executed agreements that can be found on Attachment "A", on pages 4 through 7 of 20 for the Board's information. Items number 1 through 8 are interlocal and facility agreements. Items 9 through 16 are grants and leases. And then lastly, items 17 through 36 are service provider agreements. Does the Board have any questions for the department regarding any of these agreements?
- Sandoval: I do. Just out of curiosity, on contract 29. So this is a \$7,600 contract for two one-day sessions of emotional intelligence training.
- Unidentified Male: I believe that's self explanatory. The engineering department (inaudible).
- Sandoval: If it's for engineers, you probably have to triple that amount. The engineers even laughed. Come on. But anyway...
- Unidentified Male: Is that an oxymoron?
- Sandoval: Can we have a little background on that, please?
- Nellis: I'll attempt, Governor and Board members. Emotional intelligence used to be called soft skills or people skills, and it really is training. An author wrote a book called "Emotional Intelligence", and I've taken some of this--read the books and had some exposure to some of the training. But the idea here is that we can improve--it's one of the things that we can improve people's soft skills in working with staff. We have a robust leadership program, but we also want people to understand how to--in difficult situations, whether it's dealing with the employees that have issues and problems and challenges, getting performance out of employees, how to do it strongly but deftly and, you know, with--this is some things that you can learn. It is a significant expense, \$7,600, but I think that it's worthwhile to teach these skills to our people on how to approach difficult situations.

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Some examples that we're not going through, but just examples would be a manager having to let go of somebody, layoffs, things like that, how to deal with the closure of an office, moving things around. You know, when a change occurs, people don't like it, just naturally are resistant to change. But this gives them these skills, what to think of in approaching different challenging situations with employees. And I think that it is a worthwhile effort.

Sandoval: Did you explore whether our Department of Personnel has some programming like that?

Nellis: I don't know if Kimberly is here. We could look into that, Governor. Typically, we're aware, because the training section works closely with the state Division of Human Resource Management on what training they offer. Sometimes they take a DHRM class and modify it to what NDOT's needs are. But they typically do, as a regular course of action, look into what's offered through state personnel.

Sandoval: Because I don't know if state personnel has this, but I know they have other like-minded type courses that, of course, they provide free of charge.

Nellis: Yes.

Sandoval: Madam Controller.

Wallin: How many people are going to be attending this class?

Nellis: I don't have the specific numbers, Madam Controller, but I think that it was between 30 and 40 per class. It's a large facility, so we can--and our training room typically handles that amount per class.

Wallin: Okay. And to follow up on personnel. Personnel had a class that they've been doing and it's called, Difficult Conversations. And a lot of my staff has attended that class, and it really touches on a lot of the things that you're talking about right here. So you might want to...

Nellis: Thank you.

Wallin: ...future check that out. Because everyone in my staff that's gone to it said it's been a wonderful class. You have to pay a little extra because they have to get a book, but check it out.

Malfabon: Madam Controller, was it crucial confrontation or conversations?

Wallin: Yeah.

Malfabon: I took that class, and it was a limited amount of seats available. So for us to try to capture 30 to 40 NDOT staff at one time, I think is what the goal of this class

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is, rather than having a few seats available to the department through that. It was a very good class though, and I've been kind of coaching and mentoring some of our assistant directors on how to use some of those skills that they taught.

Wallin: Yeah. It definitely was. All right. Thank you.

Sandoval: Any other questions with regard to Agenda Item No. 6? Madam Controller.

Wallin: Yes. I have questions on the--and I think Member Fransway was going there, wanting to know about item number 18, the additional \$250,000 for asbestos mitigation plans. So...

Terry: Once again, John Terry, Assistant Director for Engineering. And in fairness to this Board, we have, I believe, briefed you all along the way. No more is coming in NOA. We're going to amend this, we're going to amend that. Never did we tell you we were going to do this. We had a hole, basically, in what we were doing for NOA. We had Tetra Tech doing all of the field monitoring, et cetera. CDM Smith had been working all along for the RTC, and we needed to get our specifications in line with their specifications, and our contract documents even though we were designed bid build and they were designed build. In compliance with theirs, and frankly, we couldn't get it done with the team we had. We wanted to add CDM Smith to make ours in compliance with theirs. We did not want to go through the process of us amending the agreement with RTC, them having to go to their Board, us going to our Board because frankly, the work would've been done by the time we would've been through that process.

So we chose to sole source them, and ask for their help to get us in conformance with this. We did not tell the Board, in previous months, that this was going to happen. We needed it in order to get our contract out on schedule.

Wallin: So we're done with--I know, or do you want to just say you don't know so that way you don't...

Terry: All I can say is, I do not know of any other services that we need to cover NOA, and we do have now the FHWA's approval to move forward with our environmental document. And we believe that our specifications are now in conformance with what we said we would do in our re-evaluation.

Wallin: All right. And I have item numbers 31, 32, and 33, and they're all for application development, all for \$100,000 apiece, to different people. And I can't tell what the difference is between--what are they doing? I mean...

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- Nellis: Yeah, Madam Controller. Again for the record, Robert Nellis. We thought you may have a question on that so we have our IT Chief, Dave Wooldridge available just for you.
- Wooldridge: Yes, Madam Controller. David Wooldridge, IT Manager for the Department of Transportation. We were just looking at some ways that we could try to get more IT projects off the books. So we went out on a competitive bid, procured these three contractors, and as we have projects come up, the plan is to get them a scope of work, and have them deliver those projects for us.
- Wallin: So these are three--because, you know, couldn't one contractor do the same work or--because I know a few months ago you guys kind of separated out contract to keep it under the limit. So I want to make sure we're not doing this again.
- Wooldridge: Right. No, this is--we've got three different contractors with different skills sets. So some of them have a GIS, some of them do just regular dot net development, so we were just looking for options to try speed up the delivery of some of these projects.
- Wallin: Okay. Thank you.
- Sandoval: Member Fransway.
- Fransway: Thank you, Governor. I have a bunch of them. Some have been discussed by other Board members, Madam Controller being mainly the one. But items 9 through 13, just a question, Mr. Director. Are we being the grantee--am I to assume the grantor is the feds on those awards?
- Malfabon: Yes, these are FTA grants, Federal Transit Administration grants that flow through the department to these sub-recipients that provide transit services for seniors and folks in those rural communities.
- Fransway: Okay. Thank you. Number 18, same comments as the controller. And the answer seemed--the question seemed to be, are we done yet funding this NOA thing? And the answer I heard was maybe. We don't know, do we?
- Terry: Again, John Terry, Assistant Director for Engineering. We're starting construction. We're certainly done with everything that gets us to construction. We don't know what's going to happen during construction, but we believe we had it covered with what we have. I just hate to make guarantees, it's such a new item to us here to deal with. I'm just not going to guarantee that we're not going to spend more money on it, but I do not know of anything else that we have to spend money on. We're just moving in to the construction phase.
- Fransway: Well, all I can say is I hope we're done.

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- Terry: Me too.
- Fransway: Item 25. This is for--to remove weeds, \$200--minus a few bucks, \$250,000. Can we treat that soil to?
- Malfabon: I can respond to that, Tom.
- Fransway: Go ahead.
- Malfabon: Member Fransway, when we did construction on Interstate 580 there in Washoe Valley, there was an agreement in place with Saint James Village, as a property owner that we acquired property from, and it was within their viewshed. So we agreed to certain requirements, as far as treatments on preventing weeds from growing, unsightly weeds, for that community. They saw that we were getting a lot of Russian thistle and cheatgrass growing in there. So we took some measures to have some hydro seeding in there, some treatments, prevent erosion, but it was in compliance with the agreement that we, as we acquired their property for this freeway project.
- Fransway: Okay. Is that a permanent fix then, or will we have to revisit that?
- Malfabon: We agreed to monitor the area that was of their concern, and we hope that this addresses it with the hydro seeding and establishment over the period of time to get these plants established, that it will address the issue and we won't have to revisit it. But we're going to monitor it to see if there is any further action required next year.
- Fransway: Okay. I think it covers it, Governor. Thank you.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. Just one quick question. Item number 30, the I-80 work on the cattle guard, just a question on why that is not federally reimbursed.
- Malfabon: Governor, in response to the question, typically when these needs are identified, we've already obligated the federal funds for these major projects. So we've reached our obligation limit, and these smaller projects that are needed, we typically have either contracted out or had maintenance address it so that--we've basically met our cap of federal funding available in the fiscal year, and we just take care of these things as they arise.
- Sandoval: Is there any potential for reimbursement?
- Malfabon: Typically not. I wouldn't go through that much effort for a project of this small size. It's just not worth it with the federal requirements and programming it and making sure that everything is done a certain way. It's just not worth the effort.

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- Savage: Thank you, Mr. Director. Thank you, Governor.
- Sandoval: Member Fransway.
- Fransway: On Mr. Savage's comment on 30, what do we do with the cattle guards when we remove them because I see one--we're going to remove four and place one. Do we--are we able to reuse them on different projects? Do we stockpile them? They're very expensive. I know that.
- Malfabon: From my observations, typically maintenance forces will determine whether something is in good enough condition to keep in stockpile and reuse later at another location. They do that with pipe culverts, too, when they're making some changes. They'll hang on to stuff to save costs. They hang on to things that they may reuse, pole, sign poles, things like that, that may be removed during a construction project. They assess whether it's in good enough shape to stockpile and hold for later use.
- Fransway: Okay. So it's maintenance discrepancy then.
- Malfabon: Yes, their discretion. Yes.
- Fransway: Okay.
- Sandoval: Are there any questions from Southern Nevada?
- Martin: No, sir.
- Sandoval: Before we leave Agenda Item No. 6, any other questions or comments?
- Nellis: Governor, Attachment B is settlements, and those can be found on page 9 of 20 for the Board's information. The first item is in the amount of \$900,000. This would be paid to the Smith Family Trust for just over a third of an acre of commercial property in Las Vegas for Project NEON. The second item is in the amount of \$50,000. This is a settlement and dismissal of the counterclaim to fully resolve the lawsuit for Project NEON. And Governor, that does conclude the informational items under Agenda Item No. 6. Does the Board have any questions for Mr. Gallagher on either of these two settlements?
- Sandoval: Any questions with regard to the settlements described in Agenda Item No. 6?
- Krolicki: Governor?
- Sandoval: Mr. Lieutenant Governor.
- Krolicki: And this probably is for counsel. Could you just--the Smith Family Trust issue, I understand all your words and it's safer to do--I mean, I'm not questioning the judgment, but could you just package this a little bit more, and maybe give--I'm

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not sure if I saw a total value of this imminent domain action, including the legal aspects of it, the costs.

Gallagher: For the record, Dennis Gallagher, counsel for the Board. The Smith Family Trust is a property located within the NEON footprint. It was home for a printing press that was operated by the family. It turned out to be a very expensive property to relocate, given the needs of the printing business, both from an electrical consumption point of view, as well as air handling equipment in order to keep the new building at a temperature in which the equipment could properly operate.

We're all in on this, I believe, total for just under \$1.5 million, which settles all claims. It acquires the property. It included the relocation expenses. It was determined both by the department with concurrence from the Attorney General's Office that this was a fair price, and that the interest was in the best--the settlement was in the best interest of the taxpayers.

Krolicki: So again, it was just the--I think it was \$575,000 original payment, plus the \$900,000 and some moving costs.

Gallagher: The original deposit with the court, Mr. Lieutenant Governor, was for the appraised value of the property. So over and above that, we have now the relocation expenses. And of course, this should come to no surprise to any member of the Board, the property owner's appraisers had it appraised much higher.

Krolicki: All right. Thank you.

Wallin: Governor?

Sandoval: Madam Controller.

Wallin: Now, with the relocation--because my understanding is this printing company was pretty much not even in business anymore. They have actually had to submit receipts for moving in to their new location. We're not just saying, "Oh, well here's how much we think it's going to cost you." So they're actually moved and into this new building and what have you, right? Because my concern is, I don't want us to be giving them a check, and then they decide, well, you know, "I really don't want to continue the business because it was pretty much gone anyway."

Gallagher: Yes, Madam Controller. Under the Uniform Relocation Act though, we are obligated to pay certain relocation expenses to any displaced property owners. In this particular case, I'm going to look to my colleague in the audience if he recalls if they've already moved.

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- Saucedo: For the record, Paul Saucedo, Chief Right-of-Way Agent. I do not believe they have moved as of yet, and I'm not so sure that they are going to, so.
- Wallin: I mean, to me that just isn't right, if you're just going to take the money and not open the business up. I mean...
- Gallagher: Madam Controller, I understand your perspective, but we're obligated to pay--if we're going to displace a business or any property owner, be it residential or business, we're obligated to pay certain funds to them. And this was the negotiated settlement. It could've gone, you know, much higher. But if they've decided that they don't wish to remain in the printing business and want to use the funds for something else, that's up to them.
- Sandoval: Any other questions with regard to settlements? All right. Thank you. We'll move to Agenda Item No.--Mr. Nellis, did you have anything else?
- Nellis: No, sir.
- Sandoval: Okay. It was an informational item, so we won't be taking action. We'll move to Agenda Item No. 7, public auction.
- Malfabon: Thank you, Governor. This is for disposal of NDOT right-of-way located on the southeast corner of Desert Inn Road and Western Avenue. The department acquired the property in previous project for the Desert Inn, kind of Spring Mountain area, the improvements on I-15 and Spring Mountain. So we have about .64 acres of land there that we've appraised at \$270,000, and we're requesting to put it up for public auction for disposal.
- Sandoval: Are there any questions with regard to Agenda Item No. 7? Member Savage.
- Savage: Thank you, Governor. Mr. Director, I noticed in the advertisement on attachment number three, the amount was \$320,000 back in 2011. And I was wondering why the decrease in appraised value at the \$270,000 in 2014.
- Malfabon: Typically, the--Paul, you can probably respond to this. But typically, appraisals are for the current value, and if property values at the time--sometimes this is just the remnant, so it doesn't have as much value as the larger parcel that we acquired back in the day. I don't know if, Paul, you wanted to add anything else to that.
- Saucedo: Paul Saucedo, Chief Right-of-Way Agent. I really don't have any more to add to that. I mean, it was appraised. The appraiser was aware of the previous appraisal. And I could get back with details on that, but I'm not sure exactly why it fell.
- Savage: I just thought the pricing was increasing rather than being devalued.

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- Sandoval: No, I mean, it begs the comment, I suppose, that whenever we're buying, it's going up. Whenever we're selling, it's going down.
- Savage: That's my point. Thank you.
- Saucedo: It is a public action, so we'll receive the bids and...
- Sandoval: Okay. Thank you.
- Skancke: Governor?
- Sandoval: Member Skancke.
- Skancke: Thank you, sir. Is this a minimum bid, or is this--I'm not understanding this properly. It says here, "Has been set at \$270,000." So is that where the bid is going to start, or is that what we hope to get?
- Saucedo: Again, Paul Saucedo, Chief Right-of-Way Agent. That's a minimum bid. And so it has to be at least that amount for us to be able to complete a sale. It can go over.
- Skancke: So I'll give you \$250,000, and then when you guys need to buy it back, I'll sell it to you for \$1.4 million like we just went through that transaction. How's that? I think it's ironic that for .64 acres we'll get \$270,000, and for .34 acres we just paid \$1.4 million. But I digress. Thank you, Governor.
- Sandoval: All right. Any other questions with regard to Agenda Item No. 7? If there are none, the chair will accept a motion to approve the public action for the property as described in Agenda Item No. 7.
- Wallin: Move to approve.
- Sandoval: The controller has moved to approve. Is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hearing none. All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no. Motion passes unanimously. We'll move on to Agenda Item No. 8, resolution of relinquishment.
- Malfabon: Thank you, Governor. This is to dispose of an island in the Truckee River. Now this could be a...
- Sandoval: I didn't even know we had islands in the Truckee River.

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- Malfabon: But this is basically transferring the property over to the Department of Conservation and Natural Resources, it's the Division of State Lands. And this is related to the other--they apparently are acquiring any properties that are in waterways in the Truckee River. NDOT doesn't have any business--we don't conduct any business on this island, so we are looking at just disposal to this other state agency in effect for this item on Item No. 8, an island on Truckee River south of State Route 647.
- Sandoval: So Lawton, Nevada. It says Fourth Street. So is this island a name in it of itself, Lawton, Nevada?
- Malfabon: I noticed that too, and I don't know why it's--Paul Saucedo, do you know? It must be historic because--when did we acquire this? May of 1923, so it might have been an older name from a community that was out there.
- Sandoval: No. And I'm just looking at the photo, and there are some houses there. And I think I know where that is but--it's along Fourth Street and perhaps right off of I-80 there. But in any event, I just didn't know that we named islands. And I don't know if it's only an island in a drought year.
- Krolicki: The water rights.
- Sandoval: But in any event, I'm not going to--that's curiosity. But I like to see that it's going to the Department of--or staying within the state and within Conservation and Natural Resources. So are there any questions?
- Krolicki: The controller is playing with her iPad, and if you put in the location, it does come up as Lawton, Nevada.
- Wallin: Yeah.
- Krolicki: So it's real.
- Sandoval: Well, if there are any historians in the audience? Yeah, if there's a historian in the audience, I'd be really curious how that came to be, but we'll spend a lot of time on that. So if there are no questions, the chair will accept a motion to approve the resolution of relinquishment of state highway land, as described in Agenda Item No. 8.
- Krolicki: Governor, in my long career, I've never had a chance to move an item that's an island. So I would make a motion to approve.
- Fransway: I'll second.
- Sandoval: The Lieutenant Governor has moved to approve. Member Fransway has seconded the motion. Any questions or discussion? All in favor say aye.

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- Group: Aye.
- Sandoval: Did Mr. Martin come back?
- Martin: He's in. Aye.
- Sandoval: Just for the record, Mr. Martin, you just voted aye on Agenda Item No. 8, resolution of relinquishment. Is that right?
- Martin: Yes, sir.
- Sandoval: All right. Opposed, no. Motion passes unanimously. We will move on to Agenda Item No. 9, which is another resolution of relinquishment.
- Malfabon: Thank you, Governor. This is for disposal of a portion of Wells Avenue, a strip of land over and across the Truckee River. So a similar situation where it's going to another state agency, the Nevada Department of Conservation and Natural Resources, Division of State Lands.
- Sandoval: And questions or discussion with regard to Agenda Item No. 9? If there are--pardon me? Member Fransway.
- Fransway: Thank you, Governor. I assume that this is going to include the bridge structure.
- Saucedo: Yeah. Paul Saucedo, Chief Right-of-Way Agent. Yes, sir.
- Fransway: Okay. My question is, I see in the resolution itself that it is going to be designated as part of the City of Reno street system. Should there not be an additional agreement between either NDOT or Department of Conservation and Natural Resources that the City of Reno agrees to accept that?
- Saucedo: Yes, sir. My understanding is the city has been working--or that State Lands has been working with the city. And so this came as a request from State Lands to the department to proceed in this respect. So it was a--State Lands knows what they're getting in to. They know that the bridge is part of this relinquishment. The city--and apparently they're going to go ahead and enter into a permanent easement agreement with the city to go ahead and finalize that transfer. So they actually approached us in order to do this.
- Fransway: Well, to me, we've got the cart before the horse here. I would like to see an agreement that indeed the City of Reno is willing to accept that portion of Wells Street for maintenance.
- Saucedo: I believe they have, sir. We've relinquished Wells Avenue years ago, to the city. And this is more of a clean-up action at this point.

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- Fransway: Okay. If and when--Governor, if and when there's a motion, I would like to ask it be contingent upon that.
- Sandoval: Contingent upon the City of Reno...
- Fransway: The city agreeing.
- Sandoval: ...agreeing to take on the maintenance--or ownership of the bridge. Not ownership because it wouldn't...
- Fransway: Well, take on maintenance.
- Saucedo: Yeah. They do maintain the bridge. They do maintain Wells Avenue. I believe when we transferred the road, I would image that that ownership transferred. I don't know if it was specific to the bridge. I'm sure that that agreement--we can pull that agreement up and provide it to you for...
- Sandoval: Are we talking about the Wells overpass? What...
- Fransway: Yeah. Over the river.
- Saucedo: This is over the river, correct.
- Fransway: It's a big structure. I just want to be assured that everybody is on board with this.
- Saucedo: Correct. Well, all I can tell you is State Lands did approach us to do it this way. I mean, so we can get you the back-up information. I'll be happy to get the agreement to you, and I can get with State Lands and see what their agreements are with the city.
- Sandoval: Is there any jeopardy if we continued this item to the next Agenda, just so that we can have this information for Member Fransway?
- Saucedo: Yeah, I don't believe so, Governor.
- Sandoval: It's routine, I would imagine.
- Saucedo: It is. And it's a clean up action. There's no time limit here or anything pressing.
- Fransway: Do you need a motion in that effect, Governor, to continue it?
- Sandoval: Is there any objection from any of the members? Yeah. Why don't you go ahead and make that motion.
- Fransway: Okay. Mr. Chairman, I would move to continue Item No. 9, until more information is obtained in relation to the bridge structure.

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Sandoval: So Member Fransway has moved to continue Agenda Item No. 9 until our next scheduled meeting, Mr. Fransway?

Fransway: That would be fine.

Sandoval: Okay. Is there a second?

Krolicki: Second.

Sandoval: Second by Lieutenant Governor. Any questions or discussion? All in favor say aye.

Group: Aye.

Sandoval: Opposed, no. The motion passes. We'll move to Agenda Item No. 10, discussion and possible approval of the Annual Work Program fiscal year 2015, Short and Long Range Element FY 2016 to 2017, and possible acceptance of the STIP for FY 2015 to 2018.

Malfabon: Thank you, Governor. Sondra Rosenberg, Assistant Director for Planning, will handle this item.

Rosenberg: Thank you. Good morning, Governor, members of the Board. For the record, Sondra Rosenberg, Assistant Director of Planning. This is an item that was continued from last month because the Board had some questions. Based on our notes from last month's Board meeting, as well as meeting with the individuals, looking at the minutes from last month, what we heard from you all is some questions on how members of the public can find information in this document, being that it is such a large document, what are some of the big projects in each county, and then it led into a discussion of how our funding is spent between counties and the districts.

So we've provided an executive summary to you in your Board packet. That's a first draft based on conversations with you all. We are modifying that draft a little bit. We will be providing some summary information, as well as a "how to" document on our website for ease of public use. Next slide, please.

So just to summarize, again. The transportation system of projects is actually a combination of two separate documents. That's the Work Program, as well as the Statewide Transportation Improvement Program. Next slide. And the STIP is required by federation regulations, CFR23N49. It includes transportation projects that use federal funds, both highway and transit, and regionally significant projects as well, whether they're locally or federally funded. The Work Program includes all of the state-funded and state-administered projects, as well as all the federal projects, and that is to comply with NRS408203. There

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is a large overlap in the projects listed in these two documents. They're just reported in different ways to meet those different regulations.

The process for developing each of these is quite robust and lengthy. It shows that the Work Program--we begin our county consultation process. This is actually a mistake. We've actually already begun our county consultation process for next year. We hold workshops in the fall. In the spring, we go to each county commission with our proposed work program. So it's really a year-long effort of reaching out to our constituents, gathering information on necessary projects, as well as bringing our draft plan to all the counties and boards and commissions.

The STIP really begins with--the state projects some from the Work Program process. The MPO projects are developed in those regions, in coordination with their boards and commissions as well. The MPO has developed their tips in the springtime. Contingent on those approvals, they're submitted to NDOT. We incorporate those projects that are in the tips exactly as they are. We don't have the ability to change those documents. So then these two documents get sort of merged for a 30-day public comment period, and then we come to you for acceptance of the STIP and approval of the work program. Next slide.

Now we'd like to do a little demonstration on how someone can find a project if they're looking for it in their region. And again, we'll provide step-by-step instructions on the website as well because it is a very lengthy document, knowing where to search for specific things. So if we go to the Work Program. And Member Controller, you brought up last month that something easy, a list and a map, like we have with our country tours, that's the Work Program. We have maps and just a listing of projects. So it's much, much easier for someone to find a project they're looking for in that part of the document. The STIP has a lot more detailed information in terms of the different pots of federal funding. It's all available, but if you're just looking for a list, that's the Work Program.

So if we go to the CAMPO section, and that's the Carson Area MPO, that's one is a little bit different. They're typically by counties. Because Carson MPO includes a couple of counties, all of those projects are in this one section of the document. So if we go to the map, and you can see there's just a listing of all of those. So the map has each project that's in the Work Program shown on this map. And if you scroll down to--so CC200701, that is the Carson Freeway. So if you copy that number, either by hand or cut and paste, and then we do a search for it, all of the records with that number will show up. So if you go to the first one, that's the near term project to continue that--building that freeway to US 50. And then the next record on there is a long range element to finish the completion of that interchange.

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So that's how you would find a project in the Work Program. If you also want to find it in the STIP, you want more detailed information on the specific types of funding, you can go back to the STIP or go open the entire TSP document, search the same number, and every single record will show up. Let's go ahead and do that. So if we go to the full TSP document--and again, the STIP is listed on the website by section as well, so by MPO or by county. And so we'll do the same search, type in the same number. It's a lengthy document, so it takes a minute or two to find it. So there you'll see--and you can zoom in and see, you know, the different funding sources, the phases. So that's a lot more detail. And that's primarily for the federal approval to ensure that we are only spending the money that is allocated to us.

In addition, if you go back to the search item, if you know of a particular project you want more information on, maybe you don't know the county but you hear a lot about, say, Project NEON, you can just type in NEON. And every record that references NEON shows up, and you can just scroll through each one. So that was kind of quick and dirty. We have other examples if you like, but just to show you, kind of, from the county level, looking at the map, through the work program, or searching the full TSP document, that's how you would find information. In addition, on our website we have a phone number to call. It's actually Joseph Spencer's phone number here or whoever is sitting at that desk, if someone would like some assistance in finding a project or just wants some information. So we have the technical documents available. Again, we'll have a step-by-step "how to" available on our website, as well as a phone number to call if anyone is interested in more information.

So if we go back to the presentation, additionally there were questions on distribution of funding. In your packet we actually have year-by-year. We find it's easier to look at, kind of, several year segments, so we have--this is the past four years, so federal fiscal year '11 through '14, shown by county, Clark, Washoe, or other. We didn't want to have 17 little slices of that pie. Those are sort of the big ones by federal funding, state funding, other dollars, which is typically local funds, and then the total as well. And we also did it, next slide please, by district. So those are similar, but there are some slight differences in that District 1 covers a little bit more than Clark County, and District 2 covers a bit more than Washoe County. And then the next slide, we've also done this for--this is for the document that's in front of you, so the four years going forward, again, federal, state, local or other, and total for the counties. And then the next slide, by district.

And so the next slide, what's more exciting than all of this, and I hope that we've answered the questions that came up last month, but really, we're working on--as Rudy mentioned, we're negotiating with the vendor for the electronic STIP, which will include the Work Program elements as well. We're very excited

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because a lot of this consolidation of those numbers took quite a bit of staff time because everything has to be done by hand right now. What we're working on is building a more robust system where we can automate a lot of these reports. We can have--I believe our current agreement says up to 50 standard reports. We've only identified a handful of them, so the information you provided over the past month has been very valuable in terms of what do we want to build in to automatically generate every time we update this document. It interacts with the Federal Management System, the MPO, state, and FHWA. It's all going to be electronic. Everyone is going to have access to it. The approvals--everything will be much quicker, much more integrated. We're all very excited to get going on this next element of the STIP so that it will be much more user friendly. It'll be much easier for the public to search those maps interactively, rather than on a static map.

So we're very excited about this, sort of, next chapter, and we should have that working by next summer, and certainly by the next approval of this document. And with that, I'd be happy to take any questions.

Sandoval: Very well done.

Rosenberg: Thank you.

Sandoval: That's a lot of work in a short amount of time, but I think it puts it in a much more understandable fashion. And also, that demonstration was really good in terms of how easily somebody can get that specific information. So I want to thank you and everyone else who was responsible for putting the time and effort into that because it is a great product.

Rosenberg: Thank you.

Sandoval: Thank you for that. Questions from Board members. And then just one those pie charts, you know, when you look at--you have Clark and Washoe and the rest, but sometimes the rest--you've got to appreciate that's the interstate.

Rosenberg: Correct. Correct.

Sandoval: And so...

Rosenberg: Yes. A lot of that is the Preservation Program. It's those very important corridors that lead to those major metropolitan areas. So it is very important to the state as well.

Sandoval: Other questions? Member Savage. And I just--for everyone's benefit, it's a little bit after 11:00. A couple of our members have commitments at noon. So I'm going to move things along a little more to make sure that they have the benefit of the presentations. But Member Savage.

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- Savage: Thank you, Governor. And I too would like to thank you, Sondra, and I know Joseph, you had the courtesy to meet with myself personally. But I just want to compliment yourself and your staff and the department. It's about transparency. You've accomplished this. You've done it internally. I really want to commend yourself, Sondra, and the department to making it so transparent and so simple that the map really gave me simplicity and it facilitated the fact of where I needed to look at. So I thank you for that. I had one question, and I'll make this quick. Is on pages 37 to 39, the year 2017 was not completed, and I didn't know if there was a reason for that or not, on page 37, or if that might have just been a quick oversight, before we approve this document. Or does it just go through...
- Rosenberg: So this piece of your packet just highlights the major projects, the large projects in each county. So I believe, on this page for example, the US 6 shoulder widening project is the only one in federal fiscal year, on this particular page. So there might be some gaps because it's just each year of funding for each of those major projects. So I don't think it's missing.
- Savage: So that is correct, is my question. I think...
- Rosenberg: Yes, sir.
- Savage: Okay. Thank you, Sondra. Thank you, Governor.
- Rosenberg: Mm-hmm.
- Sandoval: No, I thought you were going to say that you made it so simple that even the Board members could understand it. Other questions from Board members with regard to Agenda Item No. 10?
- Skanche: Governor?
- Sandoval: Member Skanche.
- Skanche: Thank you, Governor. Sondra, this is an outstanding presentation, and I echo the Governor's comments that you've made this--you and your team have done a superb job. I have just one quick question. So how does this new format help the department and help us save time, money, and be more efficient?
- Rosenberg: Thank you. That's an excellent question. This new tool we're going to is going to be much more interactive. Currently, we're going to have a lot of staff time savings with this new tool. Currently, for example, all of the--I mentioned all of the MPOs approved their tips, that comes to us. Our staff has to hand-enter every single project exactly as it is in their tips. So as you can imagine, that's quite a bit of staff time for our planners that we hire to do transportation planning, and they're spending a bulk of their time entering data. So by automating this process--and it's going to be quite a bit of staff work for the first

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year. Once we have it up and running, everything is going to be integrated, so that when the RTC of Southern Nevada approves their tip, that automatically enters into our system. It's all one. So there won't be this duplication of effort. That will free up our staff time to actually do transportation planning, which is what they came to NDOT to work for, what we need them to do.

There's a lot of exciting prospects in the future that we need good transportation planners to work on. So that frees up a lot of their time. It also will hopefully, free up some administrative time as well. Financial management, as well as IT, are all very excited about this tool in helping their staff time as well.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. And Sondra, I'll echo--I know how much time you've been expending on this particular item, and I appreciate the personal help also. Have we got buy in, basically, from the other user and partners in this document that indeed we will be going electronic? In other words, it won't become a shock to the counties and cities that they don't have this via hard copy anymore, or will they?

Rosenberg: Creating a hard copy is always a possibility, but we have been working with particularly MPOs to develop something that is going to work for all of the users of this. And again, we can build in automatic reports so that any user of this document can request a specific report that's useful to them, rather than providing that giant document that has everything. If a particular user wants the information formatted in a certain way, for example, for Clark County, we'll be able to build that into the system. We have been working--the MPOs, the Federal Highway Administration have all been working together to make sure our requirements of this system take into account all of those users.

Fransway: Okay. I would think that it might be a good idea to establish contact with the other entities, cities and counties, and let them know what we're doing, and perhaps go through this same slide presentation that you did for the Board with them so that they are aware ahead of time.

Rosenberg: We'd be happy to. It has been a topic of conversation in our county workshops that are under way right now. I'm hoping that by the time we do our county tours in the spring, we'll have it up and running. We'll probably still be working out some of the kinks, but hopefully we can use that for our presentations in the spring.

Fransway: Okay. Thank you, Sondra.

Rosenberg: Thank you.

Fransway: Thank you, Governor.

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- Sandoval: Thank you. And finally, Sondra, this is a consensus document; is it not? I mean, it's been vetted by all of...
- Rosenberg: Yes.
- Sandoval: ...the local agencies, and it is basically, the product of everyone working together and...
- Rosenberg: Yes.
- Sandoval: ...there's unanimity with regard to this document.
- Rosenberg: Correct. There's been--there have been many meetings, many discussions. There are no surprises in this document. Everyone knows what projects are in there, what the schedule is going forward. So yes, that is correct.
- Sandoval: Are there any other questions or comments with regard to Agenda Item No. 10? If there are none, the chair will accept a motion to approve the Annual Work Program fiscal year 2015, Short and Long Range Element FY 2016 to 2017, and to accept the Statewide Transportation Improvement Program for FY 2015 to 2018.
- Skanche: So moved.
- Sandoval: Member Skanche has moved for approval. Is there a second?
- Wallin: Second.
- Sandoval: Second by Madam Controller. Any questions or discussion? All those in favor say aye.
- Group: Aye.
- Sandoval: The motion passes unanimously. Congratulations.
- Rosenberg: Thank you.
- Sandoval: Good luck. We'll move to Agenda Item No. 11, which is the status of Project NEON.
- Malfabon: And Cole Mortensen, our Project Manager for Project NEON, will provide this update to the Board.
- Sandoval: Good morning, Mr. Mortensen.
- Mortensen: Good morning. Good morning, Governor, members of the Board. For the record, I'm Cole Mortensen, Project Manager for Project NEON. And what I'd like to do today is just briefly bring the Board up to speed on some of the new

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developments for Project NEON, and then provide you with an update on where we're at with our right-of-way acquisitions.

So our schedule and moving forward, today I'll announce the proposed shortlisted teams for the project. In January, we anticipate a release of the draft RFP to those teams. Through working with those teams, in March we anticipate being able to release the final RFP with proposals due in August, which if they're due in August, we should have a preferred proposer selected in October unless, of course, we go to interview, which may take a little bit more time. And then so finally, we're looking forward to having the contract executed in December of 2015.

So the shortlist of proposers are the Kiewit and Atkins team, Las Vegas Paving and Jacobs, and NEON Mobility Constructors, which are a JB between Granite and Skanska, and their engineering teams are Aztec and Louis Berger Group.

Some new developments with the City of Las Vegas, we're having to redo the agreement with them. The old agreement was heavily weighted on the P3 language, and so now we're putting one together for the design build project. One of the things that I did want to point out in this meeting was that we're working with the city to have what's been shown to you as Phase "A" of the project, which is the Grand Central Industrial Connector, which is shown here on the board. The lines--or the road moving from the north--or the upper left hand corner to the lower right-hand corner is actually the UPR Railroad in this drawing here. And the new facility that you see in the upper right-hand corner is Grand Central Parkway crossing Charleston. And so the portion of the project here that the city will be paying for will be the portion from the intersection of Grand Central and Western Avenue over to Industrial Drive.

And we're excited about getting this incorporated into the project because then we just have one contractor working in one footprint, and when the project is open and done, we have that much more benefit, and we don't have another contractor following in on the heels of our job or trying to work in the same location that our contractor is. And it allows the city to take advantage of the economy of scale that we should be getting with Project NEON as well.

So quickly, on our right-of-way status, for Phase 1, we have ownership, legal occupancy, or condemnation authority for 53 of the 60 individual parcels that we are acquiring for Phase 1. Out of the seven parcels that are outstanding, six of those are actually city parcels that we'll be working on the transfer of right-of-way between NDOT and the city at a later date when we have the full understanding of what that final design is going to end up being. We have seven relocations remaining for Phase 1, one residential, five small business,

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one large business, and three billboards. So basically at this point, we're wrapping Phase 1 up.

Sandoval: Are you feeling good about that? I mean, is this where you want to be?

Mortensen: I'm very comfortable with where we are with Phase 1. We still have a lot of wood to chop for the design build portion of the project, and I'll get to kind of where we're at there.

Sandoval: But just on this piece...

Mortensen: Correct.

Sandoval: ...we're good.

Mortensen: And this next slide--but when we start looking at kind of where we're at, there's some interesting numbers in here. Thirty-one of the parcels, 29 different property owners were settled through the normal negotiations process. So 22 parcels have been referred to condemnation, and so that kind of gives you an understanding of the challenges that our right-of-way teams are facing right now. Five of those have reached legal settlement, one has gone to trial, and six are pending legal settlement or trial. Right now we've expended about \$90.2 million, but of course with the six properties that we have pending, that has the potential to go up significantly.

Sandoval: Are we in our budget for that?

Mortensen: We are right now, but we still have many of those properties, as you can see, that are still pending that legal settlement or trial. So those are some that are obviously more complicated at this point in time and could be more expensive parcels for us.

Sandoval: But you have a--I mean, we haven't hit the capacity yet though of what our estimates were.

Mortensen: No, we have not yet hit the capacity (inaudible).

Sandoval: So in a worst case scenario, do you think we'll still be within our estimates of what we thought it was going to cost for acquisitions?

Mortensen: For Phase 1, right now, what we have is--we have programmed about \$120 million. What I've been told is that through some of our settlements, we haven't actually got them executed yet, but we anticipate another \$14 million on some of the properties that we're already in the process on, which leaves \$16 million for the remaining six properties. And so at this point in time, I don't know if

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we'll actually end up under that \$120 million program. It'll depend on how the legal settlement turns out.

Sandoval: Okay.

Mortensen: But we're in the ballpark. It's not going to be an enormous surprise. For the design build phase, we've made 45 offers on the 118 acquisitions. We have nine property owners that have reached agreements, and those are in process right now. We have three relocations completed, which is a pretty low number, but we just started that process in October. We actually have 125 relocations in process. So they're staying plenty busy moving forward with that. We anticipate having all of the appraisals completed in the second quarter of 2015, and so once that appraisal is done, then just compensation is set, and then they make those offers. And we anticipate having all of the offers presented by the third quarter of 2015.

To give you a layout of what those properties are, we have 16 business--or 61 business relocations. We've got 25 commercial properties being impacted partially or totally, 34 single-family residences being acquired, six other residential parcels being impacted, two 24-unit apartment complexes, and one 18-unit, one 27-unit, and 34 plex structures, 280 plus or minus residential relocations, and seven billboards to relocate. So we do have a mix of uses on the property that we're acquiring for the design build phase of the project. And that concludes the right-of-way portion and the update for Project NEON. I'm willing to take any questions that you may have.

Sandoval: We're on schedule it sounds like as well.

Mortensen: Correct. Yeah.

Sandoval: Member Savage.

Savage: Thank you, Governor. One question, Cole. How many submitted? How many proposers submitted? I know you shortlisted three. How many...

Mortensen: Yes. We had three proposers submit, and we shortlisted all three.

Savage: You did? Okay. Thank you. Thank you.

Sandoval: Any other questions from Board members on this Agenda item? Thank you very much. It was very helpful.

Mortensen: Thank you.

Sandoval: We'll move to Agenda Item No. 12, which is a briefing on the 2014 State Performance Management Report.

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Malfabon: Thank you, Governor. Peter Aiyuk who is our Performance Management Division Chief, is visiting his family out of country, so I'm going to cover this item today and be very quick, and allow you and the Board members to answer any--ask any questions of me. Next slide, please.

We prepare this performance report annually and present it to the Board. Although it's an information item, we are open to any kind of guidance or direction that we receive from the Board under this item. The first performance measure, reduce workplace accidents, we saw an increase in injuries slightly but medical claims were decreased, although the value of those claims did slightly increase. On employee training, we look at required training for our employees, and we saw an improvement in that performance measure, as far as achievement of that performance. Employee satisfaction, we do an employee survey annually. We saw that satisfaction of our employees is up very slightly. A lot of the dissatisfaction is related to things out of NDOT's control, more of state funding issues with things that are cuts in pay or benefits.

Streamlining the agreement process, significant increase, up 6% there, and I think that we're going to see a continued improvement on streamlining the agreement process as we implement an electronic signature process with our agreements. Customer and public outreach. We did a survey in the previous fiscal year, 71% approximately customer satisfaction. We need to do another survey this current fiscal year to relook at that customer satisfaction, what we can improve. Reducing and maintaining congestion levels. This one has been a struggle, and we feel that a revision is required to this. We have transferred this performance measure to our Traffic Operations Division to determine what's a better, more understandable performance measure for this because we--as I've said, we've struggled with it. It tends to lead to engineering terms and just--people in the general public will not understand what we're trying to achieve with congestion relief. And it's a difficult one to put our arms around, but we're working on this one. So not much to report on that performance measure as far as improvement.

Streamlining project delivery, bid opening to construction completion, 92% were on schedule, 76% on budget, and that can be either way. As the Board sees from month to month, we sometimes miss on our engineer's estimates. They're low or high, and in some cases we're just following the market conditions with construction materials and construction labor and equipment and prices. So we do our best to stay on top of that, but you can see that we still have a ways to go on budget and estimating that properly.

Maintaining state highway system. You'll receive a report later on the preservation report on our highways and our bridges, but in general, a good performance of categories, the highest level of categories, the interstates that--

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the major US routes that carry a lot of the traffic. Maintaining the NDOT fleet. We saw an increase in the fleet requiring replacement. We do keep some of our fleet in operation. We don't have enough money to go around in this area for equipment replacement, but we are doing some things that we're going to be looking at with the operational audit and the rebuild program. And we saw an improvement in the preventative maintenance on our vehicles, so that people are getting the preventative maintenance done on those vehicles when it's due.

On maintaining NDOT facilities, we had a new method developed in fiscal year '13, but we did see a 1% improvement in facilities conditions, getting them up to code with various code regulations that are in place for facilities. On emergency management, security, and continuity of operations, we saw an 87.5% compliance. Our goal is to get 100% compliance on this, so that we can have secure facilities and very quick response. You've seen us in action on some operations with I-15 getting washed out. But in general, when there's a major event, we want to make sure that we're ready to take appropriate actions.

Reducing fatal accidents has really been a challenge. We saw some improvement over a five-year rolling average, but we are really going to have to pay more--put more emphasis and dollars, I think, into this area. And just to mention--you'll see it in the fatality report, but you'll see that we're higher this year as compared to this time last year. There was a recent report in Las Vegas, and the Las Vegas Sun, I believe, did this article, "20 Dead in 13 Days in Las Vegas". And it just really highlights the challenge that people were--things that are out of our control, people speeding, losing control of their vehicles, motorcyclists getting hit by motorists that don't see them, pedestrians that are walking outside of crosswalks. It's a really significant challenge, but we want to continue to drive fatalities down in our state on our roads, and in partnership with our other safety partners.

In streamlining project delivery, slight increase of percent completed on schedule. Completed on budget dipped to 25%, and we're looking into measures to improve that performance measure. Cost estimating, as I've said, is volatile, especially with increase in construction activities, not only by the state but also by locals and by the private sector. So we'll stay on top of that estimating process. Maintaining state bridges is another area that--we met the target with two bridges replaced this last fiscal year, but we'll have more information on the bridge condition report that is a subsequent item. And then the last one is streamlining the permitting process. 97% of those permits were processed within 45 days. So good performance measure there.

And I'm willing to take any questions from the Board members on those performance measures.

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Sandoval: Questions from Board members? Member Fransway.

Fransway: Thank you, Governor. Mr. Director, it's a good document, for sure.

Malfabon: Thank you.

Fransway: I do have some personal comments on the vision, mission, and goals section in our packet, particularly where it talks about core values. Some of it doesn't seem to indicate the department's true feelings on core values, to me. On the honesty, I would like to--we've been working on transparency for, I don't know, several years, and we've been trying to improve it, trying to make sure that we get the ultimate in transparency in this department. And so when we talk about honesty, I think it wouldn't hurt to have being truthful and transparent in the honesty. And commitment really doesn't seem to be NDOT when we say, putting the needs of the department first. I think that we should be basing the needs of the department on the best transportation system for the public. That's who we all work for.

And accountability, I think we should be accepting accountability, instead of being responsible for. I think we should probably change being responsible for, with accepting responsibility for. I hope I'm not the only one that feels this way, but I just feel that over time we have worked very hard to make sure that this is the public's system, and I'm not so sure that the wording in core values represents that.

Malfabon: And in response to Member Fransway, Governor and Board members, we had this mission, vision, core values, and goals for the department established several years ago under previous leadership. I think that those are valid points that Member Fransway raised. I've set aside a date in January to have our assistant directors, deputies, and myself get together and talk about the department's strategic plan. I think that we want to approach it differently to get some Board input on the plan. What I would request would be, allow us to have that interaction with the Board in the first quarter. I know it's a busy time with the sessions starting. But I think that it's time that we revisited the department's strategic plan, get Board input on that just as was provided today, but go with--this is kind of the previously adopted mission, vision, core values, and goals. And I'd like to have a more definite, defined process for interaction with the Board on development of a new strategic plan for the department going forward after the new year.

Fransway: I think that's a great idea, Governor.

Sandoval: I'd support that as well, rather than trying to edit it on the fly. We have a thoughtful process, and if you could bring something back at some point in the first quarter of next year, that would be great.

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- Malfabon: Thank you.
- Sandoval: Other questions? Madam Controller.
- Wallin: Thank you, Governor. Thank you, Rudy. This is a great document, and I'm glad that the packet that you left on our desks today has the right Board members on there.
- Malfabon: Yes.
- Wallin: And I noticed, because you had put the AG back in on the one we got in our advanced materials, and then today when I pulled into the parking lot, you have a reserved spot for the Secretary of State. I didn't know that they were on the Board now.
- Malfabon: Wow.
- Wallin: Mm-hmm. Yeah. Yeah. You finally got rid of the Attorney General, but now you put the Secretary of State on there, so.
- Malfabon: We'll have to talk to Buildings and Grounds about that one.
- Wallin: Yeah. But good report. I'm glad to hear that you're training. You're doing a lot better in training because I think that that mitigates a lot of problems and issues and stuff. But I have some questions here in the pavement condition versus the annual target. And in category one, two, three, we're doing great. Category four we're, like, at 69.5%, and in category five we're at 30.2%.
- Malfabon: Mm-hmm.
- Wallin: What might be the fallout from that if we don't start doing something? The gentleman spoke earlier today about our road preservation and...
- Malfabon: If I may, Madam Controller. If you could defer the question and wait for the response during the next item, it'll get more in to detail. Assistant Director for Operations, Reid Kaiser will present the Highway Preservation Report and get into the details...
- Wallin: Okay. I can do that.
- Malfabon: ...of those, and then explain kind of the categories of roads, and a significant change in the performance report that's of note, that he's going to cover today.
- Wallin: Okay. And then I have one last question here, the percent of projects completed on schedule and within budget. When we're going along in 2012, we're at 45% completed on budget, '13 42%, and then '14 we dropped down to 25%. Can you explain what happened?

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- Malfabon: I don't know if John has something on that.
- Terry: John Terry, Assistant Director of Engineering. If there's any good news in that, it's because most of them were because the bids were under our estimate, not over.
- Wallin: Okay.
- Terry: I continue to say, we struggle with our estimates to match the changing construction industry. And while some of them are things that happen during construction, a lot of it is we're struggling with our estimates. We're beefing up how we review those estimates, before we bring it to this Board to award. But we're taking actions to try and increase the accuracy of those estimates.
- Wallin: Okay. Oh, and I have one more. Thank you. Thank you, John. On the cost-benefit analysis, I'm assuming that the Boulder City Bypass, Phase 1, it was at a .9 cost benefit. I'm assuming that this is without the I-11...
- Malfabon: Yes.
- Wallin: ...proposal.
- Malfabon: So what you'll see in the benefit costs for individual projects or phases of projects, it can be significant when it's only one phase that doesn't really serve its purpose when you need both phases, for instance, on Boulder City Bypass, I-11, you need both phases to make that...
- Wallin: Okay.
- Malfabon: ...function. You'll see a lower benefit cost when it's just an individual phase.
- Wallin: All right. That's what I thought. Thank you.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. Mr. Director, again, as others have said, it's an amazing measuring stick. It shows accountability to the department, and I'm very proud that we have this document to keep everybody on track. A couple of housekeeping issues, because I know this is one document, I think, that does go to the legislature.
- Malfabon: Yes.
- Savage: And I know this is a draft, so I appreciate the opportunity to look at it before that. Page 101, where you have the major projects listed, those numbers don't correlate with the items behind it. So that's a minor housekeeping item. And then item number five regarding Project NEON, I think the verbiage P3 ought to

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be eliminated, since we've moved on to the design build. Small, minor housekeeping, other than that, I appreciate it. Thank you, Governor.

Malfabon: We'll adjust those, Governor.

Sandoval: Any other questions with regard to Agenda Item No. 12? Any questions from Southern Nevada?

Savage: No.

Sandoval: Thank you. We will move on to Agenda Item No. 13, briefing on the draft February 2015 State Highway Preservation report.

Malfabon: And Reid Kaiser, our Assistant Director of Operations, will present this and cover a significant change in how we estimate the backlog of the department. I think, Governor, you had brought it up before about previous preservation reports saying, this huge backlog. This was if we achieved perfection, basically, and eliminated all of the backlog in 12 years time. It was a good question, and a point that Reid, when he was chief of the materials division, took to heart and looked at what's a reasonable approach in looking at the backlog and preservations needs for the department. Reid.

Kaiser: Governor, Transportation Board, Reid Kaiser, Assistant Director for Operations. This document is required by the Nevada Legislature to be submitted every February 1st of every odd year. It's just the quick accounting of where we're spending our money, in regards to our pavements and our bridges, and it also discusses the estimation of the adequacy of our funding for our program.

Okay. Back in my former position as Chief Materials Engineer, when I first read this document back in 2008, I took a look at it and I noticed that our backlog was set at \$2 billion. And I also--when I was out driving Nevada's roads, that number appeared to me, to be way high. You know, I couldn't see where \$2 billion is our backlog, because our roads seem to be in pretty good condition. They didn't seem to be rutting, cracked, or anything. So what I did is I got with our pavement management section in the materials division. And what they informed me was that the way we calculated that dollar amount was by age. So all of our category one roads, which are the interstates, we would set a maintenance project up for every eight years. So that number was calculated by looking at all of the different categories. By category one, we would plan on doing a maintenance project in eight years; category two, 10 years; category three, 12 year; and so forth.

And so we would take every stretch, every road that we maintain, and we'd calculate a dollar amount for that construction project that was not up to speed at that time, and that's where we calculated the \$2 billion. Again, in my

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opinion, that wasn't realistic for the amount of budget that we had to deal with. And so what we did is we changed the method and how we calculated that dollar amount. And going from an age-type system, we moved over to a condition-type system. So we would go out and we would measure the present serviceability index of each section, which I'll cover here in awhile, and that essentially measures the cracking, the rutting. Essentially, that gives you a good indicator on the shape of that stretch of that road. So I'll get--like I said, I'll get to that point here in a little bit.

Right now, Nevada categorizes our roads in five different ways. That's based on control of access, the amount of truck traffic, and the volume of traffic that roadway carries. Okay. This slide gives you an idea on the amount of money that we have spend the last few years, in 2013 and '14. You'll notice we have two columns here. One is for contract maintenance, and one is for contract rehabilitation. Contract maintenance, what those projects entail is work that our NDOT maintenance forces can do, and also we give a portion of that money that our contractors can do. That's crack sealing, chip seals, (inaudible) seals, those kinds of things.

The rehabilitation column, that gives you an idea on the amount of money we spent in those two years on construction projects dealing with rehabilitation of our pavements. Okay. The condition aspect that we use here at NDOT is called the Present Serviceability Index. And that is a very long calculation that we use that measures smoothness, cracking, rutting, and it's a number between zero and five, with five being a good pavement and zero being a failing pavement. Okay. There's a lot to this graph here, a lot of information. You'll notice on our left-hand side there, that measures the PSI. That's your number from zero to five, and the bottom number is the years. That's the amount of money we've spent in each year, the red column being on the rehabilitation projects, and the green is on the maintenance site projects. And the line you can see, that's the measure between zero and five, and that shows right now that we are slowly on the downward trend. And that gives all of the roads for Nevada--not the different categories. That combines them into one graph, and it tells you that slowly our PSI number is slowly decreasing.

Sandoval: Is that spike stimulus?

Kaiser: Yeah. That spike there was the ARRA funds, and we did see a slight leveling out of the PSI number. But again, it's still--wasn't quite enough to get us back on track, but that's exactly what that was. And if you guys have any questions, don't be bashful. Let me know.

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Sandoval: I'm just looking at that and processing that. And you're right, I mean, there was a huge expenditure that was double, almost triple in some years, but it didn't bend that curve at all, with that expenditure.

Kaiser: No. You're right. And this next slide will hopefully explain some of those numbers a little bit better. What this slide shows is that our goal with pavement management is keeping 95% of our roads at a fair or better condition. So on the right-hand side, you'll see the different categories that I mentioned earlier. And on the--this shows you that what the different levels there, they're very poor, poor, mediocre, fair, good, and very good. Right now with the 95% goal of achieving those pavements in fair or better condition, categories ones, twos, and threes are meeting that goal. And categories four and five, as you mentioned earlier, Controller, is not meeting that goal.

And right now we are spending most of our funds in categories two and threes--ones and twos and threes, just for the simple fact that in our opinion, it's good to keep the commerce and keep those highways open where most of our traffic is flowing, the interstates, the larger arterials, and those type of things. And one of the problems that we're finding with our categories fours and fives is 15-20 years ago, our current method of maintaining those was never that big of an issue. With the increase in the number of mines, a lot of those rural roads were not built or constructed to be able to handle the large volume of heavy loads that we're receiving on those roads.

Take for instance, one of the mines on one of our rural roads, it was--I think it was a couple of years ago, every 10 minutes it had a fully loaded truck driving down one of those rural roads. Well again, that's not the interstate. We're not throwing money at that road like we have in the past. So with that in mind, those heavy volumes that we're getting, tears up those roads, and we just don't have the funding capacity to at the same time keep up our categories ones and twos and threes, to go spend on our lower-volume roads. I don't know if that answers your question, but that kind of gives you...

Sandoval: No, it helps. So it would be good to know where those roads are that are getting that extra use.

Kaiser: Mm-hmm. That road was the highway between Carlin and Eureka at that time. So I mean, most of our low-volume roads--you can see from the graph here, a lot of those roads, they're not being able to hold up, and we have all of that information in the materials division. We can tell you what roads are in very poor or poor shape. We have that information. Okay. Any other questions on pavement? That's all I have on pavement. Okay.

Bridge preservation. Right now, Nevada owns about 1,154 bridges in Nevada. There are up to about 1,900 bridges in Nevada and we inspect them all, but we

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only own and maintain about 1,154 of them. And also, just so you know, Nevada--there was an article that came out a year or two ago, that Nevada has the third highest rated bridges when you compare all of the other states with being structurally deficient and functionally obsolete. And what structurally deficient is, it's if a load carrying member of that bridge is in poor condition. The bridge is fine. It's going to stay up. You know, it's not going to fall down on us or anything. But it's just that one load carrying element of that bridge is in poor condition. And what a functionally obsolete bridge is, is it's a bridge that's structurally sound but there are problems with the geometrics or not a wide enough shoulder, things like that. And when these bridges were built, you know, 15, 20, 50 years ago, they were fine. They met industry standards for design. But that standard has changed through the years and has forced these bridges to be functionally obsolete.

Okay. That's just kind of a listing of who owns our bridges and where they're located--not where they're located, just who owns the bridges. And this map here is a map of Clark County, and those bridges there is a list of all of the bridges that are functionally obsolete. Again, what we're finding is a lot of these bridges that are functionally obsolete, they were built 50-60 years ago in the '60s and '70s when there was a big push to build the interstate system. So that's why we have so many bridges and these corridors that are functionally obsolete because, like I said, those standards keep changing.

Okay. This is the Reno area in Northwestern Nevada, and again, this just kind of gives you an idea of what bridges and where they're located are functionally obsolete. And again, those are--the yellow ones and the red ones are the ones that are structurally deficient. Are there any questions? Okay.

Krolicki: Yes. Governor, if I might. Perhaps, this is the engineer speaking to the lay person in this, but when we say things are structurally deficient, you just defined it orally, you know, that it doesn't mean that it's about to fall down, but it would be nice to put a definition or something on here. If someone is just going to read a cover page, which many people do, they're just going to see this, and they don't see the good, they see the bad. And especially when we--I think I saw the example of the Minneapolis bridge in here. You've got a bridge falling down in the same section that, you know, you're using the term structurally deficient. So, if there was some way to at least up front define what these really pejorative, scary terms are to--really are to the lay person. Just my spin in there, but it can really be misunderstood. Actually, the quality of the 1,900 bridges, and we're only talking about 34, but they're very safe...

Kaiser: Right.

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- Krolicki: ...but they just--maintenance required would be a far more vanilla terms and not as startling.
- Kaiser: Okay. Appreciate it. Lieutenant Governor, you hit it on the head. (Inaudible) has been dealing with that issue because of concern with those terms and what they mean. They're not very--people's imagination goes to that extreme, that they're not safe. And they want to change those terms, but they haven't established a terminology that would replace that yet for structurally deficient and functionally obsolete.
- Krolicki: If you were to define a human being as operationally deficient, I mean, that's not a good thing. So, you know, just saying. But yeah, if we could maybe have our Nevada Lexicon and operations at least define these federal terms very quickly, so people don't misunderstand.
- Kaiser: Yes. We can make that change to the report. Okay. And this slide here, again, is Northeast Nevada. And just so you know, a couple of the bridges that you see near Dunphy, we are reconstructing at this time, and one bridge is scheduled to be reconstructed next year in Fallon. We do have four bridges in Nevada that are structurally needing maintenance. Yes. They are needing maintenance badly.
- Sandoval: But in this report, it sounds like every road in Nevada--is there a road in Nevada that doesn't need maintenance?
- Kaiser: You know, what our maintenance strategist do is we go out above every four years, we'll put an overlay or a chip seal on them. So at that time, after about four years, then they will be needing, like, a maintenance type procedure.
- Sandoval: I mean, that's under a definitional...
- Kaiser: Yes.
- Sandoval: So under the definition, every road in Nevada needs maintenance.
- Kaiser: Not a brand-new road, but a road that's probably more useable--you're right.
- Sandoval: So that would be a yes.
- Kaiser: That would be a yes.
- Sandoval: So that's--I mean that's, like I said, a definitional term. So it kind of, you know, I guess I'm just keying off what the Lieutenant Governor said, because I don't want there to be this widespread concern suddenly that, you know, our roads are really lousy. Because under this definition, a road that is one day old needs maintenance.

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Kaiser: And I agree with you, and that was what I was trying to achieve by taking that backlog from \$2 billion back to \$663 million, because most of that \$663 million is the category four and five roads. But we can go back and we can look at where we derived that \$663 million, and see if we can't push those out, you know, if they are in the calculation, take those out. I mean, I agree with you. If it's a brand new road...

Sandoval: Because under this analysis, if we--I wish we did. If I had a magic wand and created \$660 million. A year from now you'd come back and say, we need \$663 million worth of maintenance.

Kaiser: Yeah. You know, I can't argue with you. You're right.

Sandoval: So I'm just trying to find--I'm not trying to belittle anything.

Kaiser: No, I understand.

Sandoval: I'm just trying to find that accurate place where we can describe exactly what we need.

Kaiser: Yeah. We can go back and look, and try and reduce that dollar amount because...

Sandoval: Well, and I'm not trying to chop it, I'm just--as I said, I'm trying to find that happy--I shouldn't say happy, but accurate report because again, it just gives the impression that every road is bad and there's potholes everywhere, and the Lieutenant Governor said, suggesting that bridges are about to fall down, and it's not there. I mean, we know there's work to do and acknowledge that, but just finding where that place is so we know exactly what we need to do.

Kaiser: That's what we--in our performance measure also, the present serviceability index, that's why we only calculated the dollar amount for those that are in very poor to poor condition. So if they're in the other three conditions, that's not accounted for in that \$663 million. It's just those roads that are in poor or very poor. Okay.

Currently, there's about \$119 million required in backlog for our bridges, and that's just in maintenance projects. And also, as I had mentioned earlier, numerous--most of our bridges that were built on the interstate system are approaching 50-60 years of age, and they're in good shape. But we are in the process of developing a plan to replace those bridges as their condition does dictate. And again, no bridges on the interstate are going to fall down. Those are all in good shape. But we do need to come up with a plan in the long term to deal with that, when those bridges start deteriorating on us. Okay.

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In conclusion, the department will continue to strive to balance the needs of economic development and capacity with preservation. We'll continue to use research. Research is a great tool for us. There's always new products, new methods to maintain our roads, to keep our bridges up. So we'll continue to use the research, and we'll continue to prioritize projects that work best for all of Nevada. That concludes my presentation.

Sandoval: All right. Questions from Board members. Member Fransway.

Fransway: Thank you, Governor.

Sandoval: Or wait, before I go to you, Tom, questions from Southern Nevada?

Martin: None here, sir.

Sandoval: Please proceed.

Fransway: Thank you, Governor. Reid's presentation of preservation, you state that your \$119 million currently needed for preservation on bridges.

Kaiser: Yes.

Fransway: Is that \$119 million somewhere? Are we going to be able to find that in our budget, or is that a shortfall?

Kaiser: Right now we do have a list of projects that is out on our five-year plan, and what we do is we look to see what bridges are most critical and we add that to our five-year plan. So if there's a potential for some work to be done to alleviate some of that backlog, then that's what we do. But I have to say there probably is not anything in our long-term budget to deal with that, but we are required every other year to inspect all of our bridges. And so we keep a good handle on the condition of our bridges. So we know if there are any problems associated with them, that we can deal with them quickly.

Fransway: Okay. And how much of bridge maintenance, and I'll include the inspection, is performed in house, as opposed as to has to be contracted out? Do you know?

Kaiser: You know, I couldn't tell you. I think John Terry is getting up, so he can probably answer that.

Terry: Again, John Terry, Assistant Director for Engineering. We have two full crews that do our bridge inspections, but we also contract out for additional bridge inspections. I would say we do in the range of 50% of them ourselves and about 50% contracted out, but it could vary year to year. And that's an ongoing contract, one of which we're going to have on the Agenda next month.

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Fransway: Okay. Because I know that in the past we have approved budget items for apparatus design for bridge work underneath, and so mainly is that for inspections?

Terry: Yes. We do our own inspections, but we also use consultants on, I think it's a biennial basis, to do our bridge inspections for us under our direction. That's correct.

Fransway: Okay. Mr. Terry, thank you. Thank you, Governor.

Sandoval: Other questions? Thank you very much.

Kaiser: Yeah. Thank you.

Sandoval: We'll move to Agenda Item No. 14, old business. First report of outside counsel costs. Why don't I just leave it to you (inaudible).

Malfabon: Yes. Thank you, Governor. Just to go over these old business items rapidly. We have items "A" and B, report of outside counsel costs and open matters and the monthly litigation report, and Dennis Gallagher, our Chief Deputy Attorney General, is here to respond to any questions you have. Seeing none.

The fatality report is tab C of this item. You can see that, as I had mentioned previously, that we have a significant challenge. We're 16 fatalities over, as the date of this report of December 1<sup>st</sup>, over this time last year, December 1<sup>st</sup>, so a significant challenge. I think that--we've had some discussions with our safety group about really looking at pedestrian fatalities and emphasizing some things to drive those numbers down. But as I mentioned previously, a lot of things are unfortunate, crashes, due to inattentiveness and people not--pedestrians, motorcyclists, drivers of vehicles not paying attention, and we want people to just be safe this holiday season, and buckle up, and don't drive impaired.

Item D is overhead costs. Governor, you had a previous question on the research program that we brought back for additional information on the indirect costs rates or overhead rates. We negotiated a rate of 23%, although the UNR and UNLV indirect rates are actually 43.5% and 44% respectively, for research work. And we negotiated that rate down to 23%, as I stated. And I looked online at a little bit of other rates that other research institutions charge the Federal Government. The Federal Government has to pay the going rate. And it's been an issue of concern, but because we have negotiated a rate between the state--the Department of Transportation and the state universities, at least we're doing better than not paying the actual that is eligible.

Sandoval: Well, at the end of the day the goal is for more money to go to the actual research...

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Malfabon: Yes.

Sandoval: ...than overhead so we get more bang for our buck.

Malfabon: Yes. And in some cases the universities work with us to cover some of the research costs with grad students to help us achieve the research findings and implement those findings.

The other item that was old business was tab E, report on potential construction employee shortage. And as the economy is improving in Nevada, construction workforce is an issue. We did attach some facts that were compiled by our public information officer in Southern Nevada, Tony Elia, does a lot of investigation of this topic and staying on top of construction workforce issues, labor issues. We do a lot of collaboration with the AGC, and the AGC provided a letter saying that they feel that it is a challenge, but they are meeting that challenge in Southern Nevada. But, it is something that we will continue to work with our construction partners in the industry. We do a lot of outreach also, to the schools, to try to get people interested in these careers of construction and engineering in general.

And, the last item was the freeway service patrol quarterly report. So if there's any questions on that item, we can respond to that.

Sandoval: Questions or comments from Board members? And, I appreciate the follow up on the overhead and the construction worker shortages. And, I don't want to--there isn't a shortage, at least if you read that AGC letter from Southern Nevada. So I don't want to create the impression that there is. But given what we've talked about in terms of the programming we have here and competing construction, not on the road part piece but in other projects, we just want to make sure that we have that workforce and that Nevadans are working and we're not--the contractors aren't having to go out of state to get their workforce.

And, it sounds like--this is in this AGC letter, there's still quite a bench of workers in Southern Nevada who are seeking employment. So I--I mean, it looks like we have a lot of folks who still need a job, and I'm hopeful that as the economy improves, they'll become employed as well. All right.

Malfabon: That concludes...

Sandoval: That concludes that report. Any questions, Board members, with regard to Agenda Item No. 14? Then we'll move to Agenda Item No. 15, public comment. Is there any member of the public here in Carson City that would like to provide public comment to the Board? Is there anyone present in Las Vegas that would like to provide public comment to the Board?

Martin: No, sir.

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Sandoval: Agenda Item No. 16, a motion for adjournment.

Wallin: Move to adjourn.

Krolicki: I would second.

Sandoval: I wasn't going to take a motion from anybody else. So we have a motion to adjourn from the Controller, a second by the Lieutenant Governor. Any questions or comments? All in favor say aye.

Group: Aye.

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

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Secretary to Board

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Preparer of Minutes

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

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Sandoval: ...ladies and gentlemen. I will call the Department of Transportation Board of Directors meeting to order. Before we begin with Agenda Item No. 1, I want to welcome our new members, Controller Knecht, as well as the Lieutenant Governor Hutchison. We're very pleased that you're here today and certainly we welcome your wisdom and your knowledge to this Board. So welcome, and if we can give them a big hand, please.

So let's commence with Agenda Item No. 1, which is Presentation of Retirement Plaques to 25+ Year Employees.

Malfabon: Thank you, Governor and Board members. I'm going to read the names and if any of those are present -- we didn't hear back confirmation that they would be present, but if they are present please make it known and we can have a photo opportunity with the Board members.

First of all, Loretta Capurro, a Staff II Associate Engineer retired with 28 years of service back in October. Jim Ceragioli, a Supervisor III in Traffic and Safety -- I'm sorry, Safety, retired with 27 years' experience. Darrell Hylton, Highway Maintenance Supervisor I, 26 years of experience. Trudy Quong, a Supply Tech II, 25 years' experience. Terri Compton, Administrative Assistant III, 26 years of experience. Hubert Hetmanczyk, 28 years of experience. He was a Highway Equipment Mechanic. And Kathleen Wemheuer, Engineering Drafter III, 27 years of experience.

As you can see, this is quite a lot of experience out the door, nearly 190 years of experience that we're losing. And we wish them well in their future

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endeavors and thank them for their years of service to the Department and to the State of Nevada. Are any of those people present? Governor, if you wanted to say a few words on their behalf.

Sandoval: Well, only this. I mean when -- with my rudimentary math, I think it's 187 years...

Malfabon: Yes.

Sandoval: ...of experience that -- of some individuals who've committed literally their careers and their lives to the great State of Nevada and transportation, in the State of Nevada. And I wish they could be here, because I'm truly appreciative. I mean the least amount of time amongst this list is 25 years, and that really is something to respect and appreciate. So, I know that I speak on behalf of the people of the great State of Nevada, to thank each and every one of them for their service to our wonderful state. So thank you.

Malfabon: Next on the Agenda is the Quarterly Presentation of Awards that NDOT has received. And first is the ITS of Nevada Project of the Year over \$2 million category for the Carlin Tunnel LED Intelligent Lighting System. NDOT was awarded the ITS of Nevada Project of the Year, over \$2 million for the Carlin Tunnel LED Intelligent Lighting System. The new Intelligent Lighting System is part of the \$31 million Carlin Tunnels improvement Construction Manager At Risk or CMAR project, that wrapped up last construction season.

This lighting uses a new communications system to control the LED lighting for all fixtures, which meets the current tunnel lighting standards. This significantly reduces the operational and maintenance costs over the life cycle by adjusting the light levels inside the tunnel, to match the ambient light levels outside, providing superior visibility and safety for drivers. Other ITS items included video cameras inside and outside the tunnel, improved road weather information system, and a fiber optic cabling system.

We have some folks that may be present in the audience, but I want to go ahead and read the names of those NDOT folks involved in it, and then ask those that are present to come on up for a photo opportunity after I go through the three awards. So I'll read the names. Dale Keller was our

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project manager for this CMAR project. Michael Murphy, who recently retired, was our assistant district engineer and acting resident engineer on the project. Nick Senrud, a Supervisor III Assistant Resident Engineer on Crew 908, was the acting construction manager. Tim Morrison, Supervisor III on Crew 908. Steve Bird was the design coordinator here in Carson City. Rod Schilling was the ITS coordinator, and Eric McGill is a designer. So, if those folks that are present could just hold until I go through the rest of the awards, we'll get you a photo op.

The next award was, again, ITS of Nevada. It was for the best...

Sandoval: Mr. Director...

Malfabon: Yes.

Sandoval: ...if I may interrupt you. I just want to be clear or let everyone know that Member Skancke is on the line. Mr. Skancke, can you hear us loud and clear?

Skancke: I can, Governor. Can you hear me?

Sandoval: Yes.

Skancke: Thank you.

Sandoval: All right. Please proceed.

Malfabon: Thank you. The next one was for the Nevada Data Exchange System. It was for the best new product or application voted by ITS of Nevada. NDOT was awarded the ITS of Nevada Best New Product or Application for the Nevada Data Exchange System, which is a traffic management data dictionary which is a standard space system developed by the Institute of Transportation Engineers, ITE. NDEX provides sharing of real-time traffic data between different ITS systems and different public safety operation centers such as NDOT road operations and Nevada Highway Patrol dispatch.

Additionally, NDEX is capable of sharing real-time data to the public through NV511 and other web-based applications for traveler information. NDEX was developed to provide real-time and historical transportation and weather data for use by NDOT and other agencies such as UNR, UNLV,

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MADIS, and NOAA, N-O-A-A. NDEX reduces multiple access points into ITS systems by providing a single collection and distribution point through web services for NDOT's traffic data.

And those of you that maybe have those applications on your smartphones, know that there's a lot of applications available to give you updates on traffic, and so this kind of simplifies the process at NDOT so that they have one point of gathering that information from our agency. I want to mention the people involved with this project. John Dickinson, Rod Schilling in Traffic Operations, Israel Lopez, and Jim Whalen, also, of Traffic Operations. So for those of you that are present -- well, after I go through this third item, then we'll have our photo opportunity here in Carson City.

The third and final award to mention is the ITS of Nevada Project of the Year Under \$2 million, and another winner for the State Route 160 at Cimarron traffic signal ITS Interconnect Project. NDOT was awarded the ITS of Nevada Project of the Year for Under \$2 million for the State Route 160 Blue Diamond Road at Cimarron traffic signal ITS Interconnect Project.

As you recall, Governor, this is the one that you approved about a year ago. We were able to get this traffic signal in in a record amount of time, and had it installed before school started. The new signal ITS Interconnect Project is part of the \$1.4 million traffic signal that was installed after a young pedestrian was struck by a vehicle and killed at the intersection. The new signal is making it safer for pedestrians and schoolchildren to cross this stretch of highway with a more reliable fiber optic cabling system.

And the folks involved from NDOT in this project; John Dickinson in Design. Marty Strganac was a resident engineer there in District 1 Las Vegas. Steve Bird, Design Coordinator. Christopher Diehl, Roadway Design. Rod Schilling, ITS Coordinator, and Jessica Goza-Tyner, Signals and Lighting in the ITS Department of NDOT.

So if those of you -- first of all, I think Dale Keller, Rod Schilling, and Eric McGill are present for the Carlin project; is that accurate? And, if the Board members would come down to the front, we'll do our photo ops for these three award projects. So first was the Carlin Tunnels for the LED lighting system. The next group of people, some of them repeat, but for the Nevada Data Exchange System, John Dickinson, Rod Schilling, Israel Lopez, and

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Jim Whalen. Thank you. And finally, for the State Route 160 at Cimarron Traffic Signal System, John Dickinson and Rob Schilling.

Governor, with respect to the public hearing, it can occur later than 1:30, Counsel has told me, so I'm going to go ahead and go through the Director's Report and allow the Board to ask any questions. I echo your sentiments, Governor, in welcoming the two new Transportation Board members. We did have a chance to brief both of them. And as we go through the -- today's Transportation Board items, I wanted to let both of them know that feel free to ask any questions. There's no such thing as a silly question. We use a lot of acronyms. We try to stay away from that, but obviously being your first meeting here, feel free to ask any questions to both of the new members, and existing members of the Board.

Next item, please. Federal Funding update. President Obama did sign the bill that I discussed last month, the Continuing Resolution Omnibus. So we are funded through the rest of the federal fiscal year for transportation. Been some comments in the news back and forth from senate's -- senate side leadership positions, House members, whether a gas tax is on the -- or fuel tax increase on the federal level is on the table or not. Some say it's on the table. Others say that they can't support it at this time. So we'll have to pay close attention and keep the Board informed about what's going to happen, as far as funding. We do face that fiscal cliff again, expected around the August-September time frame next year -- I mean current year, 2015. So they have to take action on the expiring transportation bill before the end of May, but the funding situation is such that it requires some action before that August-September time frame in any event.

And I wanted to also mention that Congressman Crescent Hardy joins Dina Titus as a member of the House of Transportation and Infrastructure Committee. That is the committee that, on the House side, that deliberates the transportation bill for the nation. So we're pleased to have two members from Nevada's delegation on that. And Tracy Larkin-Thomason, the Deputy Director for Southern Nevada, is actually back in D.C. as we speak, and is going to be visiting with members of our delegation. She's back there for the annual meeting of the Transportation Research Board.

With respect to the upcoming legislative session, Governor, I know that you have your hands full preparing for the State of the State speech, and I

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wanted to let you some of the -- and the Board members -- about some of the things that we've been doing in preparation. We have a pre-session budget hearing for the legislative money committees in the State Senate and the State Assembly on January 27<sup>th</sup>. So before the session begins, we'll present some of the highlights of NDOT's programs and budget information. Also, Senate transportation members have taken us up on an offer for a tour in Las Vegas on January 28<sup>th</sup>. We are coordinating and inviting RTC of Southern Nevada to participate in that tour, but we anticipate visiting some of the NDOT major projects in the valley. Obviously, I-11, Project NEON, the U.S. 95 widening, and take a look at other major projects that are funded locally down there, and answer any questions from those state senators.

The Senate Transportation hearing has been, for NDOT, providing an overview has been scheduled for February 10<sup>th</sup>. And we will do that in concert with the RTC of Southern Nevada. And I believe RTC Washoe are on that same day, so I will coordinate on our messaging for that presentation to the Transportation Committee.

Recently, just yesterday, there was this article in the newspaper that was a bit critical, but we're pleased that it's at least bringing -- shedding some light on an issue of traffic safety, specifically pedestrians' traffic safety in Washoe County. There were 12 pedestrian fatalities in Washoe County in 2014, and those were highlighted in the article. I wanted to mention that there are some things that, obviously, we agree with and some that we don't agree with in that article. But I wanted to highlight that and address it straight up at this Director's Report.

Pedestrian safety is one of the critical emphasis areas in our Strategic Highway Safety Program. And that plan is implemented jointly with law enforcement agencies across the state, such as state agencies, DPS, Nevada Highway Patrol, is involved in that, but Office of Traffic Safety under DPS. But also metro and sheriff's departments across the state, are involved in that effort. Educators trying to change the behavior of drivers and bicyclists and pedestrians so that we're all watching out for one another and being safer on the roads. Emergency medical responders are also part of that group. RTCs and local public agencies are part of that group. And then the engineering side working with those local public agencies; Public Works officials, the RTC engineering side, as well as the NDOT safety engineers.

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When you look at some of the points made in the article about infrastructure and lack of attention to infrastructure, I tend to look at what actually happens on some of our roads with fatalities. You see that out of the 12 that they highlighted in Washoe County that 3 indicated that they occurred at crosswalks. But one of the things that they got right in the article, is that pedestrian behavior plays a role in those fatalities on some occasions. One person was looking at his cell phone, one was trying to beat the pedestrian signal timer and unfortunately was involved in a fatal crash there. The indication of no crosswalks was presented on eight of those locations in Washoe County. Three of those eight involved a hit-and-run accident, which tells me that there was probably some reasons the driver hit and ran. Impairment is what I tend to think happened. Obviously, we don't know unless that driver gets caught and confesses to those crimes. But in one case, it was an individual walking on the freeway at night and went against driver expectation. That was another fatal crash. One of them was unknown whether there was a crosswalk involved. But I wanted to make the point that crosswalks in and of themselves, do not guarantee that there will not be a fatal accident.

One accident -- (inaudible) me -- crash here occurred with a fatal in Carson City, just up the street on Stewart Street. So that was an individual in a crosswalk was struck by a motorcyclist. It occurred at night. We know that having infrastructure is part of this solution, but also just changing people's behavior is also part of that solution, whether it's a driver, or a pedestrian, or bicyclist, what have you.

But the article was critical of how long it takes to get some improvements implemented, and I'm going to address some of that point later in the presentation. But one thing that I appreciated that the article did state was some of the safety tips for drivers and pedestrians, things that we try to get out there in order to educate people as part of our Zero Fatalities Program.

Next slide, please. I took the map showing the 12 blue, kind of balloon-shaped areas where they have fatalities and indicated where there was a state highway involved with red triangles. The circle with the cross in it indicates from the map information in the article that there was a crosswalk involved in there, but -- and then the pedestrian sign indicated that pedestrian behavior may have played a role in those fatal crashes, and

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then car sign was the hit-and-run. So you can see that there is a mixed bag of -- whether there were different factors involved in each case. One that was highlighted, Governor, they showed a picture that you had actually met this individual. A very unfortunate incident involving the gentleman that was known for volunteering at St. Vincent's, and a very tragic crash took his life.

I wanted to show the -- next slide -- here's an aerial photo of the area where that crash happened with fatal consequences. From the records that we could find under -- this morning, the crosswalk with pedestrian flasher is where that crash occurred. Apparently, the individual was in the crosswalk. It wasn't clear whether he had pushed the button to activate the flashing system, but it was early in the morning, so it was dark out. And there is lighting at that location. There's another location further to the south there, with a signal system with pedestrian signals. So in this case, I wanted to make the point that infrastructure can be in place and it may not prevent a fatal crash from happening. And that just -- the building in the center, the larger building is the Bonanza Casino that's there on North Virginia Street.

Next slide. So some of the things that were -- where I feel that we can look at doing better is to improve the implementation of recommendations. What we do is road safety audits occur. A road safety audit is a multidisciplinary review of the road, both day and night conditions, with law enforcement, with local representatives from a local agency, if they're available. But typically we have NDOT maintenance forces and NDOT safety engineers present to review the road and make recommendations; short-term, mid-term, long-term recommendation. Sometimes the recommendations conflict with each other, so not every recommendation can be implemented. But what we want to do is to clarify responsibilities for implementation so that if there's a recommendation such as a sign, and the article did mention a sign on Kietzke Lane that the -- a road safety audit recommended a sign. The sign wasn't in yet. Why is it taking so long?

So I felt that we need to clarify responsibility so that our staff in the district office know, in Maintenance, that they should do a work order if it's a sign, say, at a crosswalk which was one that the article mentioned. The advanced warning sign and the pedestrian sign at the crosswalk, are an easy fix that could be addressed from a road safety audit, as far as a recommendation.

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But we need to have a clearer direction provided. What I feel that we need to implement is to have an after-action meeting with Director's Office involvement, so that there's commitment to funding some of these recommendations, and not just a report that goes on a shelf, or it's unknown whether it's supported as far as some of the recommendations. We also feel that if there is commitment to fund an improvement, that we track that better so that we make sure that whoever has the responsibility is implementing those recommendations. Sometimes they fall on Maintenance. Sometimes they fall on the engineering side to design it and get a contract out for advertisement for bids.

But I do want to say that not -- that not in all cases do we neglect to implement safety recommendations. In some cases, I know that District has gone out there and trimmed bushes when it's blocking a stop sign, or they've installed additional striping or signing improvements. So I do feel that they do deserve credit in the District Maintenance side for what they do implement on safety. It's just that here in the news article, they did find a case where a sign was not installed yet. And I brought that to their attention that they need to install that sign on Kietzke.

The other issue that I feel that we're going to change here is funding the safety improvements, and we've been doing this, Governor and Board members, with -- an example would be the U.S. 50 Project that was what we call a preservation or an overlay repaving project. We funded some safety improvements during that one on U.S. 50 there, kind of, in the Dayton to the Mound House area. So there's been cases where we will fund projects, but we just have to be more consistent in funding some of those safety recommendations that are in those reports with state funds, if federal funds are all booked up and programmed already.

So the other item that's been an issue lately in my discussions with the districts, is that they need to have the financial support for maintenance of safety devices. In other words, when there's pedestrian flashers on a road that NDOT is responsible for maintenance, the district doesn't have electricians that do that type of work, so we typically have to outsource that, which means having a district-wide maintenance contract for those devices. The Board recently approved a similar type of maintenance contract for ITS devices, so your ramp meters and cameras. Those types of devices. These

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are similar types of devices where there's not the expertise in-house to maintain them, and there's -- the need is for us to have maintenance contracts involved with the associated design contracts that install these devices.

We also are working on a project prioritization software system. Not only safety projects, but all of our projects to have a better prioritization process, so that when we bring that list of projects to the Board, and there is some changes anticipated, a project slips, that we can quickly determine quickly what's the best use of the federal and state funds available for projects. Safety projects being within that category. And that will be forthcoming. We have a software company that you'll hear more about in the future.

And complete street projects were mentioned in that. If you could go to the next diagram. This shows a complete street project. So on Lake Mead Boulevard, this is one -- I just wanted to make the point that we do embrace the concept of complete streets. What a complete street is, is to look at all users of the system, not just motorists but pedestrians and bicyclists and transit. And the idea on this project is Lake Mead Boulevard currently is a six-lane road. So this eliminates one of the lanes in each direction, has a dedicated bike lane with a buffer between the adjacent lane for vehicles, has a wider sidewalk. So this is an example of a project that we're actually funding with federal funds. In January of next year, we anticipate having 100 percent design. So we're trying to get to 30 percent design before the middle of the year and complete design and get this out to construction next year. So it is an example. You saw a lot of comments from Lee Gibson, Executive Director of RTC Washoe, where they've embraced the idea of complete streets. And NDOT is also in agreement that where they make sense, we can implement these on state roads, too.

Next slide. And, Governor, even before the article came out, I discussed -- had a chance to discuss with you last week the concept of using some additional state funds for some projects focused on pedestrian safety, both in Clark County and Washoe County. Just to give you the statistics, we had 50 ped fatals in Clark County. A little bit less than 2013, but still a substantial amount of pedestrian fatals. And in Washoe County, the 12 that were mentioned in that article.

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But the idea is that because of cash flow, we're not going to exceed our capital improvement budget for the state fiscal year, but we have more leeway to add some additional projects. And then the federal funded projects get reimbursed and get -- make the Highway Fund healthy again with those deposits. So I believe that we have at least \$10 million available to do these projects. I wanted to concentrate on the areas where we've seen the highest number of fatalities in Clark County and Washoe County. And what I'm proposing is that we work with the RTCs in those two counties to identify some projects. We've got some ideas on some projects. I know that there's the next signal project on Blue Diamond, that actually meets the requirements to have a signal installed there, and that's at El Capitan and Blue Diamond Road.

There's some improvements that could be installed for pedestrians on Boulder Highway near the cannery that I talked about with staff recently. And other locations that we can find out from the RTCs and local public agencies that we can get out there rapidly. And the idea would be to bring that project list back to the Board for your approval and consideration. But as far as having the funding available, we believe that we can do that and still -- with the turnover and replenishment of the Highway Fund from federal reimbursements and state gas tax, that we'll be in good shape and still stay within our capital improvement budget for the state fiscal year.

Sandoval: Thank you, Rudy. And I appreciate, because I would like to have the Board's -- the Board to have the ability to review the proposed projects. And certainly I'd encourage you to meet with the respective regional transportation commissions. As part of that, I'd also -- I mean, why don't we -- we know where most of the bad accidents and tragedies happen. Do we decrease the speed limit or consider decreasing the speed limits in those areas, and is that a consideration? You can put all the striping and the signs, but if you have a high speed...

Malfabon: It is a consideration, Governor, and we've actually been looking at that. Our staff tell us that they do consider other factors in establishing speed limits, not just the 85<sup>th</sup> percentile. But we do want to look at that where it makes sense of speed limit reductions. As I pointed out, in Carson City you have a 35-mile-per-hour speed limit and can still have a fatal crash in a crosswalk.

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So we do consider that, and we will continue to look into that issue. I know that I've been discussing it with our chief engineer and assistant director.

Sandoval: And we really don't have any control over this, but given the improvements in technology in new cars, do they include technology that will put a driver on notice that there may be an impact?

Malfabon: They do. They have warning systems if there's something, a bicyclist or another car next to you in your blind spot. I think that that's really the next generation that's going to drive down fatality statistics, is the technology that's being implemented in vehicles. And there's both vehicle-to-vehicle technology, where the cars talk to each other electronically, and there's also vehicle-to-infrastructure technology.

Sandoval: Is there an aftermarket item that can be put on a car, that you're aware of?

Malfabon: Yes. You can put up some items, but I'm not sure. I only know of the cameras, but I'm sure that there's other devices.

Sandoval: Well, the cameras are usually behind...

Malfabon: So they -- I'm not aware of that, but we can look in to that, Governor, to see what other types of technology are available. There is going to be a, I think at TRB -- it's timely that Tracy is back there, but I could ask her to sit in on one of those. They're going to have a presentation about infrastructure, and talking to vehicles, and vehicle-to-vehicle interaction with intelligent systems that can installed in vehicles.

Sandoval: Okay. And I'm not an engineer, but in terms of when you come with this recommendation, is there more reflective striping and things that we can use that, at least at night, it'll put a driver more on notice that they're approaching a crosswalk; because even driving out of Carson, there are crosswalks that you can't see until you're right on top of them, and you know you're in an intersection, but you can't see the crosswalk until you're basically on top of it.

Malfabon: That is something that we have to look in to. I know that maintenance enforces regularly re-striped crosswalks and the striping and look at signing, as well. If it's not reflective anymore, they replace it. But that's one that constantly comes up, especially in Las Vegas where we have an issue with

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tracking of road oils on to the pavement markings for crosswalks. And they just -- you can clean them, you can refresh them and it just seems to last just a few months before they get dark again, so it's really a challenge. We always look at new products, as well.

Sandoval: I guess my point being is if we -- you come back with a recommendation and we add crosswalks, which is all good, but if you can't see them, it really defeats part of the purpose anyway.

Malfabon: Yes, I agree.

Sandoval: So I just want to make sure that when you look at these things that there's a comprehensive approach to that. Before we leave this topic, I know some of the members may have some questions. Controller Knecht.

Knecht: Thank you, Governor, and thank you, Mr. Malfabon, for a good report and being on top of that. I have one question related to the RGJ article. It's highlighted the Kietzke event where the sign had been authorized -- is that better? Thank you. Had been authorized but not yet installed. Were there other examples of that syndrome or was that the only one they pointed out?

Malfabon: That's the one that I gleaned from the article, was two signs; one was at a crosswalk for advanced warning and at the crosswalk, and one was for a stop, no turn -- no right turn on red at one of the locations. That one might be a little bit more of a coordination issue with law enforcement and local officials on the -- because, typically, no right turn on red at a traffic signal is usually when you have a dual right turn.

Knecht: Right.

Malfabon: But when there's a single right, we have considered implementing those types of restrictions. And then law enforcement has to be coordinated with, because then they have to write tickets if they see somebody going against the signage.

Knecht: So I guess the upshot on this, coming back to your outline here where you say that the article was critical of how long it takes to get improvement implemented, and you said you'd addressed that. Do we have a broader systemic problem there, or is that just kind of the law of small numbers, these things happen and that might be a contributing factor here and there?

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Malfabon: I think it's a case of limited resources and having priority established for those types of recommendations. In my discussions with the folks that deal with the safety recommendations, they feel that they should be incorporated, and our process needs to put emphasis on those recommendations so they are funded when we're going out there for a regular preservation project, or funded separately as a stand-alone project for safety improvements. So it's all a question of prioritizing the funding that's available and making sure that it gets done.

Knecht: And the recommendations you've presented here will do what we can on that front?

Malfabon: Yes, they'll address...

Knecht: Great.

Malfabon: ...that front.

Knecht: Thank you, Director, and thank you, Governor.

Sandoval: Any other questions on this issue before we move on?

Fransway: Governor, I do, but I would like to yield to the public hearing.

Sandoval: Okay. All right. Please proceed.

Malfabon: Okay. Next. An update on the EPA Stormwater issue. We had our video conference with USEPA. They were going to be here in person for a two-day meeting. We are -- because of the chance of bad weather, they didn't come up over the pass, so we had a video conference. I attended the meeting, as well as Deputy Director Bill Hoffman. And I wanted to express appreciation to all of the members of NDOT. We had a lot of representation from District, district engineers, district maintenance supervisors and managers were present to respond to those questions, as well as representatives from NDEP and your staff, Governor.

So we were able to go through all of those questions, which were concentrated on maintenance activities that, on December 16<sup>th</sup>, we gave them a status of the mapping major outfalls which are larger sized pipes that convey storm water, and Illicit Discharge Program, which is when there's oil or some other pollutant possibly getting into the storm water. So we

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covered that. The next meeting -- next slide -- is going to be scheduled for January 13<sup>th</sup>, tomorrow. USEPA is coming in person and, again, we'll have NDEP and a member of your staff present, and I'll attend that meeting, as well, Governor and Board members. So they're going to concentrate on the construction program, construction projects, our contractors; what they do to protect and comply with the Clean Water Act, and also third-party elements, whether it's illicit discharge or other local agency projects.

And I wanted to let you know that four of the six Water Quality staff specialists that we had created new positions for in the districts, two in each district, four of the six have been filled. One of the job offers is out there for Las Vegas, so hopefully they'll accept that job offer. And there's one in Elko had to re-advertise so that we can get more people looking in to that job opportunity in Elko.

The next slide shows you, in the status of mapping, we're on schedule. And this schedule was agreed to by EPA. I did ask staff why can't we do this sooner, as far as 2017 as the anticipated completion date. And USEPA actually concurred with staff's recommendation because of the fact is that the EPA wants us to have quality, not quantity or schedule, to drive this mapping effort. But it does show that the pink area and the green area, so northwest and central Hydrographic Basin and Truckee-Tahoe Steamboat Basin were completed. And we're on to the blue area concentrated on the Carson and Walker River, and then we'll get to the other ones in 2016 and 2017. So we have a very rigorous process to check the quality of the information that's mapped, and that's what -- it has to be done in-house by people that are familiar with what we own out there as infrastructure and the storm water drainage systems.

Sandoval: So everyone who needs -- from our side of the aisle will be there to answer questions?

Malfabon: Yes, Governor. In fact, I noticed that some of them are present today, so they're already arriving this afternoon to be here for tomorrow's meeting.

Sandoval: Because you know how strongly...

Malfabon: Yes.

Sandoval: ...I feel about this.

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- Malfabon: Yes, Governor.
- Sandoval: And as part of these meetings, will that include any inspections of any sites?
- Malfabon: I think that they're done. They may take advantage while they're here, to do an inspection of this area, because as I stated, we had a two-day agenda that we were able to finish in one day. So if they're here, and they already have planned on staying for two days and they finish in one, they might take an opportunity. But I think that they were going to...
- Sandoval: Are we ready for that?
- Malfabon: We're ready for it, Governor.
- Sandoval: Okay.
- Malfabon: We feel that we're ready. In fact, having the Maintenance staff and the district engineers there at the last meeting, I think they were able to hear EPA's concerns firsthand, but also to hear EPA's positive comments about recognizing how far that we've come as an agency and recognizing that we're actually making some progress in some of the areas they've been concerned about.
- Sandoval: Okay. Will we have an opportunity to take them back to the places that had been inspected previously, and we've made some improvements?
- Malfabon: We may have that opportunity. We'll ask them if they have time to. That'd be good.
- Sandoval: Mr. Hoffman's got a comment.
- Hoffman: Governor, if I may. Bill Hoffman, Deputy Director. We've already sent them information on the projects and all of the work.
- Sandoval: But there's no substitute for seeing it with their own eyes and not pictures.
- Hoffman: No question, Governor. But what we wanted to do was turn right around very quickly and say, we're already addressing -- we've already addressed or are addressing these. And we will most certainly take advantage of the opportunity, when they come in future months, to show them firsthand in person, the improvements that we're making.

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- Sandoval: Yeah. Thank you. Now, seeing is believing.
- Hoffman: Right.
- Sandoval: No doubt about it.
- Hoffman: Yes.
- Malfabon: Thank you, Governor. Next slide. To give you an update on our large project called Project NEON, for the new Board members, we -- this is a half a billion dollar design-build project that's going to widen I-15 in Las Vegas. It's a design-build procurement, so we actually have released the Request for Proposals in a draft form today to those three teams that are short-listed. So they'll have an opportunity to provide feedback on that RFP that's in a draft form currently, and comments are due by the end of the month. We'll have one-on-ones in February, and then they'll have an opportunity to have confidential meetings one on one with us, about some of their concepts. And then if we accept a concept, it's available to all the teams to look at and consider.
- But in March, at the Board meeting in March, we will be requesting the Board's approval for release of the final Request for Proposals for this design-build project, and also the approval of the agreements that are going to pay stipends to the other teams that were not successful in winning the project. So two out of the three will receive stipends on this project that's proposed. But this gives you an idea of the schedule for the project. We'll continue the procurement phase, and then eventually select someone around the end of the third quarter of this year, and enter in to contract and negotiations and execution, and actual work starting next year on the...
- Sandoval: So at least according to this, it could be shovel the dirt in approximately a year...
- Malfabon: A year, yes.
- Sandoval: ...a little over a year?
- Malfabon: Next slide.
- Sandoval: All things being equal, right? Yeah.

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Malfabon: Yes. Next slide, please. One thing that I wanted to mention is we do have construction incentives and disincentives. We know that there's going to be a large amount of disruption to traffic on I-15 and U.S. 95 and the local streets as we construct this project. Next slide. So one of the things that we're doing is the design builders will say, how much time is necessary to address some of these streets and highways to do the work included in the scope of work. So you have this map showing five locations that we're establishing interim milestones, based on what they propose. And they can earn some incentives or be charged a disincentive if they're late on meeting what they establish as their schedule.

Next slide. It's a substantial amount that we're proposing between those five milestones and the substantial completion for the entire project. A \$20 million incentive package on a half a billion dollar -- or \$550 million estimated cost. 3.6 percent is that incentive, but we think it's well worth it. If you look at this table that shows how many vehicles a day travel on that stretch of highway, nearly 300,000. And to give you some perspective of the range of incentives that we've had on previous design-build projects, they've ranged anywhere from .8 percent up to 5 percent. So we're right in the middle of that range for some significant projects on the interstate system in Nevada. So a substantial amount of incentives, but we think that it's well worth and money well-spent to give them that opportunity to finish early, and to put a lot of emphasis on minimizing the impact to traffic on those routes.

Sandoval: Will there be disincentives, as well?

Malfabon: Yes. So there will disincentives. They'll be charged if they finish late on a particular interim phase.

Sandoval: Controller Knecht.

Knecht: Thank you, Governor. Looking at the comparison of proposed incentives and disincentives with other projects, it looks to me like that adds up to \$595 million, or do I not understand new math?

Malfabon: It's not an additive. Those are all separate projects...

Knecht: Okay.

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Malfabon: ...Mr. Controller.

Knecht: Okay. Great.

Malfabon: Okay. Next slide, please. An update on Boulder City Bypass Interstate 11. We received bids in late December, and just recently, last week, performed the bid analysis and we'll make a recommendation to the Board in February for award recommendation for your deliberation. I wanted to mention that we did have an alternative bid on the type of paving on this project. It's the first time that we've implemented this process of having the contractors bid a concrete pavement or an asphalt pavement. In the case of concrete, it lasts longer. We assumed a 35-year life for the service life of concrete pavement. There is a higher initial cost. So to have a fair comparison with asphalt, which requires an overlay repaving periodically, there is that -- an equivalency factor of \$3.6 million added to the asphalt bids for comparison. So it's not something that we actually pay out, the \$3.6 million, but it is for comparison of the service life to have an apples-to-apples comparison and fair comparison between concrete pavement and asphalt pavement. Governor, do you have a question?

Sandoval: When that comes to us though, that won't be determinative in terms of which contractor is selected?

Malfabon: It is the same -- although it's different types of pavement, it will be for one project. So you will have an apparent low bidder who's determined to be (inaudible) determining to be responsive and responsible...

Sandoval: But...

Malfabon: ...will be presented to you.

Sandoval: So who will be the determined low bidder though?

Malfabon: Well, in this case, Fisher is currently -- we're still doing our analysis on the other aspects of it, but Fisher appears to be the apparent low bidder based on that \$82.99 million versus the \$83.6 million bid from Las Vegas Paving.

Sandoval: But that's based on...

Malfabon: On what they can...

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- Sandoval: ...your determination that it's cheaper over time to use concrete?
- Malfabon: Yes, that's the -- it is -- concrete is cheaper over time because of the longer service life. It just has a higher initial cost. So this is similar to -- on a state funded contract where you have a bidder's preference added, a 5 percent bidder's preference added. You don't pay that out, but you use it to determine who the project is awarded to.
- Sandoval: Yeah. I guess what I'm asking is will this Board be bound by the low bidder, based on that computation of the difference between concrete and asphalt?
- Malfabon: Yes, you would be. The recommendation would be based on that. I don't know if Dennis has anything to add to that.
- Gallagher: For the record, Dennis Gallagher, Counsel to the Board. The staff will make the selection and present its recommendation to the Board for the Board's consideration. The Board will have ultimate say-so as to whether or not to accept the staff's recommendation.
- Malfabon: Next slide, please. And I'll go over some of the things...
- Sandoval: Just before you move on...
- Malfabon: Yes.
- Sandoval: ...Member Savage has a question.
- Savage: Yeah, just a question to add to that. This was part of the bid document, this alternative?
- Malfabon: Yes, it was all included in the bid document, as far as the process and the additive item for life cycle equivalency factor in order to determine who is apparent low bidder.
- Savage: Were there other alternates on the document?
- Malfabon: Those are the only two alternates...
- Savage: Okay.
- Malfabon: ...of pavement type.

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Savage: Thank you.

Malfabon: Next slide. So just some points to make before we bring that back to you next month after we do all of our analysis. All the bidders were pre-qualified by NDOT, so they're currently -- we have deemed them to be responsible. And we feel, initially, the bids were responsive. We still have to look into some specifics on the Disadvantaged Business Enterprise goal, but initial review shows that the goal was committed to, was met and all other administrative requirements were met. As I said, we're not done with all of our analysis. We'll continue looking into that DBE goal issue to see that -- some comments have been made that we have to look into that very closely to see that the goal was, indeed, going to be achievable.

One point to make is that the DBE goal is race-conscious on this program, meaning that there is much more of a hammer over meeting that goal during construction, at the time of award. It's a different program than previous Fisher contracts, where it was a race-neutral program. There was no penalty for not meeting the goal when we did have a DBE goal that was an aspirational goal. There wasn't a hammer over them to make sure that they met the goal before on some of the previous Fisher contracts they did for NDOT.

But bottom line, we'll provide the information to the Board for your February Transportation Board meeting so you can make an informed decision. This is a federally funded project, so we can't consider things such as union versus nonunion, or out of state versus in state local contractors. And we're, as I said, race conscious now so we have very specific requirements on the DBE program and achievement of those DBE goals during construction. And past performance issues, I know that there's been some comments about past performance of Fisher. And bottom line there is the contractor has the right, if they disagree with something, to make -- request an equitable adjustment. In some cases, the state can accept that request after some analysis. In other cases, it ends up in a claim. We're not aware of any formal claims or lawsuits by Fisher that resulted in payments. There was a case of an equitable adjustment on some other projects, change orders or such as that that were dealt with during the construction administration of a project. So we'll have more information for you next time when you deliberate award of that contract.

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Next slide. A little update on USA Parkway. The Request for Qualifications, which is the prequalification process for that design-build procurement, will be issued in the middle of this month. And I wanted to address some of the recent news articles using USA Parkway as a north-south wedge issue, and remind folks that observe our Transportation Board meetings this project was in NDOT's long-term plan. It was in a 9 to 1 benefit cost ration that improved travel time, improved safety, reduced operating costs for drivers that are going to use it, provide less air pollution as a result of that time savings and travel. But the project supports regional economic development. I know that Tesla is thrown out there a lot, but this is of regional significance, this project, and it's going to have more efficient movement of freight. If there's freight moving on I-80 that used to go through and then turn south on U.S. 95 Alternate, now it can cut across USA Parkway once that's built, and have a significant amount of time savings.

And the project acceleration approved by the Board, as we advanced this project, it affected Northern Nevada projects in Districts 1 and -- pardon me, District 2 and District 3, not projects in Southern Nevada. No projects in Southern Nevada were affected by the decision to accelerate this as a design-build procurement. So I just wanted to cover those issues, because some of that message is being lost in some of the current press reports.

Next slide. Some news on the Operational Audit. For the two new Board members, we had brought up various items that we were proposing to the Board to look in to, as an operational audit. Some of these items had to do with use of procurement cards and making sure that we're following all the controls that are standard for use of those procurement cards. Some were -- I know that State Controller Knecht is big on business process improvement, and some of them were along the lines of trying to improve our processes to review where we're at with maintenance activities, equipment maintenance, and various items. But we did put out an RFP. We didn't receive any proposals by the due date, but we're going to be doing some more outreach to see if we need to split apart some of the operational, which are more business process improvement, than from the accounting type of audit functions in that to attract more interest. We might have to split it apart in to two or just get some more people aware of this RFP so that we can some interest in it.

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- Sandoval: Yeah, how did you make that known, I mean it surprises me that we didn't get a single entity that...
- Malfabon: It's the same way that -- by newspaper ads is the typical. And we had met with some auditors beforehand to let them know that we were going to be doing it. I think that we have to look beyond newspaper ads, the public notices for these types of procurements when it's unique. So we can definitely do some more outreach.
- Sandoval: I mean it's no mystery who does these type of audits.
- Malfabon: Yeah.
- Sandoval: Why wouldn't we make it become known?
- Malfabon: We are reaching out to some of those firms to find out why they didn't. We hope that we can get some interest and get this going though.
- Sandoval: I mean does the lack of interest have to do with the amount available or -- I mean is there a cap on...
- Malfabon: No, we didn't indicate what the budget was for that. That's an internal number that we keep close to the vest. And it's negotiable. It's professional services, what we're willing to negotiate on the cost of this effort.
- Sandoval: So what's the timeline, in terms of making it known that this audit is available?
- Malfabon: I think that after we conduct the outreach, we should have some word back by the end of the week and then we can decide whether we have to put the RFP back out there with additional interest, probably a three-week advertisement period, and then receive proposals. We typically can turn those around quickly if people know what we're -- that the possibility is there and the opportunity is there. But we're really -- it's unknown right now why we didn't get interest in this type of (inaudible).
- Sandoval: Well, it's unknown because maybe they didn't know. I mean if they didn't know to respond, we can't know why they didn't respond. I just -- we've been talking about this for a very long time, about doing this audit, so I just want to make sure that we are moving as quickly as we can to make the

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organizations or entities that do this type of work aware that this opportunity is out there.

Malfabon: Yes, Governor. Next item. There were no settlements expected at this week's Board of Examiners meeting. An update on the Meadow Valley Contractor's Incorporated claim at Meadowood Interchange here in Reno. We will be auditing their books to confirm that they, indeed, had some additional costs associated with that. We have Snell and Wilmer working on a public records request from Meadow Valley, for some documents associated with their construction claim. We haven't reached any settlements. We'll keep the Board informed as we progress with this issue.

And last week, oral arguments were presented to the Nevada Supreme Court on the Ad America case associated with Project NEON. This was where we disagreed with the district court's decision on the date of taking, 2007 I believe is what the district court judge said that NDOT took the property in effect back in 2007, which was we feel was during the planning efforts for Project NEON, not -- it wasn't at the phase where it was ready to make offers on acquisition of property. So we'll keep you informed about how that case goes. It'll be months before we hear back.

Sandoval: Mr. Gallagher, did you argue that case?

Gallagher: No, sir, I did not.

Sandoval: How did you feel the oral argument went?

Gallagher: I thought the argument went quite well. I was impressed with the members of the court who obviously had read their briefs and...

Sandoval: Well, they all read the briefs, of course.

Gallagher: ...and had given great thought to what they read in the briefs and asked some very probing questions.

Sandoval: Mm-hmm.

Gallagher: I'm optimistic, Governor, but I always am.

Sandoval: Yeah, of course. All right. Thank you.

Gallagher: Yes, sir.

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Malfabon: And, Governor, that concludes the Director's Report. I'm able to respond to any other questions. And I did have a comment on the Agenda that we didn't have the minutes, so we will delay that until next month for the minutes.

Sandoval: Okay. Thank you, Mr. Director. Before I move on to Agenda Item No. 4, do any of the Board members have any questions for the Director? Any questions from Las Vegas?

Martin: None here, sir.

Sandoval: Okay.

Gallagher: Governor, before you get to Item 4 -- this is Dennis Gallagher, Counsel to the Board -- just for purposes of the minutes, Item No. 4 was set to commence at 1:30. I'd like the minutes to reflect that it is commencing immediately following the Director's Report, which was Item 3 on the Agenda.

Sandoval: Thank you, Mr. Gallagher. And I'll be more specific. I typically don't do this, but I've got a script so to make sure that we're in compliance with notice provisions and the law. So it is now, at least by the clock in the back of the room, approximately 1:58 on January 12, 2015. This is the time that has been set aside to hold the public hearing to act upon a regulation regarding the road relinquishment process. The said regulation is mandated in Nevada Revised Statute 408.527. This is an action item on the Board's January 12, 2015 Agenda. Notices have been posted at least 30 days in advance of this hearing at all locations in the form prescribed by the Nevada Administrative Code section NAC 233B. The action today will be open, the public hearing on the proposed regulation, take public comment, and then consider the regulation for adoption by this Board.

If it is adopted, it will be adopted as a temporary regulation due to its adoption in an even numbered legislative year. The regulation will terminate automatically on November 1<sup>st</sup> of 2015, if it not adopted as a permanent regulation. It is the intent of the Nevada Department of Transportation to follow the process of moving this regulation, if approved today, from a temporary to a permanent regulation in the format prescribed

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by the Nevada Administrative Code, prior to the November 1, 2015 deadline.

If adopted today, this regulation becomes effective 35 days after adoption upon submittal to the Secretary of State. NDOT staff will make a presentation on this item after which we will open the hearing for any public comment. Public comments will be taken and considered, prior to any action on this item, which leads us to the Staff Report.

Madewell:

Good afternoon, Governor, members of the Board. For the record, my name is Bob Madewell. I'm the chief of the Roadway Systems Division of NDOT. We're here today, as the Governor has mentioned, to hold a public hearing, a posted public hearing to consider the temporary regulations. There will be two of those. I'll identify those in a moment.

Just to give you a little background, as you're aware I've made some other presentations to the Board, but over the past 16 months we've had a number of meetings with a lot of the local governments, the city manager, city council members, Public Works director. There's a variety of people that have been involved in those meetings. We started those meetings and changed the regulation last year, because there was a concern that the -- well, there were no identifiable processes in the earlier -- early goings on of relinquishments. There was nobody that knew who -- sometimes who to contact in the state, or how to address the process of proposing a relinquishment.

In June of 2013, we took this to the legislature and they revised NRS 408.527, which is the regulation -- the relinquishment regulation. That revision contained some direction to us to proceed to create a guide and a process, and ultimately bring that back for a regulation adoption. Over the past year and a half, as I mentioned, we've met with a number of people to get to this point where we are today.

The significant point of the NRS 408.527 that we did adopt in June of 2013 was that it required the Department to work with local governments to develop the procedural documents, and that was part of the key, that would guide the process of relinquishments and then adopt the regulation. So that procedural process and guide was a key component in this entire process.

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Through the course of the events, we've created two regulations. Again, we being this significant number of people that has not only helped in developing the language, but has reviewed it and has produced it to the point where you have it today before you. NRS 408 -- excuse me, NAC 408.182 is a proposed number and it is the one that defines what a local government is; that it was described in NRS 408.527, which is the Nevada Revised Statute that required us to follow this process. It identifies a local government as a legislative body of any city or county. And that's a key component as well, because those are the people, just as this Board, have the approval authority, to do these kinds of actions. So, we will always take it with the consent resolution, to a city or county legislative body.

The second component -- the second regulation was a process of developing the guide, and it required the Department to work with local governments to create the process so the regulation specifically states that language in it. It also states that it provides that the guide be developed to identify the process. So it develops -- it identifies a process, it identifies a guide to follow that process, and then it identifies a mechanism for modifying that process after it's approved by this body. There is an identified step-by-step process, that we'll follow at that time.

The guide took us 16 months, as the board shows. A number of meetings were held, 10 plus. There were draft documents produced and reviewed. I had requested one-on-one meetings with every city manager, every county manager, mayor and city, and a NACO representative, Nevada Administrative -- or excuse me, Nevada Association of Counties members to meet one on one to go through the processes we had developed. I was taken up by two of those individuals, and we did meet one on one and went through it. However, a lot of them did review it and some provided telephone comments, e-mail comments, all to the positive in this case.

Final reviews were completed, then there were three formal workshops held. One was held in Elko on November the 13<sup>th</sup>. One was held in Las Vegas on November the 18<sup>th</sup>. And the third was held in Carson City on November 19<sup>th</sup>. Of those three public workshops that were posted as this hearing was today, we had a total of nine individuals show up. Two supported the idea, one corrected some of my spelling, which I thank them for. And so we had a very positive outpour from those three meetings.

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So 16 months later, working with the cities, counties and NDOT staff, we developed the two regulations. We developed a guidebook. And, I do want to personally thank all those that were involved in the process because, as I mentioned, over 16 months, it took a lot of effort out of their day and time to deal with this, as well as your staff's time, and together we were able to achieve what you have before you today.

So the results, as the prior slide mentioned, we have the two regulations, we have the guide, and we have an opportunity today for a public hearing, because we were able to get to this point in agreement with all those that were involved. So today, we can now hold that public hearing and take public comment. And if there are any, I'll be able to take that information and consider that at that time, as well.

So staff's here today, to answer any questions. And after the Board makes its -- has some discussion and offers public comment, I would like another opportunity to come up then and at that time will make the staff recommendation. The reason we do that is because we also want to hear public comment or (inaudible) discussion if there be any. So our recommendation would follow at that time. And that concludes the staff presentation.

Sandoval: No, thank you. And I appreciate that you have summarized probably months of work into five minutes. No, and I really -- I mean not in the interest of moving this meeting along, but I think it really has proved positive that you've made a lot of effort to travel throughout the state. You've extended an invitation, essentially, to every elected body or municipal or county body in the state, to get the input from that. I think I heard you say you had two that took you up on that, and I would imagine one of those was NACO.

Madewell: Actually, we met with NACO as a different group throughout the entire process.

Sandoval: Mm-hmm.

Madewell: The two that took me up was Reno and Elko.

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- Sandoval: Mm-hmm. And then having those three recent public hearings and only having nine people show up, I don't think that means disinterest. That means you've done a thorough job.
- Madewell: Thank you.
- Sandoval: And so I -- you've answered all my questions. This is another issue that has been on the minds of this Board for almost two years now, and so now we've reached this point. So, I just want to personally thank you for you and everyone else associated with your hard work. Controller Knecht has a question.
- Knecht: Thank you, Governor. And then Mr. Madewell, I second the Governor's comments about the crispness of the presentation, and the process that it reflects, and the good job you've done there. I do have one question in Item 4, Attachment C at Page 19, Appendix B. We've been going through this document, talking about LGA's, Local Government Authorities, and all of a sudden an LPA pops up. And I wondered, if that a Local Public Authority, or should have been an LGA, or what is that?
- Madewell: Bear with me. I'll find -- let me find that appendix.
- Knecht: Page 19.
- Madewell: That actually, probably, should have been caught and changed to local government, LG.
- Knecht: Okay.
- Madewell: We thought we caught that throughout the book, so with that one correction I can -- we can move forward. But I would recognize we will change that in the Appendix B.
- Knecht: And, Governor, I presume that the staff has the authority to make -- or we have a process for making small corrections like that as necessary without putting everybody back through the whole process?
- Sandoval: Yeah. No, I think we can...
- Knecht: Yeah.

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- Sandoval: ...make that correction. And now, we know how you're going to be, Controller Knecht. No, in all seriousness, that was a good catch.
- Madewell: It was.
- Sandoval: So perhaps as part of the motion, if this is approved -- will this be part of the motion, Mr. Gallagher, or is it just the -- those two items? This won't be part of the motion for approval, will it, this appendix or is it?
- Gallagher: The appendix is not part of the motion, Governor.
- Sandoval: So is it appropriate just to instruct staff to make the typo change from LPA to LGA?
- Gallagher: I suspect that that change has already been made.
- Sandoval: No, and in all seriousness, good catch. So thank you, Controller Knecht. Any other questions? Member Savage.
- Savage: Thank you, Governor. Just a comment. Sincere thanks to both Sondra and Bob. I spent a couple of hours at the office last week going through each and every aspect of this, and I just want to personally thank for taking the time, because like the Governor said, it's a lot of due diligence on the Department's behalf. And I commend you all and staff. Thank you, Governor.
- Madewell: Thank you.
- Sandoval: Thank you. Well, we have to take public comment before we do that. So does that complete your presentation?
- Madewell: It does until after public comment.
- Sandoval: All right. Thank you, sir. All right then. I will open this hearing for public comment. Only public comment relative to the proposed regulations will be taken. I ask that the public comment, or if any individual does comment, that they limit their remarks to five minutes. Is there any member of the public who would like to provide a comment?
- Fransway: Governor, may I make a comment?
- Sandoval: You may. Member Fransway.

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Fransway: In relation to the public comment, and I'll ask legal counsel if it's okay to relay public comment from a participant that had to leave.

Gallagher: Absolutely...

Fransway: Okay.

Gallagher: ...Board Member Fransway.

Fransway: Mr. Jeff Fontaine was in the audience. Mr. Fontaine is the administrative director of the Nevada Association of Counties. And Mr. Fontaine indicated to me in the corridor, that he had to leave for a conference call, and that he offered NDOT's support for the...

Sandoval: Would that be NACO's support, Member Fransway?

Fransway: What did I say?

Sandoval: You said NDOT.

Fransway: No...

Sandoval: Okay.

Fransway: ...I'm sorry. NACO's support for the adoption of the regulation, and the guidebook. And knowing full well that there was a provision in there to -- for an annual review and public comment. And he also, wanted to give a sincere thank you to Mr. Madewell and Ms. Rosenberg for NDOT's support and their involvement in making this a transparent issue. So thank you very much. And that's from NACO.

Sandoval: Thank you, Member Fransway. Is there any other comment from here in Carson City? Is there any public comment from Las Vegas?

Martin: None here, sir.

Sandoval: All right. Thank you. Then I will close the public comment period. Is there any other further discussion from Board members?

Knecht: Just one...

Sandoval: Controller Knecht. Yeah.

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- Knecht: Just one -- thank you, Governor. Just one question. In the memo at the front, the first page, the second paragraph, I believe it says, "Some topics of concern to be addressed were protections from forced relinquishments." Can you help a new Board member understand, in a nutshell, what the issue is there? I mean I understand what forced relinquishments are, but is that our forced relinquishment, or somebody else's, or what's the history on that phrase?
- Madewell: It was. There was a concern of our forced relinquishments to them, that we would take -- go to them and tell them they're getting a state route that we no longer want without their approval.
- Knecht: We would make them an offer they couldn't refuse?
- Madewell: Absolutely.
- Knecht: Okay.
- Madewell: Some states do that. We chose not to. We want to negotiate with them and make it equal to both sides.
- Knecht: Thank you, that's helpful. And, Governor, if it's now appropriate.
- Sandoval: Almost. So may I have the final staff recommendation?
- Madewell: Thank you, Governor. And at this point, hearing no other public comment and no concerns from the Board that we should consider, staff's here to recommend that the Board consider approving the proposed temporary regulation and guide to road relinquishments, and authorize staff to submit the regulation guide to the Secretary of State 35 days after its adoption.
- Sandoval: Thank you. Given that, the Chair will accept a motion to approve proposed new regulation NAC 408.215 defining the term "local government."
- Knecht: So moved, Governor.
- Sandoval: Controller Knecht has moved for approval. Is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hearing none, all in favor please say aye.

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- Group: Aye.
- Sandoval: Opposed no? And just for clarity for the record, Member Skancke, did I hear you vote aye?
- Skancke: That's correct, Governor.
- Sandoval: All right. Thank you very much.
- Skancke: Mm-hmm.
- Sandoval: We'll move on to the next item, which is the Chair will accept a motion to approved propose new regulation NAC 408.567, requirements for the relinquishment of roads and road trades between the Department and Local Governments. This regulation also adopts the submitted guide to road relinquishments considered here today. Is there a motion for approval?
- Martin: So moved, Governor.
- Sandoval: Member Martin has moved to approve. Is there a second?
- Knecht: Second.
- Sandoval: Second by Controller Knecht. Any questions or discussion on the motion? Hearing none, all in favor please say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. Again, thank you, staff and everyone that has been associated all this hard work. I think it really opens the door to have some good conversations with the local governments. So this concludes the public hearing to act upon a regulation regarding the road relinquishment process. The time is now 2:15. So we've set a new benchmark for regulation consideration in the future. So I will close the public hearing. We will move back to the Agenda. I am going to take an item out of order on the Agenda. We have Agenda Item No. 5, which is Equipment in Excess of \$50,000. Typically, we take public comment before we move into action items on the Agenda, so I am going to open the public comment period. Is there any member of the public here in Carson City that would like to provide public comment to the Board? Is there anyone present in Las Vegas that would like to provide public comment to the Board?

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Martin: No, sir.

Sandoval: All right. Then let's move on with Agenda Item No. 5, which is Equipment in Excess of \$50,000.

Malfabon: Thank you, Governor. Robert Madewell will present this item to the Board.

Madewell: It's my day. Again, good afternoon, Governor, members of the Board. Again for the record, my name is Bob Madewell. I am the chief of the Roadway Systems Division for NDOT. Today, we want to present to you a proposal and request your approval to expend \$615,000 for our video log program.

Video log program -- excuse me -- video log program is a task under the federal requirements for our State Planning and Research program, and it involves collecting video imagery of all the roads in the state, those being the state routes and classified roads that are found under the governmental definition of a classified road. It also collects GPS data, pavement conditions, and a myriad of other identifiable collectible data that we have to report to Federal Highways, and our HPMS, which is highway performance monitoring system program, and the MAP-21 requirements. The program is funded in the state budget, and is federally approved under the state SPR plan. This is an 80 percent, 20 percent federal-state plan match. The federal portion is \$492,000 for the expenditure we're requesting today, and the state portion is \$123,000.

So what is video log of roads? Quite frankly and simply, it involves driving down a road with a vehicle equipped with specialized cameras that capture video of the road and shoulders at a very slow speed. It takes frame-by-frame video at 26 -- every 26 feet, which allows us to be able to view the roadway in its entirety, including all the elements such as signs, bushes, striping, various other pieces of information we need to report to the federal government on our programs. It includes lighting and signs, striping, and many road conditions.

So what is a pavement video? Well, pavement video is a different set of video equipment that also uses laser. And there's someone from Pavement here to answer any specific questions on that. But, essentially, it has a much higher resolution and it takes video and obtains collection of data that you

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can actually see the contour of the pavement, the conditions of the pavement. They take information that is collected with the International Ride Index, the pavement roughness, the crack percentage and lengths. All of these things that we have to report on a two to three-year period, depending on which report we're doing, whether it's MAP-21 or FHWA's HPMS program. The pavement vehicle already has a lot of pieces to it, so the request today for the piece we're asking for is an add-on, so that they don't have to do it by hand, quite frankly.

To give you a brief background on why we're here today to take this on ourselves. The state's been involved in video logging since the 1990s. Prior to the digital age we're involved in, it was VHS where they drove the roads, VHS -- a library of VHS tapes were given...

AUDIO INTERRUPTED

Martin: We lost audio here in Vegas.

Madewell: ...(audio resumes) that we can better operate the field element of this task, we can better control the data, we can manage time allocation better, we can provide a more cost-effective program because we know what we're getting and can adjust for it at the time we're obtaining it. And to prove that we want to enter this realm, and have acknowledged that we think we can do a better program, we've actually already moved one staff person from another office in NDOT over to our office to help us operate and manage this program at this time. There will be a need in the future for an additional person, but for the first year we can use temporary staff, because it'll be a setup of the program as a driver, but after that we will look internally again, first, to identify a second person to manage -- to run with this program.

So what's next? If this action today is approved, we will move forward with a request for quotes to obtain the video equipment, as well as we will move forward with the sole source purchase of the pavement equipment I identified earlier. And at that time -- and with this, staff is requesting that you allow us to expend the \$615,000 that is in the state's budget, that has been approved in the federal SPR program, and was approved in the IFC's annual work program for us to proceed forward with us taking on the operational element of the field category for this. And with that, if I've got

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one moment I'll go back and we'll run the video for you to show you what we're looking at.

Malfabon: And we have audio again in Las Vegas.

Madewell: This is about a minute and a half. So here's what you'll see. Here's what we see when we get it. There's actually two cameras: a forward-facing and a riding -- 30-degree right-angle facing. And, although it's on this larger screen, we can slow the speed down. We can speed this up and we can capture assets and identify them, and then through the work component of this program, we have 20 work stations, we can actually stop and take GPS measurements and coordinates and locate, for example, one of these signs here that's coming up. I think we're going to stop for a second. We can locate that milepost marker that's right up in here. We can go up there and actually locate that with that within about a tenth of a foot from where it's at by this video. So it saves people from having to go out, do field measurements, a lot of that information. So the...

Sandoval: So is the camera mounted on the vehicle?

Madewell: It's mounted in the vehicle, yes. Yes. And there's a thing called LIDAR that's mounted on top, and it's the thing that's sending out the points of GPS reference, so that we can identify where these assets are at. So you'll see the view here, and then as you're going down the road again you can capture the striping and all the other elements and then you can stop wherever you choose to. And we're going to turn around here in a second, do a U-turn and go down the other side of the road. And so that's what we're doing now. You'll notice the quality of the camera on the right. That's one of the things we want to correct from internal, that we would have corrected that on the field at the time it was happening, if we were in control of this process.

So, again, you drive down the road and capture all of your data elements. We do this on a three-year rotation, so it's usually two to three years of being on the roads that the data is updated with. And we're about to the end here. And I wanted to show you the last frame because I want to show you how good this really is. But there's a lot of elements that we can capture and you can even sometimes see the time of day when you're running. For example, if there were accidents and things, we could be able to use this to do that. And we're coming up on this little guy right here in front of the

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camera. So with that, Governor and members, I thank you for your time and our request would be to approve our expenditures to proceed with this program.

Sandoval: All right. Thank you, and I just have two brief questions. First, can you mine data from this, for purposes of safety, that we talked about at the beginning of this meeting?

Madewell: Yes, you could. And, one of our other reasons we want to take this on is because we want to have the access to be able to do that. An example being, the safety manager and I have spoken that if you have an accident location where we have a fatality or a major incident, we can take this vehicle out and go and run that same thing, same time of the day, perhaps the next day or so. And run it at exact same times to get the lighting situations, the views from all directions, and that could be a part of that process for identifying safety features.

Sandoval: Okay. And then the second question on the purchase of the data storage device.

Madewell: Yes.

Sandoval: Have we contemplated perhaps outsourcing that to the Cloud or do we need to have that in-house?

Madewell: I would have to relay that one to Mr. Wooldridge.

Sandoval: Mm-hmm.

Madewell: He's the one providing me that information.

Wooldridge: For the record, David Woolridge, IT Manager, Department of Transportation. But to answer your question, we've looked at using the Cloud and the amount of storage these guys collect, it's not very cost-effective. I've approached two local vendors of Cloud providers for data, told them what we could do it for, and asked them to give me quotes and neither of them have returned with a price, so...

Sandoval: Well, as long as you looked at it.

Wooldridge: We have, yes.

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- Sandoval: I just want to make sure that we did that. And then, I don't know if you know the answer to this, but what's the delta in savings between us doing it in-house and outsourcing like we've done it historically?
- Madewell: We haven't calculated to a good extent, at this point, because we aren't sure we want to run a first-year program. I've looked at costs in terms of travel -- our travel budget going up. I've looked in terms of personnel costs, including all of our extras and everything. I've built that in, so I do have a very rough draft that I could provide you, but that rough draft says we can do it for about \$200,000 to \$230,000 per year. And right now, the consultant contractor, our last one was over \$1 million for a two-year program, so that was over \$500,000. So I do have numbers. They just...
- Sandoval: And that will include this extra staff member you're going to bring on, as well?
- Madewell: It would. Yes, it would.
- Sandoval: All right. Questions from Board members?
- Knecht: Governor?
- Sandoval: Controller Knecht.
- Knecht: Did he want to go first?
- Sandoval: Did you have something, Tom?
- Knecht: Go ahead.
- Sandoval: Are you guys wanting to make a motion? Is that...
- Knecht: No, no. I actually have a question.
- Fransway: First off...
- Sandoval: Oh, okay.
- Fransway: ...I'm ready to make a motion, Mr. Chairman, but in the meantime I understand that 80 percent of this is federally reimbursed.
- Madewell: That's correct.

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Fransway: And I read in there where the feds have given their blessing to it.

Madewell: They have.

Fransway: So I think it's the thing to do, as far as I'm concerned (inaudible).

Sandoval: Okay. Controller Knecht.

Knecht: Thank you. And I'll put a second to that if that's a motion (inaudible).

Sandoval: Let me make sure that -- did you have a question first?

Knecht: Yeah, I do have one question. It follows up on the Governor's question.

Madewell: Yes.

Knecht: This strikes me as the transportation (inaudible) onto the electronic medical records. And you recited some of the history from -- what was it, VHS and so forth? The banks and banks of tapes and that sort of thing. And looking back at that, I'm moved to think about the future and how it will evolve -- how the future will evolve and the technology that we're...

Madewell: Yeah.

Knecht: ...using will evolve. The Governor asked about the Cloud, for example. What are you doing to anticipate the next evolution of the technology and to be ready to move forward diversions 2.0, 3.0, and 4.0 of this, and continue to get those Moore's Law-type savings and productivity benefits?

Madewell: A very good question. The RFQ that goes out today -- or excuse me, if you approve it, will be to give us a one-year guarantee on the equipment and three years of maintenance involved with that at the same time. During the three-year cycle, we'll get a good idea of what are those next steps and plan for those accordingly. Our SPR program is an annual program, it's ongoing and will continue to be ongoing as long as the federal government provides the funding for that program. And so, each three-year cycle we'll be looking ahead to purchase or update anything we need to at that time. It requires an annual licensing agreement, which we have to do anyway, whether it's a consultant or us. So the same component of that upgraded license for the equipment would occur every three years either way. So we did look at that. We think -- and we certainly hope that there are going to be advances.

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- Knecht: Yeah.
- Madewell: How far can you advance when driving down a road and taking pictures? We're...
- Sandoval: Well, I think -- and this is just me talking, but I think it's going to be a drone someday that's doing it.
- Knecht: It could well be, and I think...
- Madewell: That would make some people happy.
- Knecht: ...the only thing that concerns me is that we not get stuck with a legacy system that we can't evolve from to the next state.
- Madewell: Yes.
- Knecht: Thank you, Governor.
- Sandoval: No, and I mean that seriously, because I'm glad that it's three years, but as this drone technology improves...
- Madewell: Mm-hmm.
- Sandoval: ...and the licensing and rules, which is happening in Nevada, will be applicable -- this will be one of those areas where it will be applicable and we'll be able to take advantage of that technology advance.
- Madewell: Absolutely.
- Sandoval: Yeah.
- Hutchison: Governor, we've got a couple of questions in Las Vegas.
- Sandoval: Yes, please proceed.
- Hutchison: Thank you very much. Mr. Madewell, thank you for your presentation. I don't know if you know the answer to this question, but I noted just in the bullet points with your background slide, that there was a time when the state used to take care of this in-house, and I guess for a period of time during the '90s, and apparently about 2008 there was a change there. And so from 2008 to 2013, then that was sent to a third-party contractor. I'm wondering what the reasons were for the change, to take it from doing it in-

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house to having a contractor handle it, and if those reasons are still applicable or those have changed.

Madewell: Thank you. Good question. The reason we took it forward, going to a consultant at that time was because we were moving from VHS to digital equipment. And digital for this type of system at that point wasn't really out there. They hadn't created an actual road view kind of a program for the type of digital that we were looking at. But the bigger reason was the money that we had at the time did not -- we did not have the money to move from a VHS to a fully-equipped digital vehicle, as well as the vehicle we had had almost 300,000 miles on it. So we needed a new vehicle, as well as we needed all brand-new equipment installed in the vehicle, at that time. And, it was just more prudent at that time to maybe look at a consultant, because we may not have also had the expertise at that time. We've developed that over the years of having consultants do that for us.

Hutchison: Thank you. And just a follow-up on some points about it appears that this technology is going to be evolving. Are you concerned at all about the state taking on the risk of evolving technology as opposed to the contractor? If technology continues to evolve, and as you mentioned before, one of the reasons that we made the switch to a private contractor from in-house, was sort of evolving technology. And I know it's hard to see into the future and we're not sure exactly what's going to happen, but -- and then (inaudible) maybe a three-year time period is not going to be as critical maybe as a more long-term time period. But, are you confident that we're -- that as the state we're going to take this in-house, buy the equipment, and we'll be able to adapt to future technology without having to make some major expenditures in the future?

Madewell: I'm very confident of that, and part of the reason is because we've gained the expertise of how this program operates and the kind of equipment that it takes, over the past years of using consultants. So we now have some on-staff people that have that expertise. We also have a much better IT department than we had in those days, who can help us address upcoming IT type of issues, whether it be video equipment, or database storage, or any of the elements that might need to change. We've met internally and discussed all of those elements, and feel very comfortable that we can take that...

Hutchison: Okay.

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- Madewell: ...on. And the point being, that even if we gave it back to the consultant, someone is going to pay for that increase, whether it's paying them or we do it ourselves. So we have our plan within the SPR of upcoming out years, planned to revise the equipment if needed, and we think we're going to be able to show over the next three years, the amount of savings we're anticipating to be able to have the money available to do that when that time comes.
- Hutchison: Okay. Well, thank you very much, Mr. Madewell. I appreciate your staff taking a look at that and analyzing that. This sounds like a good program for us to move forward with, and I appreciate your analysis. Thank you.
- Martin: I have one or two questions, as well.
- Sandoval: Please proceed.
- Martin: How long are the logs maintained? In other words, do we keep 20 years' worth of information, or do we recycle it every three years? How long are logs maintained, because \$60,000 for the storage -- data storage equipment would be dependent on that -- I mean is the size of the data storage equipment.
- Madewell: Right. Then we will do a six-year rotation on the data storage that's available at time. So every six years, we'll back up the prior year. For example, if we were to run this year, we would keep that as the viewable information for the next three years. In year three, we would redo that same -- that information again, because we have that three-year rotation. So there would be six years of available viewable data. Anything before that, would be backed up in the storage system as a backup, which takes less space.
- Martin: Okay. Speaking of backup, we've had a consultant doing this for the last five years. Do we get their files now?
- Madewell: Actually, there already are files. They do them, and then they provide them to us, and we take that data and put it into our system, so we already have that backed up information.
- Martin: Okay. Thank you. I have no further questions.
- Sandoval: Okay. One final question. Is this \$615,000 figure an all-in figure, so you won't be coming back in the next three years asking for more money?

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- Madewell: Maybe three -- no. That is the figure that we've come to, to obtain these items that you have before you today.
- Sandoval: I should say up to \$615,000.
- Madewell: Up to, yeah. We hope to...
- Sandoval: Yeah.
- Madewell: ...get it cheaper. I mean when we do our request for quotes, we have some ideas based on some prior discussions with providers before. So, they're the ones that gave us some of these costs, but we think it's less than that.
- Sandoval: Okay. Are there any further questions from Board members? If there are none, the Chair will accept a motion to approve an equipment purchase in excess of \$50,000 to expend funds for the purchase of automated pavement collection equipment, roadway video equipment, and data storage devices for up to \$615,000. Member Fransway.
- Fransway: I'll make that motion, and add to it that we move forward for request for proposal.
- Sandoval: Okay. Member Fransway has moved, and also included in the motion that we seek a request for proposal. Is there a second?
- Knecht: Second.
- Hutchison: Second.
- Sandoval: Second by Controller Knecht. Sorry, I'll give you the next one, Mr. Lieutenant Governor. There's always that delay. That's why you have to come to Carson City...
- Hutchison: I know, you're right. I'm beginning...
- Sandoval: ...for these meetings.
- Hutchison: ...to see how this system works now, Governor. Thank you.
- Sandoval: So we have a...
- Martin: I've been sitting here telling him he needs to step up.

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- Fransway: Governor?
- Sandoval: Yes, Member Fransway.
- Fransway: I probably also should add, not to exceed to that on your comments...
- Sandoval: All right.
- Fransway: ...if I could do that.
- Sandoval: So you amend your motion to include that the amount is not to...
- Fransway: Not to exceed...
- Sandoval: ...exceed \$615,000.
- Fransway: \$615,000, yes.
- Sandoval: Do you accept the amendment?
- Knecht: Yes.
- Sandoval: Yeah. Controller Knecht accepts the amendment to cap or the -- not to exceed the amount at \$615,000.
- Madewell: Governor, if I could, one point of clarification. We're actually going to be going out for an RFQ, Request for Quotes, so it won't be an RFP.
- Sandoval: Okay. So instead of RFP, RFQ.
- Fransway: So moved.
- Sandoval: All right. We have a motion and a second. Any questions on the motion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. We are going to skip Agenda Item No. 7 given that there are no December 15, 2014 Board of Director meeting minutes to review. So we'll move on to Agenda Item No. 8, which is Approval of Agreements over \$300,000.
- Nellis: Thank you, Governor, members of the Board. And welcome to our new Lieutenant Governor and Mr. Controller. Welcome. For the record, Robert

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Nellis, Assistant Director for Administration. I thought for the benefit of the new members, I might just spend just the next couple of slides just explaining our process that we go through on these next Agenda items.

There's typically, on your average Agenda you'll see two items for Board approval and then one item for informational only. And for Board approval, we'll have a section for contracts over \$5 million. That's not on today's Agenda, but we do have agreements for approval over \$300,000. And then informational is typically contracts and agreements that are less than \$300,000, and then settlements.

And the format that we go by is if the Board has detailed background -- details and questions that they need on any project, we'll try to call up the appropriate assistant director or deputy director or director that has that background and history on the project for you. We try our best to anticipate any questions the Board may have and have in the audience the appropriate division chief or project manager who may be able to answer those questions for you. And then, of course, any legal questions are deferred to our Deputy Attorney General, Dennis Gallagher. And if we can't answer any of your questions in the meeting, we'll provide the answers to you, individually later, or if appropriate at the next Board meeting.

And as Director Malfabon alluded to earlier, sometimes there's the need to interpret some of the answers you're given, so I'd like to spend the next hour going over the acronyms. If that would please the Board, we could go through each of these. I assume that we don't need to do that, Governor.

Sandoval: You can provide copies.

Nellis: Well, starting with Agenda Item No. 8, there are two agreements under Attachment A that can be found on Page 3 of 13 for the Board's consideration. And the first item is in the amount of \$1,200,000, and that's for the development of the Nevada Statewide Freight Plan. And I just want to note on this one that the -- we -- staff anticipates completing this project within an 18-month period, but we did allow a little extra time just for a little bit of wiggle room there, just in case. So, I just want to let you know.

Sandoval: So that's good, because Member Skancke had some concerns that it would take -- it was represented that it might take until 2018. And so now, you're

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telling us perhaps sometime in the middle of next year that it would be completed?

Nellis: That's correct, Governor.

Sandoval: All right.

Nellis: And then Agenda Item No. 2, is a second amendment with Stantec Consulting Services. This is to increase authority by \$542,176. The purpose is to increase consultant staffing due to Department staffing issues and unforeseen special inspections. We have some simultaneous bridge inspections going on at the same time, and also, some technology that was not conceived in the original agreement. And, I'd like to note that this is a 95 percent federally-funded project. And, Governor, that concludes the agreements for consideration under Agenda Item No. 8. Does the Board have any questions for the Department on either of these items?

Sandoval: Questions from Board members? Member Savage.

Martin: I have one.

Sandoval: Oh. I'll go with Member Martin and then Member Savage.

Martin: On the Freight Plan, were there any other proposers besides Michael Gallis?

Nellis: Are we allowed to disclose other...

Malfabon: Yes.

Rosenberg: We had two proposals for that RFP.

Malfabon: Jacobs...

Rosenberg: And the other from Jacobs Engineering.

Martin: The other firm was who?

Rosenberg: Jacobs Engineering.

Martin: Okay. Was that left out of the package? I didn't see it as -- left out of the Agenda. I didn't see it on there -- on the -- within the confines of the Agenda.

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- Malfabon: Governor, if I may respond directly to Member Martin. Typically, we'll provide the information on the firm that was selected. I'm not certain that we typically provide all the information on the procurement process of who else put in for it.
- Martin: Okay. I can see that on a \$300,000 award, Rudy, but on a \$1.2 million I just was curious.
- Malfabon: I see.
- Nellis: And, Governor, for the record, Robert Nellis. I forgot to mention there's a -- one correction in the notes under Item No. 2. When you look down to the previous amendment, the amount says \$1,897,783.94. That should actually read \$1,896 -- not 97,000 -- 783.94. Just a correction for the record.
- Sandoval: Okay. Member Savage. Did that answer your question, Member Martin?
- Martin: Yes, sir. Thank you.
- Sandoval: All right. Member Savage.
- Savage: Thank you, Governor. Just a comment of appreciation to -- on Agenda Item No. 2, regarding the negotiation for the additional dollars. It was noted in the documents that we received here that Mark Elicegui, Nancy Kennedy, Michael Primo, and Stantec negotiated a cost savings a little over \$100,000 for the Department. I'd just like that to be noted. Thank you, Governor.
- Sandoval: Thank you. Just one other question. On all that -- you said there were more inspections than were anticipated. Are those time sensitive or could we spread this out to avoid having to enter in to this contract?
- Terry: John Terry, Assistant Director for Engineering. We have to inspect, by federal requirements, every bridge in the state once every two years, so in order to meet those requirements. Really, part of the reorganization that was sort of explained in here was we really needed the consultants who are on the two-year contract to do more that we couldn't do with state forces, because state forces that help us were doing some of the other nondestructive testing for some of our other bridges. So, yes, there is a time requirement we must do every bridge every two years.
- Sandoval: So why are we doing four years instead of two years then?

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- Terry: That's -- the way we contracted is two years with a two-year option.
- Sandoval: So the second two years is optional?
- Terry: Is Mark here? I'll have to get back to you. I'm not a hundred percent sure.
- Sandoval: Well, you understand why I ask the question is, so if we've got -- I understand that we have a time crunch in this two-year period. Do we need to extend it out, won't we have enough time to plan for the subsequent two-year period?
- Terry: Again, we're just trying to project that all bridges get inspected, but -- and again, we're asking to amend the agreement in order to cover that. If the work isn't actually done, it's a cost-plus agreement, I mean if those don't have to be done. But we have to have it set up so we can cover those bridges.
- Sandoval: No. Yeah, I just want to make sure we're clear on that, because part of the justification for doing this is a lack of internal resources for one reason or another. Obviously, there's plenty of time to address those internal issues, so that we have sufficient staffing moving forward.
- Terry: Yes, except our backup people for helping with the inspections are people that do our nondestructive testing. That's like when a new bridge is being built, usually out of state, the steel girders, we see those coming up and we know that that staff won't be available, so we're sort of projecting that. The airport connector being the specific bridge. It's a very large bridge being built in Utah, where we have to send staff there.
- Sandoval: So it's not certain that we'll be spending all \$1.8 million?
- Terry: It's our best projection, but you're right, it's not certain.
- Sandoval: Okay. Other questions from Board members? If there are none, the Chair will accept a motion to approve the agreements over \$300,000 as described in Agenda Item No. 8.
- Martin: So moved.
- Sandoval: Member Martin has moved for approval. Is there a second?
- Hutchison: Second.

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- Sandoval: Second by Lieutenant Governor Hutchison. Any questions or discussion on the motion? Hearing none, all in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. Let's move on to Agenda Item No. 9, Contracts, Agreements, and Settlements.
- Nellis: Thank you, Governor. Again, for the record, Robert Nellis. There are two attachments that can be found under Agenda Item No. 9 for the Board's information. Beginning with Attachment No. -- or A, I'm sorry, on Page 4 of 13, there are two contracts. The first is for a vehicle storage bay extension. This is at the Fallon Maintenance Station in Churchill County. There were five bids and the Director awarded the contract to Reyman Brothers Construction Incorporation, in the amount of \$470,000. And the second item is a permanent Washoe Valley wind warning system. This is on I-580 and U.S. 395 in Carson City and Washoe County. There were three bids and the Director awarded the contract to Parr Electric Contractors Incorporated, in the amount of \$3,123,589. Does the Board have any questions for the Department regarding either of these contracts?
- Sandoval: On the second one, that seems like a lot of money. And when it says "permanent," what do we have now? That suggests that we have something temporary. I was going to make the joke that the first one blew away, but -- I just did.
- Inda: They're well-staked down.
- Sandoval: Okay.
- Inda: And that's serious. I'm Denise Inda from the Chief Traffic Operations, Engineer. Currently, we have a temporary system. And, if you drive back and forth through that area, you will see portable, changeable message signs with flashing lights on them that are activated when the wind gusts reach the certain criteria. What we're replacing those with are permanent static signs with flashing lights, and some other signs. What happened when the I-580 contract was being designed and built, it did not -- in the subsequent amount of time that it took to put the contract, it did not include all of the information and all of the studies and evaluation that we have done since then. And, we realized that we needed to fine tune and modify the wind

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warning system to include some other areas, and based on a study that's what we did.

We needed to have some sort of system in place when the freeway opened -- when the freeway extension opened. And so that's when we built this temporary system. What's going to happen, there are some portable wind monitoring systems, there are these portable signs. We designed the system and planned such that once the permanent system is in place, this equipment will be reutilized in other locations throughout the state, not just in District 2. We'll be sharing the equipment with all three districts. So that system will be repurposed throughout the state once the permanent signs are in place and build.

Sandoval: Just out of curiosity, where is -- where do the largest wind events occur other than in Washoe Valley? Where would you put that temporary equipment once the permanent is in place?

Inda: We might not use it in the exact same situation. These RWIS stations, which is a Road Weather Information System, they gather all kinds of atmospheric weather information and those sorts of things, so we can use them in a portable situation. It's on a trailer, and we might be having -- for example, we have high winds on U.S. 95. And so, we might not have permanent equipment in that area and we might say we want to evaluate the situation. And, so we would haul it out there, stake it down, and set it up gather that data, pull it into our data systems so that we could utilize that data. And it makes it very -- it's not just for wind. We could also use it for other kinds of purposes where we want to be monitoring weather, pavement temperatures, those kinds of things, which we can use for a variety of parts of the work that we do.

Sandoval: Okay. Thank you. Any other questions on this portion of the Agenda? Thank you. Mr. Nellis, why don't we move on to the other items.

Nellis: Thank you, Governor. Again, for the record, Robert Nellis. There are 49 executed agreements under Attachment B, that can be found on Pages 8 through 13 for the Board's information. Items 1 through 14 are cooperative and interlocal agreements. 15 through 23 are acquisitions and appraisals. 24 through 28 are facility agreements and leases. And finally, Items 29 through 49 are right-of-way access and service provider agreements. And,

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Governor, that concludes the Agenda items under Item No. 9. Does the Board have any questions on any of these agreements?

Sandoval: Yes. On the research, I mean you've heard me ask this question before. Do you know what the breakout is on the administrative charge on those?

Malfabon: That's per that negotiated rate that we presented last month. I think it was last month.

Sandoval: And just refresh my memory. What was that again?

Malfabon: I think it was...

Sandoval: You refresh his memory.

Malfabon: Yes. Do you recall, Sondra? I thought it was -- no, I better not venture a guess. My memory is not as good as it used to be.

Unidentified Male: 23 percent. Governor, 23 percent.

Malfabon: That's what I was going to say.

Sandoval: But historically, it had been 40 -- in the high 40s, correct?

Malfabon: The amount that's justified is in the high 40s, but it was negotiated at 23 percent.

Sandoval: And that's an across-the-board agreement on...

Malfabon: Yes, both universities.

Sandoval: And then, on to Contract 24, this has to do with the Boulder City Bypass. And I know that contract for paving is -- or construction is on the Agenda for next month, but are we on schedule with regard to the relocation of the utilities?

Terry: Again, John Terry, Assistant Director for Engineering. Yes, we are except for NOAA extended it further than the original agreement would have extended, and that's why we asked to extend the termination date on this one. Now, we are moving forward, but we had to amend the agreement because the project was delayed, and they couldn't get out there.

Sandoval: And so the airborne asbestos issue, is that all under control as well?

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- Terry: Oh, there's -- well, like I said last time, we're now moving into construction. We got through environmental. We've got the specifications in there, but we've got monitoring for construction and a lot of activities going on. So we still have to deal with it, but it's no longer slowing down the progress.
- Sandoval: Okay.
- Malfabon: Yes, Governor, you'll see a construction administration contract that will include industrial hygienists to help the construction staff on monitoring for health reasons with the asbestos issue.
- Sandoval: Okay. And then on Contract 34, with the Elko maintenance station. Does that have to do with any of these EPA issues?
- Malfabon: This looks like a typical facilities maintenance. I know that -- Reid, I don't know if you could add to that or -- I don't know, is it...
- Kaiser: Reid Kaiser, Assistant Director for Operations. That additional work is for some clay that we hit during some excavation. We had to thicken one of the cleanout pads and items like that. And, I think that was also one of those pads is for the wash pad. So it was related, but that work was already planned to happen.
- Sandoval: Okay. And then while you're there, 45 for the Reno maintenance yard. Drainage improvements, does that have to with EPA?
- Hoffman: Governor, I can speak to that. So for the record, Bill Hoffman. That is exactly one of the projects that we accelerated and got out the door based on the EPA's inspection in November.
- Malfabon: Yes.
- Sandoval: I just wanted to make sure that we were talking apples to apples there.
- Hoffman: Yes, sir.
- Sandoval: And then I'm on to 39. I don't know if that's for you, Mr. Nellis. I'm not questioning the contract, but let me read this. "To provide a software as a service application and database system for the management of project data and the creation of the electronic statewide Transportation Improvement Program." Can you translate that for me?

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- Rosenberg: The Electronic Statewide Transportation Improvement Program is turning our TSP document, that document I brought to you last month for approval, which contains information on all of our projects, both--past ones. We're going to better store historical data, as well as our four-year fiscally constrained federal STIP. So moving into an electronic format meaning we'll be -- it'll be a much more robust platform where we can search for project types, project locations. So all that information we brought to you last month that was done by hand by staff, we'll be able to query that database. They're providing it as a service. The firm that we've selected has done this for some very large MPOs in Southern California and some other areas, so they're used to that federal reporting. It'll connect to our financial system, as well. So, it's really just getting that federal document up to the century and into the electronic age...
- Sandoval: Yeah.
- Rosenberg: ...to make it easier for all of us to (inaudible).
- Sandoval: And I'm not asking you to justify it again. I just would ask that when you use your NDOT engineering language, to keep in mind...
- Rosenberg: You want this in real language?
- Sandoval: Yes.
- Rosenberg: Okay. We'll be aware of that in the future. Thank you, Governor.
- Sandoval: No, and I don't mean that critically, because I -- as I said, it's helpful for me to know exactly, as I go through these, what these contracts actually do. Okay. I have no further questions. Other Board members? Member Savage then Member Fransway.
- Savage: Thank you, Governor. Just two comments and possibly questions on Item 35 and 36, for the CH2M Hill time extensions. I know I've harped on this in the past, but it's my assumption by looking at these two extensions, that there are no additional dollars in the next two years associated with this work. And could you please confirm that? Thank you, Mr. Terry.
- Terry: Again, John Terry, Assistant Director of Engineering. Yes, that's correct. We extended 35 because some of the right-of-way acquisitions in phase one were still not completed, and they're still under that original contract. But

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there's no extra cost, just additional time. The second project is a bridge design, which is done, but we extended their termination date to cover construction services during construction because we decided to package that bridge with another package that is not done yet, so we needed to extend their agreement. But they are not extra money, just time extensions.

Savage: That's great news. I want to thank Mr. Terry, the Department, as well as CH2M Hill, for no additional dollars. Thank you.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Item No. 1, please. Mr. Nellis, can you explain to me why -- this is a receivable -- or a savings of nearly \$40,000. Can you explain to me why it is cheaper to fund that through state funding than federal?

Nellis: I think Director Malfabon...

Malfabon: I'll do my best.

Nellis: ...is the one for this one.

Malfabon: This is an agreement with Carson City for this storm drain and, I think it's a pedestrian trail on Hell's Bells or sidewalk. And the -- it was an agreement between the state and Carson City, and they're decreasing the amount of federal on this project. With concerns about -- they're funding the design, had concerns with the DBE. And as we've talked about, the FHWA is requiring achievement and proof of achievement during construction by the contractor. We're in the process, as Tracy Larkin-Thomason has reported to the Board, of implementing these specification changes. Now, it's a specification change to the contracts, so we felt that we should coordinate directly with Carson City to fund these improvements while we were working out the specification changes to the DBE program. So we're going to fund -- help Carson City fund the improvements. And there's a decrease in the amount of federal as a result of not achieving the DBE goal. The work was already done, and Carson City did not have the funding for it when they -- when these rules were implemented.

And Carson City provided a commitment to working closer with NDOT on these types of issues, rather than making decisions on their own, when

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there's federal funding at stake. So we feel that they've made a commitment to have a better process in the future with some checkpoints, rather than making decisions on their own that put this funding at risk. So we did get with them to get those commitments in writing about monitoring these contracts, so this doesn't happen again.

Fransway: Okay. So I don't know if you've answered my question as to why it's more expensive to use federal dollars. Has the contract, itself, been amended?

Malfabon: The contract is being herein, but I'm not certain the \$40,000 approximately, I think, was due to the reduction of federal funds. So it's related to that. So we might bring this back for more explanation in old items next month.

Fransway: Okay. I think that's warranted, Governor, if you would, please.

Sandoval: Sure.

Fransway: And Item 5. Why is NDOT funding another state entity with fuel tax dollars?

Malfabon: I can respond to this, Governor, to Member Fransway. When the original freeway, not the 580 portion that's -- the most recently completed section, when further sections up north of this freeway were built, it was a commitment to replace wetlands that were affected. So more in the South Reno area when the freeway was built, we had to create some wetlands in other areas as a, kind of, wetland banking they call it. So, to offset the impact to the environment on one project, we built this years ago when we built the freeway in South Reno, and this just keeps that going for maintenance of those wetlands with -- through another state agency.

Fransway: So will there be a reimbursement?

Malfabon: This is not reimbursable. This was a commitment that the state made in the environmental process way back, yeas ago when the South Reno freeway was built on 580.

Fransway: Okay. Thank you, Mr. Director. And one more on Item 11. Can someone explain the receivable of \$1,144,000?

Malfabon: I believe that this included some matching funds from some other participants in the Vehicles Miles Traveled study. This is what -- the first

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phase of the VMT study. What I've asked staff to do is to put together a presentation and update, on where we're at on phase one. We've held phase two of the study in abeyance, until you receive a report on where we're at with phase one. So, this was some additional matching, I think, by some other participants. I believe the RTCs were involved in the first phase of the study, so we'll clarify that that was, in fact, what the receivable is by other partners in the study.

Fransway: So will the actual cost of this, after reimbursement, be \$300,000?

Malfabon: Are you -- which item are you looking at?

Fransway: 11.

Malfabon: No, the actual cost, I believe, is as indicated through. The \$1.4, I believe, is a match, so it's match. I have to -- let us determine, unless there's somebody present today that has the details. Sondra, you probably don't know the details since you're newer in that position, but we've asked a person that took over, and was also new in that position, to provide an update to the Board. And hopefully, they can pull that together next month and give a response to those types of questions, Member Fransway.

Fransway: That's okay, Governor. That would be fine. Thank you.

Sandoval: Any other questions from Board members, with regard to Agenda Item No. 9? Mr. Nellis, does that complete your presentation?

Nellis: It does, Governor. Thank you.

Sandoval: Questions from Southern Nevada?

Martin: I only have one. On the P6 training, Item No. 31. It's Atkins. Is that...

Malfabon: Yes.

Martin: ...were they the only proposer on that, and is this for our REs?

Kaiser: Reid Kaiser, Assistant Director of Operations. How many proposers did we have on that, Jeff? Three proposers and, yes, this is for the REs. They're going to set up...

Martin: Okay.

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- Kaiser: ...three classes, it's new software, new scheduling software. They're going to supply locations, supply the computers, and essentially teach our REs this new scheduling software. And, it also comes with some training for how to review construction schedules, some delay claim mitigation and those type of things.
- Martin: Okay. So this is over a three-year period if I read this correctly, Reid. Are they providing training sporadically over those three years, or are they -- what are they doing?
- Kaiser: I couldn't answer that. Jeff could probably answer the details better than I can.
- Martin: The reason I ask is P6 training -- P6 is a fairly complicated scheduling program, and so it's important our REs get enough exposure.
- Shapiro: Member Martin, this is Jeff Shapiro, Chief Construction Engineer. There's actually four classes in the proposal, one in each district and then additional training after that as needed.
- Martin: Okay. So four classes over a three-year period, right?
- Shapiro: Yes, sir.
- Martin: Okay. That ain't enough, Jeff.
- Shapiro: We'll have to take a look at that, Member Martin. The program is quite complicated and I understand where you're coming from on that one, so...
- Martin: I just implemented this two years ago into my construction company. I can tell you one training program is not enough. So, we will get a change order on this one, gentlemen.
- Shapiro: We're going to try to avoid that if at all possible, Member Martin, but we'll-- once we get into it, if it needs additional effort, we will address that appropriately.
- Martin: Okay. Thank you.
- Sandoval: Board members, any other questions with regard to Agenda Item No. 9? If not, we'll move on to Agenda Item No. 10, Briefing on Proposed Enhancement to Department's Bonding Policy.

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Nellis:

Thank you, Governor. Again, for the record, Robert Nellis, Assistant Director for Administration. And with me, helping with the presentation, is Peter Shallenberger from Public Financial Management Incorporated. This is the firm that helped us sell our right-of-way bonds back in February of 2014. And, to just give you a brief outline of the presentation today, we'd like to review our current bond policy, and then our proposed enhancement to the bond policy. And I'll go through those portions, and then have Peter come up and talk about impacts or potential impacts to Project NEON and then possible credit consideration. And then, we'd like to close on and receive any comments from the Board members and answer any questions that we might be able to.

Our current internal policy dated April 3, 2007 states that, "NDOT will not issue bonds unless the pledged motor vehicle taxes are at least twice the combined maximum debt service of annual principal and interest (of both existing and proposed bonds) for any year." And what that looks like in actual dollars is when you look at our actual 2014 gas tax and special fuel taxes combined, that comes to a total of \$267 million. And mind you, this is just -- we're talking about state revenues here. This is no federal dollars at all.

And so we take just the state gas tax and fuel taxes out together, divide that number by two, we come up with an annual debt service limit of \$133 million. Currently, we're looking at, with existing debt service that also includes our right-of-way bond that was sold in February 2014, of a \$69 million maximum annual debt service payment in 2016. So just to put that number in perspective.

Our needs for NEON construction are in excess of \$500 million. And, this is a proposed bonding schedule that, really, is just used for our modeling. There's several factors that would have to come into play, such as the Governor's recommended budget for every biennium, would have to be approved before we follow this schedule, as well as Board approval, before we sell any bonds. So, this is just what we utilize as an estimate between 2016 and 2019, for what we believe a reasonable bond sale -- stage bond sale would look like.

As far as maximum annual payments, as I mentioned in 2016, our maximum payment would be \$69 million. By the time you add the half a million -- I'm

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sorry, the \$500 million for Project NEON, and I added a little extra contingency into this -- into the blue line. So, we started on the blue line at \$69 million, a little contingency added in takes us to \$89 million by the year 2012. And you can see there's a sharp drop-off after that year, and then we level out for a bit until 2027, and then stay in the mid \$50 million range for our annual payments after that. I would like to note that this is based on a 20-year bonding schedule. We do have a bill draft request that we're submitting to this next legislative session, that would propose to change the 20-year to a maximum of 30 year for bonding. It doesn't mean that we would have to bond for as long as 30 years, it just gives us that additional flexibility.

So, you can see the red line represents where we anticipate our maximum annual debt service payments would be with Project NEON included. I also put on there our historic maximum of \$100 million. That's where we have felt comfortable as a department not exceeding that level, just to be ultraconservative and make sure we not get ourselves in a situation where we can't repay our debts. So, I just wanted you to see that we're far below that projected line.

Now, when we sold our bonds back in February 2014 for Project NEON, we received from Standard & Poors the highest credit rating they could give us, a AAA credit rating. Now, Fitch and Moody's, we still have great ratings from them, but there's also more room where we could improve. So really, starting -- before we talk about enhancements to our policy, I'll make the point we're starting from a point of strength here. We really have a great rating with all three of the rating agencies. And so, our program is viewed very positively by all three. But we're always looking for areas where we could make potential improvements, and that's where we believe there's some room where we could make some adjustments that may be able to push us over the edge with either Fitch or Moody's to get that next highest rating. And the change in policy that I'd like to present is really something that's non-controversial. There's no cost to the Department from implementing this policy; and really, what we want to do is just take our already strong program and make it even stronger.

This is some proposed language that the Treasurer's Office got from their bond counsel. And there's really just subtle differences between this

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proposed language and the language I showed you earlier in our existing policy. And really what we're talking about here, is still keeping the same upper debt service limit, but for -- that'd be for our second lien bonds. And, what we're talking about in here is establishing a new level for senior lien bond debt service. And that's the distinction here, is we wouldn't be tying our hands in any way. And the way to look at this, I think, quite simply, is look at a first and second mortgage. We have a level where on our first mortgage we want to stay out and we feel comfortable repaying, but then there's another level where we might go with a second mortgage. So we're really talking about establishing two different levels.

And what that looks like in dollars in terms of just taking the same numbers we looked at earlier, the same \$267 million in 2014 taxes, and instead of dividing by two, that number would be divided by three. That would give us a senior lien annual debt service limit of \$89 million. We would still have a subordinate lien annual debt service limit up to \$133 million, so nothing changes there. And as you saw in the previous slide, we're looking at, after the bonds sales from Project NEON, a projected debt service peak of \$89 million. So really, what we're looking at here is not -- we don't anticipate issuing any subordinate liens. We're looking at just staying at a senior lien debt service limit. Yes, sir.

Sandoval: Well, that begs the question why are we doing it then.

Nellis: And that's what we'd like to get into as far as the details and impacts, financially, to Project NEON in the next few slides.

Sandoval: Oh, okay. Okay.

Nellis: Okay.

Sandoval: Controller Knecht.

Knecht: Thank you. Just to clarify real quickly, the \$133 million also includes the \$89 million?

Nellis: It does, yes, sir.

Knecht: Okay.

Nellis: That is correct. Yes.

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Knecht: Thank you.

Nellis: Yeah. Thank you for the clarification. So why do this, Governor? What are the benefits to the state? Well, we believe that perhaps some of the rating agencies may not be recognizing our conservative budgeting and management of our program. We're not -- we may not be getting credit for that, until it's actually something that we memorialize in writing. We're saying that we have a debt service limit that's at this upper level that we never even touch. So some of the benefits of putting that in writing or potentially improving our ratings which, of course, lowers our borrowing costs and -- but it still maintains the same flexibility that we already have. So, there's really nothing that changes there.

But some important considerations for the Board is that in doing this, if we do, in fact, succeed getting improved credit ratings, well, that could lower our debt service costs and may even present the opportunity for refinancing some of our previous bonds, so we could have some savings there. And, I really want to make the point that this policy would not limit the Board's authority in any way. The Board still approves all future bond issuances, so it doesn't tie your hands in any way, so there's really no jeopardy that we put the Board in there. And of course, as I mentioned, really the key we're looking at here is before we were issuing in excess of half a billion dollars in bonds for Project NEON, the potential to save some additional funds there is really what's driving this. So, I'd like to have our financial advisor, or PFM, come up and explain some of those impacts.

Shallenberger: Good afternoon, Governor, members of the Board. I am Peter Shallenberger from Public Financial Management, financial advisor part of the team with the State Treasurer's Office, and here at NDOT. So a pleasure to be here. I'll pick up where Robert left off on slide 12, and I will just set the context one more time.

You start from a position of strength. That's very important to say several times. You're AAA rated from S&P. So the strategy we're considering here, there is no room to get any better at S&P. So it's a very surgical strategy to look for a slight increase from Moody's and perhaps Fitch, because you're right up against the ceiling of as good as it gets. So this is a very surgical, non-controversial change to your policy that reflects what you do today.

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Here are some numbers on Page 12 to further flush out where you are and where the future \$500 million potential issuance for Project NEON might take you. The gray bars represents the principal interest due on your bonds outstanding today. So today, Nevada DOT has \$486 million in bonds currently outstanding. And you'll see the structure. Part of the benefit is this; it's all fixed rate. It's very short, so all of your debt matures in 11 years. With it being so short, though, you'll see a bit of a bump from today through the next five years, through 2021, then it drops. So as Robert showed you the drop from about \$89 million in 2022 to \$60 million thereafter, that's really due to how the existing debt is structured. We have to wrap around your existing principal and interest payments.

Here on slide 12, we represent the additional \$500 million of bonds. Principal interest on that \$500 million, is represented by the blue bars. Final maturity of 20 years wrapped around your existing liabilities. The all-in borrowing costs had some significant rate increases built into it, anywhere from 100 to 200 basis points of interest rates, from today's low rates, for your future issuance for Project NEON. Assuming that rates go up 100 to 200 basis points, 1 to 2 percent, then you're all-in borrowing costs for the additional \$500 million is about 4.8 percent, assuming that it's all issued as senior lien bonds. You'll see the total principal in interest due on the \$500 million for Project NEON proposed of \$876 million through 2037. So that's a real snapshot of how future costs will look in terms of interest and principal in interest.

For your senior coverage, for every dollar of debt service you have \$3.05 of tax revenue coming in to cover that. So you have just over three times coverage, if you will. So this is a senior lean, sticking with how we expect to issue your debt over the next five years, using the senior lien bonds only. You'll notice that in the first five years, you bump right up against the \$89 million, right up against that orange line which is the proposed change to the policy. It's a little tighter than what you're used to, but it's going to benefit you in the markets and with the rating agencies.

If we're concerned about how tight we get to that orange line and to the Governor's question, why are we talking about subordinate lien debt at all, is to anticipate some changes. Perhaps you need to issue a little bit more than expected five, six -- seven years down the road. Perhaps interest rates are

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even higher than we're forecasting in terms of 100-200 basis point increase. So as an alternative, you can issue \$350 million on the senior lien and what if we were, because the option is always open to you, issue \$150 million on a subordinate lien, on a second lien. The second lien in this graph is represented by the green bars. That's the cushion that it will give you, the flexibility it'll give you between the three-times coverage.

Okay. So what's the impact if we do issue \$150 million on a subordinate lien? You're all-in borrowing cost goes from 4.8 to 4.83, very small. And under the third bullet point, the marginal of the additional cost from using a senior and a subordinate lien structure, versus only a senior lien structure is about \$2.7 million total. So very nominal cost to providing some flexibility. Again, you aren't deciding on whether you choose to use that flexibility today. This is just modeled, and is there for your consideration if that day comes. The expectation is that you will issue senior lien debt.

Two other slides before I turn it back over to Robert. Credit considerations. The top line on the table is where you are today. You're a AAA-rated entity from Standard and Poors, so you get no higher. You have two other sort of categories, AA category and A category. Within each category you're notched either a plus, flat or minus. You're a AA+ from Fitch, so you're at the high end of the AA category and you're a Aa2, which corresponds to sort of a AA flat on Moody's way of describing their ratings. So if we were to start with where you are on the senior lien today and project where a subordinate lien would take you, we expect just one notch difference, dropping from a AAA to a AA plus. From a AA+ to a AA flat, and a Aa2 to a Aa3. The cost of that is about .1 percent or as noted, \$2.7 million over the life of the program.

With that said, by proving the flexibility, by strengthening the test in your policy and your bond documents on your senior lien bonds, we think it's going to strengthen your credits and keep them at these high ratings, perhaps increase that Fitch rating from AA+ to a AAA, and offset any costs that a subordinate lien issuance might give you. So, in fact, we think taking the proactive step of increase your ABT, your additional bonds testing of your documents, will offset any potential future costs on this by issuing subordinate lien debt.

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And who else does it? Quite a few of your peers state by state, state DOTs have multi-lien borrowing programs. And here's just four of them: Arizona, Missouri, New Mexico, and Oregon. And you can see, state DOTs are viewed very favorably by rating agencies. You see quite a few AAA there, AAAs, AAs. If you go over to the ABT, the additional bonds test or the coverage test, you see quite a few 3's and 4's. You're currently at a 2, and we want to get that from a 2 to a 3, so as we go back to investors and rating agencies, you could put yourself in the most favorable position across your peers. Say, we are very close to the AAAs across the other country. So that's the context and the purpose for the suggested change to increasing the additional bonds test. I know it's a fairly technical issue. It's a fairly surgical strategy that'll bolster to your ratings. I appreciate the patience. And I'll take questions before I turn it over to Robert.

Sandoval: Thank you. Did this all begin from your recommendation? Who did this -- what was the genesis of it?

Shallenberger: Good question. I'll give you my recap and others may have some additional thoughts. Back in February -- I'll look to Lori Chatwood from the State Treasurer's Office, right, Robert? Back in February, we issued bonds on the state DOT's behalf, and at that time, we took a look at the credit, a very comprehensive look at your credit. And you were a AA+ at that time from Standard & Poors. And as a team, we said, I think you're a stronger entity than AA+. We made that case to the rating agencies and received the upgrade to AAA. And at that point we started to say, let's push for a couple other increases across the board. And without costing the Department any money, this was the strategy that we narrowed it down to that we felt would get you there with the other two agencies, so...

Sandoval: Controller Knecht, did you have a question?

Knecht: Thank you, Governor, and I do have a few. In Pages 12 and 13, where you've got your charts, it looks to me like what you've done is assume that the senior bonds rate won't change between those two scenarios; is that correct?

Shallenberger: That is correct.

Knecht: In short, you're not doing dynamic scoring, if you will.

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- Shallenberger: You're right.
- Knecht: And the difference between \$876 million and \$879 million is, in part, a function of that assumption, but we might hope that with a higher rating and with the better coverage, and better coverage benchmarks, that we get a lower interest rate on the senior debt.
- Shallenberger: Correct.
- Knecht: Okay.
- Shallenberger: We're not modeling the potential that you'll have lower rates on that senior lien. We're not modeling the offsetting benefit.
- Knecht: Right. I think you've answered my other main question, which was I understand the need for us to have more flexibility by going long, especially when the 10-year treasury note is under two. My gosh, let's borrow everything we can. But the other approach to this effort would also seem to be to go shorter with your actual bond issuance. And I know we've got fairly short-term bonds here. We're not using the full 20 on everything. Is that, essentially, the answer that we're already trying to get the benefit from faster payback and lower rates on shorter-term instruments?
- Shallenberger: That has been an act of strategy pursued by the team. And so sure enough, the 30-year tax exempt borrowing rate today is 2.7 percent. If you go out 30 years, investors will attempt 2.7 percent for a 30-year debt. The 20-year is 2.4. The 10-year is 1.9, and you come down to two years and it's .4.
- Knecht: Yeah.
- Shallenberger: It's .4. So long-term debt is very inexpensive, and short-term debt is even cheaper. So we've, sort of, stayed the even-cheaper rate for now, but as you implement, you essentially double the size of your borrowing program from \$486 [million] to another \$500 million. You'll want to think about where along the curve and where within your capacity -- your program capacity you want to put your principal. So, that's an ongoing discussion that'll partly be informed by interest rates and partly be informed by program capacity.
- Knecht: I guess the third concern that I have is you talked about 100 to 200-basis point expected increase, which by the way, we've been talking about for five, six years now. I testify as an expert witness on cost of capital. And so,

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the risk-free rate is the starting point for me, and I've been observing that for all this time saying, my gosh, what a wonderful age we live in. Everything else is terrible, but at least that's good.

Shallenberger: Yeah.

Knecht: And my question is when you say 100 to 200 basis point possible wafted up from our current level, what reference point were you using for the current level, say, on the 10-year treasury note or the 30-year?

Shallenberger: We were using rates as of -- I think it was the first week actuals in the first week of October.

Knecht: Okay. And so, they were higher at that point than they are now?

Shallenberger: The first week of October were low. They hit the absolute low on October 15<sup>th</sup>, and then they bounced back up, and now they're coming back down. There's quite a bit of volatility in this low interest rate environment.

Knecht: Yeah.

Shallenberger: So we used interest rates in early October. They're pretty close to where they are today. And from a point of conservatism, we've built in some high rate increases, just so you don't start a program and end up short. So there's quite a conservative interest rate forecast built into this (inaudible).

Knecht: Yeah. So when you say 100 to 200 basis points, what was the nominal 10-year treasury note that you had in mind there, if you know?

Shallenberger: So 10-year treasury was probably pretty close today, which is a 190.

Knecht: Right.

Shallenberger: So I think what we modeled was in 2016 we'd assume that's 290.

Knecht: Okay.

Shallenberger: In 2017, that's another 50 on top of that, so 340. And then another 50 on top of that, 3 -- so we jump up from 190 to 390 by 2017, in terms of the U.S. Treasury. And you might say that's quite a bit of interest rate movement, and on the other hand you're saying, shoot, we're just getting back to 3.9 percent on the 10-year treasury. So that sounds...

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- Knecht: When the long-term on that is somewhere well above 4...
- Shalleberger: Right.
- Knecht: ...long-term average. Yeah. And so if the next few years have the -- we have the good fortune -- the limited good fortune that we've had the last few years, we'll look even a lot better here. But you haven't...
- Shallenberger: I agree.
- Knecht: ...counted on that?
- Shallenberger: We've not. We don't want to count on that...
- Knecht: Yeah.
- Shallenberger: ...so these are conservative numbers and you'll likely beat them. And, we'll update those as time goes on, so...
- Knecht: Thank you. And, Governor, thank you.
- Sandoval: Ms. Chatwood, did you have a comment you wanted to throw in?
- Chatwood: I do.
- Shallenberger: Thank you.
- Sandoval: Quickly, please. And then we'll move to Member Fransway.
- Chatwood: Thank you, Governor, members of the Board. Lori Chatwood, Debt Management for the State Treasurer's Office. One of the reasons that we were recommending doing this, the performers that we have provided were to show you where Project NEON would be looking at, because I know that's a major concern as we come on that \$500 million issuance. We're trying to be proactive and we're trying to get credit for what the program is already doing. We have over \$400 million in debt currently out there at the AAA to the AA, the middle line rating. We already keep the coverage for purposes of the program at over three-times coverage, which we've done historically for more than 10 years now, so that we have flexibility in the program for your pay as you go and for any flexibility.

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So why do we have so much debt on the books at a rating which is less than what we could possibly have? So, we're not looking to harm the program, but to take advantage and get credit for what we're already doing from a practical standpoint. So, the idea of the subordinate lien is to not tie your hands and not make you unable to issue at the levels and in the plan that you have now, but possibly create more -- let your money go further by saving those basis points on a better credit rating. So, again, the models you're looking at here are not to show you where we're going to be unknown in the years in the future, but to show you how they fit in our overall plan. So we're trying to be proactive.

The other thing we're trying to be proactive when we talk about the bill before the legislature for the amortization, is that putting a limit on the maximum time frame that you have to amortize bonds, especially if we do more of these large, long-term projects. It doesn't say you will amortize them for 30 years. As you have seen that we've done recently and would continue. We can amortize them 10 years, 12 years, 7 years; whatever works well in the cash flow, again, to make the best use of the funding. And I just wanted to put that on record. Thank you.

Sandoval: Thank you, Ms. Chatwood. Member Fransway, you had a question?

Fransway: I do. Thank you. Can anyone answer, is there a penalty for retiring any senior debt early?

Shallenberger: Good afternoon. Peter Shallenberger. There are restrictions to how you can refund the bonds that are outstanding. You initially sold your bonds with the ability to call those, at no cost, 10 years after they were originally issued. So you have a series of 2006 and the 2008 bonds that would mature or be callable in 2016, so that's coming up, and in 2018. So those are the series we should look at, and we are looking at to do exactly that; to either refund at lower rates or potentially some folks do take them off the books altogether and repay early with cash. But you do have to do that within your call dates. So those are coming up. 2016 and 2018.

Fransway: Okay. So why would it not be advisable to expedite paying down some of these current bond commitments early, especially when the Department is expecting -- or projecting an increase in revenue over the next few years? Let me ask you to jump in with this one. Are we receiving an enhanced

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credit rating because of our funding balance is so good that we are a good risk? Is that what it's all about?

Shallenberger: They're very good questions. They transcend my simple financial call here. That's a great policy question; what's the best use of your funds. Is it to put projects out, maintenance, or do you turn to your debt and retire it early? So that's probably beyond my scope, and I'll turn that over to (inaudible).

Malfabon: Governor, if I could weigh in. One of the things that is uncertain is long-term transportation funding from the federal government. Although we've talking about our state revenue on fuel tax, we really want to see a long-term funded transportation bill. And we just feel that it's better to be conservative in our approach rather than being aggressive on paying down existing debt.

Fransway: Okay. So the answer to my question then, Mr. Director, is because we don't have the crystal ball into Congress.

Malfabon: Yes, that's -- although we're talking about state revenue, that's true. We don't know what (inaudible) they could say we're not going to increase revenues. States have to live with what the federal revenue is on the federal portion of the gas tax -- the fuel tax, and that would result in a 30-percent cut. And I think that it's important for our Department to support not only taking care of our system as it stands today, but also enhancing the system for economic development for our state's economy to grow.

Fransway: Okay. So, really, the question is really open then, the possibility of paying down our debt early may be looked at...

Malfabon: Yes.

Fransway: ...later if Congress, in fact, does pass a long-term bill?

Malfabon: Yes. It's going to be up to this Transportation Board to deliberate those types of issues, when it becomes clearer about how much federal revenue we're going to get in the long-term and what other projects you want to consider funding as we go forward in the future years.

Fransway: Okay. Thank you. Thank you, Governor.

Sandoval: Mr. Nellis, does that complete your presentation?

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- Nellis: Yes, Governor. And just again for the record, Robert Nellis. And just to Member Fransway's point, none of the enhancements we're talking about would prevent any of those scenarios. So just so you know, we can look at this in the future and it all depends on when we go to sell bonds, whether it makes sense to refinance existing debt or not. So we'll look at all the interest rates at that time, bring up our experts, give you our best estimates at that time.
- Fransway: Thank you, Mr. Nellis.
- Nellis: And moving forward as far as next steps, Governor, members of the Board. Our team comprised of the Treasurer's Office, NDOT, and Public Financial Management will be briefing the rating agencies on our switch already from the P3 model that we were working under when we last updated the rating agencies back in February, we were still under that P3 model. Now, we're under a bonding model for Project NEON. So, we're going to be updating those agencies on our finance plan and what effects, if any, switching from P3 to bonding has. So, as part of that, we'd like to receive any comments or additional comments from the Board today. And if the Board is agreeable to this policy, we'd like to adopt the policy after this meeting, at some point, so we can take this, as part of our update to the rating agencies, the enhanced policy. Does the Board have any additional questions for us?
- Sandoval: Yeah. We won't be taking any action today. This is an informational item. But I would expect that you'll bring it back in the near future.
- Nellis: Well this, Governor, is a -- basically, it's an administrative policy of our Department. And our plan was to just take administrative action as a department to update the policy since there is no tying of the hands of the Board or any jeopardy that we put the Board in. So our plan was if the Board didn't have substantial concerns, we'd update the policy.
- Sandoval: Well, I don't think we can convey that, because it would require deliberation on our part, and this is listed as an informational. I don't...
- Gallagher: For the record, Dennis Gallagher. Governor, you correctly pointed out this is informational. I believe that the Department, because the current policy, if you will, had been developed administratively, merely wanted to convey to the Board that it was considering updating it at this level and solicit any

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comments that any Board members might have. But, I believe that the intent is for the Department to update, again, its administrative policy that's been in place for -- unfortunately, I don't know how long.

Sandoval: So you're seeking a change in the way we finance things, and there's nothing in the open meeting law about winks and nods. I mean, we can't say, go ahead. What jeopardy is it, if it was an action item next month?

Malfabon: There is none, Governor. We actually discussed this, the pros and cons and it was only because that, historically, it was an administrative policy from the previous administration of NDOT. And, we assumed that we would have that deliberation -- discussion today and then we could bring it back (inaudible).

Sandoval: Yeah. I'd feel more comfortable with Mr. Nellis asking. We'd like to get, kind of, the approval of the Board for us to go ahead and do this internally that we did it officiously.

Malfabon: We'll do that next month formally.

Nellis: All right. Thank you, Governor.

Sandoval: Any further questions? Okay. And just for planning purposes, because I know that everyone needs to be somewhere by five o'clock today, so we're going to -- I'm going to ask that we kind of speed things up a little bit as we move through the Agenda. So let's move on to Agenda Item -- and we have lost Member Martin, so I don't want to lose any other members, as well. Member Skancke, are you still with us?

Sandoval: ...two members.

Skancke: No, Governor, I'm here. I'm here. I'm here.

Sandoval: Oh, all right. Then let's...

Malfabon: We'll speed this up, Governor.

Sandoval: Yeah, let's move on to Agenda Item No. 11, which is the Resolution of Relinquishment.

Malfabon: And if Paul Saucedo could come up. This was on last month's Agenda and there was a question raised, and Mr. Saucedo will address that.

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Saucedo: Yes. For the record, my name is Paul Saucedo, Chief Right-of-Way Agent. Good afternoon, Board members, Governor. This item was on the Agenda last month. And for benefit of the new Board members, I'll just kind of briefly speed this up. And essentially, this is a relinquishment request for a little more than half an acre. The parcel is over the Truckee River and there is a -- Wells Avenue viaduct is over this portion this portion of -- is included in this easement.

Mr. Fransway had asked in regards to who maintains the bridge and ownership of the bridge. I did some research on this. What I found out was the City of Reno actually owns and maintains Wells Avenue, including the viaduct. They have owned it since 1976, but have maintained it since 1971. In 1987, we had an agreement with -- interlocal agreement with the city to rebuild the Wells viaduct. And as part of that project -- it was a federally funded project. As part of that, we went ahead and had to acquire the right-of-way for that project. And that's where this piece came from, part of that new construction of the bridge. So this piece, while it has a small portion of the bridge in it, it would be released back to State Lands. And State Lands has been in conversations with the City of Reno to actually correct the paperwork, to allow the City of Reno to be the easement holder as opposed to the Department of Transportation.

Fransway: Governor, if you remember when we continued this, we wanted to see some paper on that, at least I did. And you've talked about an agreement between the City of Reno and the Division of Conservation and Natural Resources, and the Division of Conservation and Natural Resources to NDOT. This is a major, major bridge structure that not only spans the Truckee River, but also crosses over and above the UP Railroad. And when I read this, it indicates to me that we are relinquishing the roadway, including the bridge, to the Division of Conservation and Natural Resources. If, in fact -- and I assume there is because somebody mentioned that there was -- if, in fact, there is an agreement that the City of Reno is responsible for the maintenance of that structure, it should be in this resolution. It's not. And what I see here, dated December 31<sup>st</sup>, is exactly the same material in our packet as was November 24<sup>th</sup>.

Saucedo: Correct.

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- Fransway: So I'm still not satisfied and, frankly, I can't support this until we get agreement from the City of Reno that, yes, they in fact maintain this section of roadway.
- Saucedo: Okay. Well -- and let me explain. And this is part on my fault for not getting it on to the Board in a timely manner. With everything that's happened in the last few weeks, as far as vacations and stuff, I couldn't get the information until just recently. So what I can do is, we can resubmit. I can attach the information so that you have it. Again, these agreements are fairly old, but they are here. I have them in my documentation but, unfortunately, because of the time frames and trying to get the information to the Board, I didn't really have time to submit it within the proper time frame to get it to everyone.
- Sandoval: That's fine. There's no jeopardy if we extend this one more month and, frankly, it'll make for a much better record to have all that documentation, as part of what we consider when we vote on this.
- Saucedo: Okay.
- Malfabon: Very good then.
- Sandoval: So with no objection from any of the members, we'll continue this until such time that it's ready for the Agenda.
- Fransway: Do you want that in a motion, Governor?
- Sandoval: I don't think we need to make a motion.
- Malfabon: No.
- Sandoval: I think we'll...
- Malfabon: We'll just hold it.
- Fransway: All right.
- Sandoval: We'll just pull it from the Agenda.
- Fransway: Thank you.
- Sandoval: Okay.

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Saucedo: Thanks.

Sandoval: Thank you.

Malfabon: The next item is a briefing on the Nevada Shared Radio System by Denise Inda. Just to let you know, this is the first opportunity to present this issue to the Board. We've known about it for a while, but we -- Denise will explain where we're at in replacing this aged radio system and how we're going to go forward. Denies.

Inda: Good afternoon, Governor and members of the Board. As Rudy said, my name is Denies Inda. I'm the chief traffic operations engineer, and I'll just give you a little bit of information on our radio system, which is the Nevada Shared Radio System or the NSRS.

So a little bit of history. The existing land mobile radio system, it's an 800-megahertz trunked radio system. It was first installed in the Las Vegas Valley in the early 1990s. Through some coordination and discussions, we were joined by NV Energy with later expansion to include the Washoe County Regional Communication System. This radio system provides field-to-dispatch or command center communications, as well as person-to-person and interagency communications. The radio system is a critical component that enables Nevada public safety personnel, first responders, et cetera, to do their jobs. Radio communications are critical in a situation like the one shown in this photo, where the interstate is closed due to a crash, and there are multiple agencies responding to the situation. There's coordinating efforts. They're communicating with a myriad of other folks. And so that's what the system is.

In addition to the vehicle-installed equipment, as well as handheld equipment that individual personnel wears, there's a lot of infrastructure all around the state. And I just wanted to give you a couple of pictures of some of the things that are out there all over the state. This is a system map. I know you can't see it very clearly, but everywhere there's a little dot or a word, that's where we have a mountaintop or -- generally, they're on mountaintops because they're higher, but that's where we have a site for the radio system. The system has grown from 3 to 113 sites over the past 20 years. It's a pretty extensive infrastructure to provide communications throughout the state. The infrastructure is owned by three parties and it

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consists of common networked equipment that's individually owned by those partners. The partners are Washoe County, NV Energy, and NDOT. NDOT owns about 60 percent of the infrastructure, Washoe County is at 9 percent, and NV Energy is at about 31 percent. Each entity is responsible for the operation and maintenance of their equipment. We have an agreement in place with those three partners, to ensure that the radio system provides reliable and interoperable communications throughout the state. This partnership is really valuable for each of the partners for the State of Nevada, because it allows us to leverage resources, it reduces duplication of efforts, and it significantly reduces costs for each individual entity.

There's over 16,000 state local agency and private sector users on the system from more than 90 agencies. And only some of them are listed on this slide, because there's too many to include. I would like to recognize that in the audience today, we have Director Jim Wright from the Department of Public Safety, as well as Fire Chief Michael Brown from the North Lake Tahoe Fire Protection District. And I want to thank them for attending the meeting, and giving up some of their time to show their support of their system. They're here in support of our system because of the essential role and the critical role that the radio system plays in the efforts of their agencies to do their job. And as you can imagine, the work that they do is critical life safety work.

I also want to mention that in addition to law enforcement and emergency responders the infrastructure -- other infrastructure managed by other agencies that plays a critical role in the system. And those agencies would be EITS, the Enterprise Information Technology System -- Services--sorry, Enterprise Information Technology Services, as well as NSHE, the Nevada System of Higher Education. Both of those agencies manage and operate components that play a critical role in the radio system. For example, the microwave system that is maintained and operated by EITS is integral to our radio system, because it provides backhaul and last-mile communications throughout the state. So there's a lot of parties involved in this system.

So we're running up against some issues, and the State of Nevada has come to a crossroads with respect to our system. First, the system is near capacity and, second, the manufacturer, Harris, has announced that the system will no longer be supported after 2017. These issues require careful evaluation,

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planning and budgeting to determine the best path forward. And it's not just NDOT, it's for the State of Nevada and all of the users who rely on this system. So for the first issue, the capacity of the system, the managing agencies are monitoring usage, they're reallocating and reassigning access to ensure that the individual agencies have the right number of unit to safely and adequately perform their duties. So we're working on that. What that capacity issue does do, is it limits new agencies from joining into the shared radio system. So at the moment, we have to shut the door on that, but in the future we'll be able to reopen that door and let agencies and partners come on to join with us.

As for the end of life, we know that the EDAX system, as the -- as our specific system is called, is not going to be supported after 2017, and the need for replacement is urgent. It will still function. It's not like January 1<sup>st</sup> of 2018, you're going to click on the radio and there's not going to be anything there. It's kind of like Windows XP. Microsoft no longer supports Windows XP, but you can use it on your home computer or a computer if you need to. The really critical part of this situation, is that replacement parts are going to not be available and ready for us when we need them. So that's the component that we really have to monitor closely as we're working through this transition and migration.

We, all three agencies -- or all three entities rather, the ownership entities, are working together to keep the system functioning at its full capacity. And as we're replacing equipment today and in the future, we're looking at how to do that in the best way possible. Can certain equipment be purchased that will be serviceable in the future? What do we need to do to maximize this investment that we've got to make in the radio system in the meantime?

So what are we doing? What are our next steps? First, what we did was we established a technical working group that's made up of the infrastructure owners, as well as the Department of Public Safety who's one of the major users of our system. The group got together and is still getting together on a very regular basis, and we agreed upon the direction for moving forward. And, that's to develop a plan to establish the next generation of a public safety system, and we want to use a vendor-neutral process. We hear that from the Board regularly, that we absolutely should be putting these kinds of opportunities, these projects out for competitive bids, and that's exactly what

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we want to do here. The process is going to be broken down into phases, and that's going to accommodate the reality of budgets for all of the partners, including the state, and the reality of resources that it will take to implement a statewide system. We're also working very closely EITS and NSHE, as I mentioned before, because of the role that their systems and infrastructure plays in making the radio system work. So the phases are -- there's three phases. The first phase is a high-level evaluation and recommendation. The second phase will be the development of a technical RFP that will be used to replace the system, and then the third and final phase and really the lengthiest part of the process, will be deployment of that next generation radio system.

So where are we? We're in the final phases of phase one, and that consists of conducting the high-level needs assessment study and an alternatives analysis. And what do I mean by alternatives analysis? I mean that we're investigating what options and opportunities we have in the way that we replace the system, because it -- quite frankly, it's a lot of money and it's huge investment to have to lay on the table all at once. So the results of this effort, these recommendations and these alternatives, are going to provide decision makers with key information that's going to help us better understand the merits and impacts of transitioning to this next system. We will have high-level cost estimates developed in this first phase, and with the options that I just mentioned, so that we can figure out the best way to move forward.

And so what's the time frame on that? We're just finishing up phase one. Our consultant is putting together all of the information that they've gathered and they're putting together the final report for us to look at. Phase two, is when we go out and we're going to develop the detailed system requirements that will be a part of that RFP, and that's going to -- that portion will happen during fiscal year 2016. So it'll be happening shortly after -- in the next fiscal year. Sorry. What we anticipate is that we're going to select a single vendor for the statewide system and then what will happen is each agency will -- or entity will move forward with their system replacement in a way that suits their funding capabilities while still providing system continuity and operability for everyone. And, that's part of the discussion -- the ongoing discussion and detailed work that we'll be doing, because you can't -- just because, say, NV Energy can move forward

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quickly or say more quickly than Washoe County, we have to work in a combined and cooperative effort to make sure that work in one area is not going to impact the functionality of the system. And then by moving forward with this process, we'll plan and budget for everyone's -- all the individual units.

Then in phase three, that will be the deployment of the radio system, and we believe that for NDOT that that's going to begin in the next biennium. So the fiscal year 2017-2018 period. And because the system is large and throughout the state, we anticipate that it's going to take probably five years to put the whole process in place. And we'll working through the Director's Office, our budget office here, as well as the state budget office, to appropriate -- or to request the appropriate amounts of money...

- Sandoval: Well, that's my first question.
- Inda: ...in the system. And, Governor...
- Sandoval: So I don't want to interrupt. Are you finished with your presentation?
- Inda: Yes.
- Sandoval: So just quickly, because I know there's a lot to do -- or a lot to do on this yet. But when you say it's a lot of money...
- Savage: What's a lot?
- Inda: If we were to replace the entire system in one fell swoop, a very rough estimate is \$90 million, so it's quite expensive. And that's just if we were to purchase outright the infrastructure. What we're looking at are options, so that we wouldn't have to write a check in that amount all at once, and...
- Sandoval: But we also would be getting contributions from other users for the system, correct?
- Malfabon: Yes.
- Inda: Yes, in that each entity who owns the infrastructure, is responsible for replacing that part of the system. The state -- NDOT does charge user fees, per unit, to all of the user agencies, but those do not generally cover the replacement of an entire system. And so there has to be some careful

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thought as we move forward, to figure out the best way to approach those costs. And...

Sandoval: No, I was going to say I get that. And then, will there be the possibility to have federal funding versus general fund or highway fund for this?

Inda: We are certainly looking into those opportunities. At the moment, we don't have any federal funding allocated. We've discussed perhaps Homeland Security funding opportunities, but those are not generally on the same scale of dollar amounts. But we're talking very closely with different agencies and different folks to explore our opportunities. And the method of procurement is one way we think where we might reduce the costs. Just as you've seen through all our discussion with Project NEON, there -- with replacing the radio system, there might be some public-private partnership opportunities. There might be some leasing opportunities that we could explore, lease to own -- different kinds of leasing. So those are the things that are really looked at.

Sandoval: Because I want to see that, because I don't want to buy something that's obsolete in a few years. And then the final question is, noticeably absent, and I probably should know this given my belonging to the Homeland Security Commission, but Clark County and Metro aren't on this list. Do they have a separate system?

Inda: Yes, they do. And what they -- it's not mentioned in here, but the system that they are currently using is a P25 Phase 2 system. And that is the direction that we are moving forward with. One, because it provides the interoperability with Metro and the other agencies, and also, because it's kind of the best practice for radio systems right now. And it aligns with a lot of what's going on throughout the nation.

Sandoval: No, which is great because I want an HP and everybody else, when we have one of these terrible incidents like we did last summer, that they'll be able to communicate with one another seamlessly.

Inda: Absolutely. And that's one of the reason why we have highway patrol in on these discussions, because they bring that very critical law enforcement perspective. And something that matters a great deal to an agency like that

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is being able to communicate with fellow agencies and officers and personnel out in the field during critical situations.

Sandoval: Because that's what I want to avoid, is all these separate systems. So...

Inda: Right.

Sandoval: ...anyway, I'm not -- now's not a day to preach, but it sounds like you're on the right track.

Inda: We are trying. Absolutely.

Sandoval: Yeah. Okay. All right. Member Fransway.

Fransway: Yes, Governor. Thank you. Why are we not doing what we can to get off those mountaintops and transition to either fiber, or satellite, or both? Those mountaintops, that radio technology is antiquated at best, and it is subject to inclement weather problems: wind, rain, snow, fog. And why are we not doing that or are we?

Sandoval: That's exactly what we're doing, isn't it, just by doing...

Inda: Well, we will still-- the way a radio system works is that you have to have field units, antennas or equipment on towers -- antennas on towers to pass those voice communications back and forth.

Fransway: Line of sight, pretty much.

Inda: Yes. Line of sight, yes. And so, you can't really get around having that field infrastructure. We do use fiber for backhaul capabilities, but you can't -- it would -- I would suggest that the price tag for installing fiber throughout the state, to pass these communications back and forth, would be even more costly than this radio system. There are many advantages to this kind of radio system, because it provides critical dedicated communications with specific security protocols in place that the first responders and law enforcement need for their kinds of communication. So you couldn't, for example, transition to a cell phone system because it simply does not provide the same level of service, the same redundancies and the same features that this kind of radio system uses. And, I would suggest that we're not alone in using this kind of system. It's considered a best practice

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throughout the state for this kind of a radio system to be used. Did that address your question?

Fransway: Not entirely, it did not. I would have to have more understanding of why we don't go with the times (inaudible).

Inda: But we are going with the times. We absolutely are...

Fransway: But we're staying on the mountaintops. And I can tell you those mountaintops, for most local governments, are -- they're getting away from it just for those reasons; that it just doesn't work as well as what can be provided. And perhaps some of the providers such as AT&T, Sprint, and those fiber/satellite people may be included as partners, as is NV Energy.

Sandoval: I think you may be talking past one another, because that's all pieces that they're considering as they come back with the recommendation.

Malfabon: And, Governor, I'd like to note that that-- the report -- the feasibility report that comes out next month, so we could give that to the Board members. It can contain more information, maybe answer some of those questions.

Inda: Absolutely.

Sandoval: Other questions? And Chief Brown and Director, I know -- I don't think you guys were expected to say anything, but I've seen you nodding your heads that you're essentially in agreement with the approach that we're taking. Okay.

Malfabon: Yes. And I'd like to thank them for just being -- just hanging in for the long haul in this meeting, so thank you.

Knecht: It's a long haul.

Sandoval: You'll never come to one of these meetings again. All right.

Inda: And I'm sorry, I would also like to recognize...

Malfabon: Yes.

Inda: ...Dave Gustafson, he chief technology officer for EITS who is also here. And as I talked about, it's because of the relationship that all of our agencies

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have together, and the fact that we all provide this critical service for state agencies and other local agencies. So thank you, Dave.

Sandoval: Yeah. I just -- as I said, I see the nodding heads and they're obviously big stakeholders in all this. And this isn't the day we make decisions, but as long as everyone looks happy, then I'm happy, until I get this bill. But we'll talk about that, I guess, on another day.

Inda: Absolutely.

Malfabon: Yes.

Inda: Thank you.

Sandoval: Thank you.

Malfabon: Thank you, Governor. And thank you, Denise.

Sandoval: All right. Let's move on to Agenda Item 13, Briefing on Draft 2014 Facts and Figures Book.

Malfabon: This is a very quick briefing. Sondra Rosenberg will handle it. And just to let you know, we are going to be adding in a few more significant projects to the region's significant list, and...

Sandoval: Yeah, I saw that Project NEON is not included.

Malfabon: Yes. I think there's confusion about what year to put it in...

Sandoval: Mm-hmm.

Malfabon: ...and those answers didn't get responded -- or questions didn't get responded to, so we told them what to put in there, so it's being corrected.

Rosenberg: I assure you...

Skanccke: Governor, excuse me. This is Tom Skanccke. I'm going to have to drop off, but I have about 30 questions on the Director's Report that I'm not going to get in today. So, Rudy, I'll get in touch with you. And some of these things I'm going to want to put on the record, if I can, at next month's meeting. But, Governor, I apologize. I'm in Washington at TRB, and I have to drop off and go to it.

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Sandoval: Okay. Thank you for...

Malfabon: Thank you.

Sandoval: ...your participation.

Skanche: Thank you.

Rosenberg: For the record, Sondra Rosenberg, Assistant Director of Planning. I'm going to try and go through this as quickly as possible. I assure you we are making edits to the draft that you've got, including making sure USA Parkway and Project NEON are listed under those regionally significant projects. We did catch that and we will address that.

This is a, as it says, a facts and figures book. It's something that we started producing long before I got here, for the legislative session, and it's really to answer serve any type of question that legislators or Board members or the general public might have about NDOT. There's a lot of information in there. I'm not an expert on all of the information, but my staff, along with the whole Department, puts that together on an annual basis, for information. It contains information about NDOT, including pictures of all your smiling faces, as well as senior staff, some basic information on the Department, how we're doing that, references, the performance management report, the awards we receive, major milestones -- things like that. Primarily, big accomplishments over the past year, highway system, condition and use, road miles, who maintains them -- all that sort of information.

Revenue and expenditures, a lot of detailed financial information in terms of where all our money comes from, where it -- how it gets distributed, general statistics. There's information about our major projects, those sorts of things. So I don't expect you can read all this, but I just want to call out that the Executive Summary really has a nice reference to a lot of information on statistics, revenues, expenditures. So if there's one page you want to reference all of that information, it's in that Executive Summary.

One note on the road miles, NDOT maintains about 22 percent of the statewide road miles, but carries about 50 percent of the traffic on those state maintained roads. And that 22 percent also carries 61 percent of all truck traffic and 72 percent of all the heavy truck traffic in the state. So just

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looking at miles, it doesn't quite tell the whole story, that the percentage that we maintain is really the percentage that is most heavily used. And then, again, you won't be able to read all this on here, but I want to call your attention to Pages 41 and 48, which goes into excruciating detail on what all our revenue sources are to the State Highway Fund, and the expenditures and distributions from that fund, including NDOT but -- as well as other agencies that use those monies, as well.

It also included obligations for both '14, as well as a four-year average of 2011 through 2014. 2014 was maybe not a typical year, in that 98 percent of our capacity funds went to Clark County. That is higher than usual. It's usually 60 to 70 percent, but we are showing a big investment in capacity projects in the south. Preservation projects are primarily non-urban. A lot of that was on Interstate 80, a very crucial corridor for the state. And, again, that's all I have, so I'd be happy to take any questions, or in the interest of time, you can always send me questions any time.

- Sandoval: What -- I just would like an opportunity to look at the completed document before it's published.
- Rosenberg: Okay.
- Sandoval: Okay.
- Rosenberg: We can do that.
- Malfabon: We'll do that, Governor.
- Sandoval: Member Fransway.
- Fransway: Thank you, Governor. On Page 15, Sondra, I don't see anywhere -- it's a public document, so I think that it should include information relative to contacting the service patrol people should there be an emergency. How do you do that? I would like to see something added on there that says, this service is available to public if they call this number. I wouldn't know how to call it myself, frankly.
- Rosenberg: I don't believe that's the situation.
- Sandoval: You don't call -- yeah.

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- Rosenberg: The Freeway Service Patrol, and correct me if I'm wrong, they're kind of a mobile patrol. And so they drive the streets...
- Fransway: Oh.
- Rosenberg: ...and look for things like abandoned vehicles and distressed motorists. So there isn't a number you can call; is that correct, (inaudible)?
- Fransway: So, me as a...
- Rosenberg: But they do coordinate with highway patrol.
- Fransway: Okay. Me as a motorist, I drive by a stranded motorhome on the side of the road. How would that motorhome be helped if--unless the service was driving by?
- Rosenberg: You can contact an HP at star NHP on your cellular phone...
- Fransway: Okay.
- Rosenberg: ...and they are in contact with the Freeway Service Patrol. Thank you.
- Fransway: Well, maybe that should be in here.
- Rosenberg: Okay. We can add a note on that.
- Fransway: Thanks, Governor.
- Sandoval: No, and that's a good suggestion. Other questions from Board members on Agenda Item No. 13? Thank you.
- Malfabon: Thank you, Sondra.
- Sandoval: Okay. We'll move on to Old Business.
- Malfabon: Under Old Business, we have Items A and B, Report of Outside Counsel Costs on Open Matters and Monthly Litigation Report. And Dennis Gallagher, our chief deputy attorney general can respond to any questions on A and B.
- Sandoval: Any questions, Board members?
- Malfabon: Item C is the Fatality Report. And, unfortunately, as we've been discussing last month and this month, we have an increase in fatalities that we are

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working hard with our law enforcement agencies across the state, our educators and traffic safety, and emergency medical responders, to drive those numbers down. I would like to say that there was a correction from one agency that reports into the system that there was one less fatality. So it is actually 19 fatalities increase, not 20 that was indicated in the Board packet. But still a significant increase in fatalities. That concludes that item.

Sandoval: Any questions from Board members on Agenda Item 14?

Hutchison: Governor, this is Mark Hutchison in Las Vegas.

Sandoval: Yes.

Hutchison: Just real quick. But--I just had some questions on A and B, but in the interest of time, if Mr. Gallagher could just give me a call offline. It's just overviews I think that I want to ask as a new member.

Gallagher: Certainly.

Sandoval: Okay.

Hutchison: Thank you very much.

Sandoval: Controller Knecht.

Knecht: Thank you, Governor. Just one thing on the Fatality Report...

Malfabon: Yes.

Knecht: ...19 from 2013 to 2014, but the longer-term trend is still...

Malfabon: Still down.

Knecht: ...a very good one. The fatalities and casualties keep coming down for a whole host of reasons.

Malfabon: Yes. And that's a good point to make that, as we collect performance measure information for the federal government and for our own, we look at a running year average for fatal crashes and fatal -- I mean, serious injuries. So good point.

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- Sandoval: No, and if you look from a few years ago, it's dramatically down which is obviously a good thing, so -- all right. Any other questions or comments? Agenda Item 15, Public Comment. Is there any member public here in Carson City that would like to provide comment to the Board? Hearing none, I'll move to Las Vegas. Is there anyone present in Las Vegas that would like to provide public comment to the Board?
- Hutchison: No, there's not, Governor.
- Sandoval: All right. The Chair will accept a motion for adjournment.
- Knecht: So moved.
- Sandoval: Controller Knecht has moved. Is there a second?
- Fransway: Second.
- Sandoval: Second by Member Fransway. All in favor say aye.
- Group: Aye.
- Sandoval: This meeting is adjourned. Thank you, ladies and gentlemen.

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Secretary to Board

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Preparer of Minutes



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

## MEMORANDUM

February 2, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015, Transportation Board of Directors Meeting  
**Item #5:** Approval of Contracts Over \$5,000,000 – For Possible Action

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### **Summary:**

The purpose of this item is to present to the Board a list of construction contracts which are over \$5,000,000 for discussion and approval.

### **Background:**

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.

The attached construction contracts constitute all contracts over \$5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department from December 20, 2014 to January 15, 2015.

### **Analysis:**

These contracts have been prepared 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 for Approval, December 20, 2014 to January 15, 2015.

### **Recommendation for Board Action:**

Approval of the contract listed on Attachment A.

**Prepared by:** Administrative Services Division

# Attachment

# A

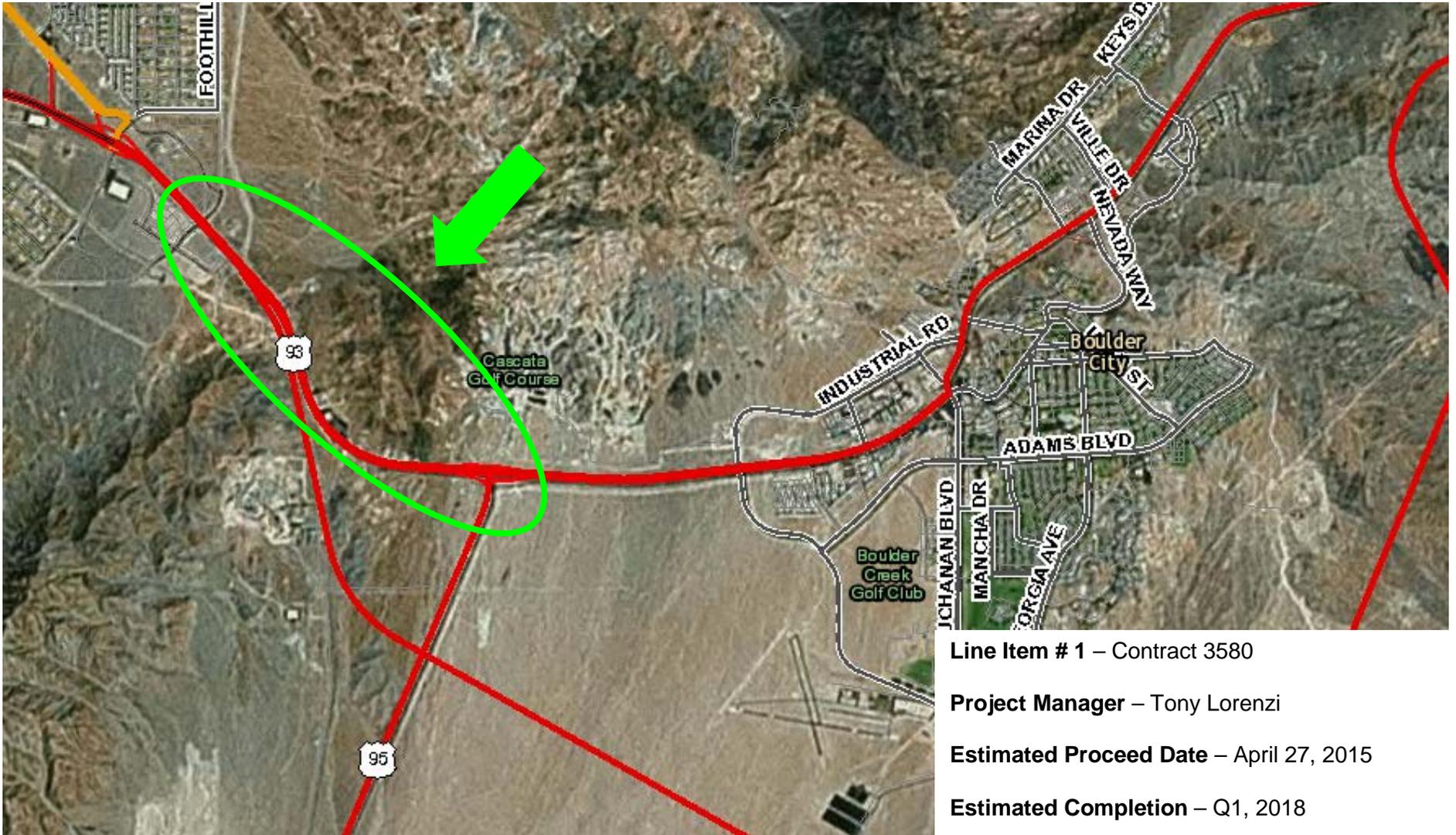
**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION**  
**CONTRACTS FOR APPROVAL**  
**December 20, 2014 – January 15, 2015.**

1. December 23, 2014, at 1:30 PM the following bids were opened for Contract 3580, Project Nos. NHP-093-1(013) and DE-PLH-093-1(012), US 93 (I-11) Boulder City Bypass part 1, package 3 from Silverline to Foothills Road, in Clark County, to construct realigned US 95/US 93 mainline from Silverline to Foothills Road, to include the new interchange at Railroad Pass and bike path:

Fisher Sand and Gravel Co. – Concrete Option .....	\$82,999,999.00
Las Vegas Paving Corp. – Asphalt Option, \$80,000,000 + \$3,568,770 ....	\$83,568,770.00
S.A. Healy Company – Asphalt Option, \$84,990,000 + \$3,568,770.....	\$88,558,770.00
Road and Highway Builders, LLC – Concrete Option .....	\$92,444,444.00
<b>Engineer’s Estimate</b> .....	<b>\$88,460,366.34</b>

The Director recommends award to Fisher Sand and Gravel Co. for \$82,999,999.00

**Line Item 1**



**Line Item # 1 – Contract 3580**

**Project Manager – Tony Lorenzi**

**Estimated Proceed Date – April 27, 2015**

**Estimated Completion – Q1, 2018**



1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7070  
Fax: (775) 888-7101

**MEMORANDUM**

**Administrative Services**

January 12, 2014

**To:** John Terry, Assistant Director, Engineering  
Reid Kaiser, Assistant Director, Operations  
Rudy Malfabon, Director

**From:** Teresa Schlaffer, Business Process Analyst III



**Subject:** Concurrence in Award for Contract No. 3580, Project No. NHP-093-1(013)C, DE-PLH-093-1(012)C, US 93 Boulder City Bypass Part 1, Package 3 from Silverline to Foothills Road CL 16.35 TO CL 14.72, Clark County, described as Construction Necessary for PKG 3 to Construct Realigned US 95/US93 Mainline from Silverline to Foothills Road to Include the New Interchange at Railroad Pass and Bike Path., Engineer's Estimate \$88,460,366.34.

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This memo is to confirm concurrence in award of Contract 3580, concrete option.

The project is Federally funded, required 7% DBE participation and is not subject to State Bidder Preference provisions. Bid proposals were opened on December 23, 2014.

Fisher Sand & Gravel Co. is the apparent low bidder with a concrete option bid of \$82,999,999.00 and Las Vegas Paving Corporation is the apparent second low bidder with an asphalt bid (with the addition of the Life Cycle Equivalency Factor) of \$83,568,770.00. Both contractors submitted a properly executed proposal, bid bond and anti-collusion affidavit.

The bids from both contracts were evaluated using a Life Cycle Equivalency Factor which was provided in the bidding documents:

*In recognition of the substantial additional maintenance costs that will be incurred by the Department over the design life of the Project associated with the use of asphalt pavement versus concrete pavement, the Department is advertising 2 separate contracts, one with an asphalt mainline section, Contract #3579, and one with concrete, Contract #3580. All bids will be evaluated for both contracts and a Life Cycle Equivalency Factor (LCEF) will be used to determine which pavement material serves the best interest of the State. The Life Cycle Equivalency Factor established reflects the estimated present value cost of future maintenance for asphalt pavement in excess of future maintenance costs for concrete pavement. The Life Cycle Equivalency Factor will add **\$3,568,770** to the Total Bid Amount submitted for Contract #3579, the asphalt pavement option. The total amount will be compared to the Total Bid Amount submitted for Contract #3580, the concrete pavement option.*

**Final Bids:**

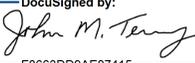
Fisher Sand and Gravel Co. ....	\$82,999,999.00
Las Vegas Paving Corp. \$80,000,000 + \$3,568,770.....	\$83,568,770.00
S.A. Healy Company \$84,990,000 + \$3,568,770 .....	\$88,558,770.00
Road and Highway Builders.....	\$92,444,444.00

After applying the LCEF it was determined the low bid of Fisher Sand and Gravel Co. is the bid which will serve the best interest of the State.

The subcontractor listing documentation and DBE information submitted by Fisher Sand and Gravel Co. has been reviewed and certified by the Contract Compliance Officer. The bid is below the Engineer's Estimate Range, and a copies of the Unofficial Bid Results Report is attached for your reference. The BRAT Co-Chairmen have provided their recommendation to award Contract 3580, and their report is attached.

Your concurrence in award of Contract 3580 hereon is respectfully requested. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award of contract 3580 at the next available meeting.

Concurrence in award of Contract 3580:

DocuSigned by:  
  
F0669DD9AE07415...  
John Terry, Assistant Director

DocuSigned by:  
  
8BDD40160434471...  
Reid Kaiser, Assistant Director

DocuSigned by:  
  
C4C7CE5CD584445...  
Rudy Malfabon, Director

- Enclosures:  
Unofficial Bid Results Report  
Unofficial Bid Tab  
Contract Compliance Memo  
BRAT Summary Report

**Nevada Department of Transportation**  
**Unofficial Bid Results**  
**December 23, 2014**

**Contract Number:** 3580**Bid Opening Date and Time:** 12/23/2014 1:30 pm**Designer:** RICHARD BOWDEN**Liquidated Damages:** \$13,000**Senior Designer:** VICTOR PETERS**Working Days:** 660**Estimate Range:** R41 \$85,000,000.01 to \$100,000,000**District:** DISTRICT 1**Project Number:** DE-PLH-093-1(012)C, NHP-093-1(013)C**County:** CLARK**Location:** US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3 FROM SILVERLINE TO FOOTHILLS RD. CL 16.35 TO CL 14.72**Description:** CONSTRUCTION NECESSARY FOR PKG 3 TO CONSTRUCT REALIGNED US 95/US93 MAINLINE FROM SILVERLINE TO FOOTHILLS RD TO INCLUDE THE NEW INTERCHANGE AT RAILROAD PASS AND BIKE PATH.Apparent Low Bidder Fisher Sand & Gravel Co. \$82,999,999.00Apparent 2nd Las Vegas Paving Corporation \$83,568,770.00

<b>Bidders:</b>	<b>Actual Bid Amount</b>	<b>Life Cycle Factor</b>	<b>Adjusted Bid Amount</b>
1 Fisher Sand & Gravel Co. PO Box 1034 Dickinson, ND 58602 (701) 456-9184	\$82,999,999.00	n/a	\$82,999,999.00
2 Las Vegas Paving Corporation 4420 South Decatur Blvd. Las Vegas, NV 89103 (702) 251-5800	\$80,000,000.00	\$3,568,770.00	\$83,568,770.00
3 S.A. Healy Company 901 N. Green Valley Pkwy. Henderson, NV 89074 (702) 754-6400	\$84,990,000.00	\$3,568,770.00	\$88,558,770.00
4 Road and Highway Builders LLC P.O. Box 70846 Reno, NV 89570 (775) 852-7283	\$92,444,444.00	n/a	\$92,444,444.00

**NEVADA DEPARTMENT OF TRANSPORTATION  
BID TABULATION**

**Contract No:** 3580**Contract Description:** PKG 3 TO CONSTRUCT REALIGNED US 95/US93 MAINLINE FROM SILVERLINE TO FOOTHILLS RD TO INCLUDE THE NEW INTERCHANGE AT RAILROAD PASS AND BIKE PATH.**Contract Location:** US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3 FROM SILVERLINE TO FOOTHILLS RD. CL 16.35 TO CL 14.72**Project No.:** NHP-093-1(013)C, DE-PLH-093-1(012)C**Project ID/EA #:** 60617C, 60494C**County:** CLARK**Range:** R41 \$85,000,000.01 to \$100,000,000.00**Working Days:** 660**Bid Opening:** December 23, 2014 1:30 PM

Concrete Option				Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
Item No.	Description	Qty	Unit	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100102	TRAINING (2 TRAINEE)	2,000.000	HOUR	0.80	1,600.00	0.80	1,600.00	n/a	n/a	n/a	n/a	0.80	1,600.00
1100105	TRAINING (5 TRAINEE)	12,000.000	HOUR	0.80	9,600.00	0.80	9,600.00	n/a	n/a	n/a	n/a	0.80	9,600.00
2000100	SURVEY CREW	300.000	HOUR	140.00	42,000.00	200.00	60,000.00	n/a	n/a	n/a	n/a	150.00	45,000.00
2010100	CLEARING AND GRUBBING	1.000	LS	328,985.00	328,985.00	100,000.00	100,000.00	n/a	n/a	n/a	n/a	300,000.00	300,000.00
2020285	REMOVAL OF CULVERT PIPE	1,613.000	LINFT	25.00	40,325.00	25.00	40,325.00	n/a	n/a	n/a	n/a	80.00	129,040.00
2020450	REMOVE END SECTION	3.000	EACH	275.00	825.00	200.00	600.00	n/a	n/a	n/a	n/a	2,500.00	7,500.00
2020475	REMOVAL OF GUARDRAIL	7,939.000	LINFT	3.00	23,817.00	5.00	39,695.00	n/a	n/a	n/a	n/a	5.00	39,695.00
2020476	REMOVE AND RESET GUARDRAIL	3,167.000	LINFT	4.00	12,668.00	5.00	15,835.00	n/a	n/a	n/a	n/a	20.00	63,340.00
2020477	REMOVE CABLE BARRIER	1,421.000	LINFT	2.50	3,552.50	6.00	8,526.00	n/a	n/a	n/a	n/a	3.00	4,263.00
2020515	REMOVAL OF RAISED PAVEMENT MARKER	1,016.000	EACH	1.00	1,016.00	1.50	1,524.00	n/a	n/a	n/a	n/a	7.00	7,112.00
2020530	REMOVAL OF HEADWALL	60.000	EACH	500.00	30,000.00	600.00	36,000.00	n/a	n/a	n/a	n/a	100.00	6,000.00
2020585	REMOVAL OF FENCE	47,275.000	LINFT	3.00	141,825.00	3.50	165,462.50	n/a	n/a	n/a	n/a	0.40	18,910.00
2020700	REMOVAL OF WATER PIPE	4,000.000	LINFT	50.00	200,000.00	42.00	168,000.00	n/a	n/a	n/a	n/a	10.00	40,000.00
2020935	REMOVAL OF COMPOSITE SURFACE	25,580.000	CUYD	75.00	1,918,500.00	12.00	306,960.00	n/a	n/a	n/a	n/a	40.00	1,023,200.00
2020990	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	38,720.000	SQYD	1.25	48,400.00	2.50	96,800.00	n/a	n/a	n/a	n/a	5.00	193,600.00
2021035	REMOVAL OF MANHOLE	1.000	EACH	5,275.00	5,275.00	1,000.00	1,000.00	n/a	n/a	n/a	n/a	8,000.00	8,000.00
2021156	RESET SIGN	1.000	LS	50,000.00	50,000.00	5,500.00	5,500.00	n/a	n/a	n/a	n/a	10,000.00	10,000.00
2021170	REMOVE RAILROAD SIGNAL	1.000	LS	20,000.00	20,000.00	13,000.00	13,000.00	n/a	n/a	n/a	n/a	5,000.00	5,000.00
2021175	REMOVAL OF RAILROAD TRACKS	1.000	LS	145,000.00	145,000.00	35,000.00	35,000.00	n/a	n/a	n/a	n/a	5,000.00	5,000.00
2021225	REMOVAL OF SEWER PIPE	620.000	LINFT	20.00	12,400.00	45.00	27,900.00	n/a	n/a	n/a	n/a	100.00	62,000.00
2021230	REMOVAL OF STORM DRAIN PIPE	2,900.000	LINFT	30.00	87,000.00	20.00	58,000.00	n/a	n/a	n/a	n/a	20.00	58,000.00
2021235	REMOVE STEEL PIPE	670.000	LINFT	65.00	43,550.00	45.00	30,150.00	n/a	n/a	n/a	n/a	80.00	53,600.00
2021260	REMOVAL OF SIDEWALK	6.80	SQYD	75.00	510.00	350.00	2,380.00	n/a	n/a	n/a	n/a	100.00	680.00
2030140	ROADWAY EXCAVATION	2,074,168.000	CUYD	7.00	14,519,176.00	6.00	12,445,008.00	n/a	n/a	n/a	n/a	10.00	20,741,680.00
2030160	DRAINAGE EXCAVATION	70,702.000	CUYD	7.00	494,914.00	13.00	919,126.00	n/a	n/a	n/a	n/a	8.00	565,616.00
2030210	SELECTED BORROW EXCAVATION	64,087.000	CUYD	3.00	192,261.00	12.00	769,044.00	n/a	n/a	n/a	n/a	20.00	1,281,740.00
2030670	NON-WOVEN GEOTEXTILE	18,445.000	SQYD	1.50	27,667.50	2.00	36,890.00	n/a	n/a	n/a	n/a	1.00	18,445.00
2030680	GEOTEXTILE	54,181.310	SQYD	2.00	108,362.62	2.50	135,453.28	n/a	n/a	n/a	n/a	1.00	54,181.31
2060110	STRUCTURE EXCAVATION	107,885.000	CUYD	10.00	1,078,850.00	15.00	1,618,275.00	n/a	n/a	n/a	n/a	8.00	863,080.00
2070110	GRANULAR BACKFILL	54,913.000	CUYD	19.00	1,043,347.00	25.00	1,372,825.00	n/a	n/a	n/a	n/a	12.00	658,956.00
2070130	BACKFILL	15,268.000	CUYD	10.00	152,680.00	15.00	229,020.00	n/a	n/a	n/a	n/a	35.00	534,380.00
2070150	SLURRY CEMENT BACKFILL	1,937.900	CUYD	100.00	193,790.00	110.00	213,169.00	n/a	n/a	n/a	n/a	180.00	348,822.00
2070210	SAND BEDDING MATERIAL (SPECIAL)	740.000	CUYD	45.00	33,300.00	30.00	22,200.00	n/a	n/a	n/a	n/a	60.00	44,400.00
2110110	TOP SOIL (SALVAGE)	125,943.000	CUYD	6.00	755,658.00	2.50	314,857.50	n/a	n/a	n/a	n/a	2.00	251,886.00
2110120	SOIL STABILIZER	14.100	ACRE	600.00	8,460.00	525.00	7,402.50	n/a	n/a	n/a	n/a	8,000.00	112,800.00
2110150	SEEDING	43.500	ACRE	5,000.00	217,500.00	6,500.00	282,750.00	n/a	n/a	n/a	n/a	8,000.00	348,000.00
2110440	TACKIFIER	5.000	ACRE	800.00	4,000.00	750.00	3,750.00	n/a	n/a	n/a	n/a	8,000.00	40,000.00
2110520	SEDIMENT LOG	38,000.000	LINFT	2.00	76,000.00	5.25	199,500.00	n/a	n/a	n/a	n/a	4.00	152,000.00
2120040	AESTHETIC PATTERNING	2,387.000	SQYD	180.00	429,660.00	360.00	859,320.00	n/a	n/a	n/a	n/a	50.00	119,350.00
2120045	PAINTING	18,241.000	SQYD	8.00	145,928.00	6.00	109,446.00	n/a	n/a	n/a	n/a	20.00	364,820.00
2120390	PLANT ESTABLISHMENT WORK	1.000	LS	160,000.00	160,000.00	600,000.00	600,000.00	n/a	n/a	n/a	n/a	80,000.00	80,000.00
2120430	PLANTS (GROUP A-5)	756.000	EACH	40.00	30,240.00	50.00	37,800.00	n/a	n/a	n/a	n/a	100.00	75,600.00
2120580	TRANSPLANT FLORA	1.000	LS	171,000.00	171,000.00	800,000.00	800,000.00	n/a	n/a	n/a	n/a	250,000.00	250,000.00
2120820	DECORATIVE BOULDER (TYPE A)	525.000	EACH	75.00	39,375.00	115.00	60,375.00	n/a	n/a	n/a	n/a	30.00	15,750.00
2120830	DECORATIVE BOULDER (TYPE B)	621.000	EACH	75.00	46,575.00	110.00	68,310.00	n/a	n/a	n/a	n/a	40.00	24,840.00
2120870	DECORATIVE ROCK (TYPE A)	443.000	TON	50.00	22,150.00	60.00	26,580.00	n/a	n/a	n/a	n/a	160.00	70,880.00

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2120880	DECORATIVE ROCK (TYPE B)	4,154.000	TON	50.00	207,700.00	40.00	166,160.00	n/a	n/a	n/a	n/a	20.00	83,080.00
2120890	DECORATIVE ROCK (TYPE C)	2,954.000	TON	50.00	147,700.00	45.00	132,930.00	n/a	n/a	n/a	n/a	180.00	531,720.00
2120900	DECORATIVE ROCK (TYPE D)	1,034.000	TON	50.00	51,700.00	30.00	31,020.00	n/a	n/a	n/a	n/a	40.00	41,360.00
2120905	DECORATIVE ROCK (TYPE E)	8,103.000	TON	50.00	405,150.00	40.00	324,120.00	n/a	n/a	n/a	n/a	30.00	243,090.00
2120906	DECORATIVE ROCK (TYPE F)	3,748.000	TON	50.00	187,400.00	45.00	168,660.00	n/a	n/a	n/a	n/a	15.00	56,220.00
2120930	ROCK COLORING	15,752.000	SQYD	0.55	8,663.60	2.00	31,504.00	n/a	n/a	n/a	n/a	15.00	236,280.00
2120940	IMAGE PANEL	87.667	SQYD	2,000.00	175,334.00	30.00	2,630.01	n/a	n/a	n/a	n/a	1,000.00	87,667.00
3020130	TYPE 1 CLASS B AGGREGATE BASE	251,890.000	TON	11.00	2,770,790.00	11.00	2,770,790.00	n/a	n/a	n/a	n/a	2.50	629,725.00
4020100	PLANTMIXING MISCELLANEOUS AREAS	2,539.800	SQYD	30.00	76,194.00	8.00	20,318.40	n/a	n/a	n/a	n/a	20.00	50,796.00
4020190	PLANTMIX SURFACING (TYPE 2C)(WET)	64,622.000	TON	75.00	4,846,650.00	72.50	4,685,095.00	n/a	n/a	n/a	n/a	70.00	4,523,540.00
4030100	MILLED RUMBLE STRIPS	4.280	MILE	800.00	3,424.00	2,000.00	8,560.00	n/a	n/a	n/a	n/a	5,000.00	21,400.00
4030120	PLANTMIX OPEN-GRADED	4,370.000	TON	105.00	458,850.00	120.00	524,400.00	n/a	n/a	n/a	n/a	110.00	480,700.00
4060110	LIQUID ASPHALT, TYPE MC-70NV	320.100	TON	450.00	144,045.00	450.00	144,045.00	n/a	n/a	n/a	n/a	0.01	3.20
4060210	SAND BLOTTER	301.950	TON	30.00	9,058.50	25.00	7,548.75	n/a	n/a	n/a	n/a	40.00	12,078.00
4070190	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	20.130	TON	750.00	15,097.50	650.00	13,084.50	n/a	n/a	n/a	n/a	300.00	6,039.00
4090230	PORTLAND CEMENT CONCRETE PAVEMENT (11-INCHES)	121,080.000	SQYD	43.00	5,206,440.00	55.00	6,659,400.00	n/a	n/a	n/a	n/a	30.00	3,632,400.00
4090310	SAW LONGITUDINAL WEAKENED PLANE JOINTS	53,036.000	LINFT	1.50	79,554.00	1.45	76,902.20	n/a	n/a	n/a	n/a	1.00	53,036.00
4090350	SAW TRANSVERSE WEAKENED PLANE JOINTS	74,521.000	LINFT	1.50	111,781.50	1.45	108,055.45	n/a	n/a	n/a	n/a	0.50	37,260.50
4090700	PCCP CURING COMPOUND,WAX BASE	29,060.000	GAL	4.00	116,240.00	7.00	203,420.00	n/a	n/a	n/a	n/a	2.00	58,120.00
4110100	PLANTMIX SURFACING (WET)	1,020.000	TON	130.00	132,600.00	120.00	122,400.00	n/a	n/a	n/a	n/a	100.00	102,000.00
5020140	PORTABLE PRECAST CONCRETE BARRIER RAIL	137.500	LINFT	75.00	10,312.50	125.00	17,187.50	n/a	n/a	n/a	n/a	150.00	20,625.00
5020160	CONCRETE BARRIER RAIL (TYPE A)	9,031.000	LINFT	33.00	298,023.00	55.00	496,705.00	n/a	n/a	n/a	n/a	25.00	225,775.00
5020170	CONCRETE BARRIER RAIL (TYPE FA)	8,778.000	LINFT	40.00	351,120.00	65.00	570,570.00	n/a	n/a	n/a	n/a	50.00	438,900.00
5020200	CONCRETE BARRIER RAIL (TYPE FB)	954.000	LINFT	62.00	59,148.00	60.00	57,240.00	n/a	n/a	n/a	n/a	50.00	47,700.00
5020530	LAMINATED ELASTOMERIC BEARING PAD	8.000	EACH	2,500.00	20,000.00	1,400.00	11,200.00	n/a	n/a	n/a	n/a	20,000.00	160,000.00
5020580	SLIDING BEARING	10.000	EACH	5,000.00	50,000.00	5,500.00	55,000.00	n/a	n/a	n/a	n/a	10,000.00	100,000.00
5020670	GROOVE CONCRETE DECK SLAB	7,076.000	SQYD	8.00	56,608.00	10.00	70,760.00	n/a	n/a	n/a	n/a	8.00	56,608.00
5020710	CLASS A CONCRETE (MAJOR)	1,093.320	CUYD	450.00	491,994.00	385.00	420,928.20	n/a	n/a	n/a	n/a	700.00	765,324.00
5020720	CLASS A CONCRETE (MINOR)	219.640	CUYD	700.00	153,748.00	1,200.00	263,568.00	n/a	n/a	n/a	n/a	1,200.00	263,568.00
5020730	CLASS A CONCRETE (ISLAND PAVING)	6.470	CUYD	500.00	3,235.00	270.00	1,746.90	n/a	n/a	n/a	n/a	1,000.00	6,470.00
5020920	CLASS A CONCRETE, MODIFIED (MAJOR)	16,516.350	CUYD	380.00	6,276,213.00	350.00	5,780,722.50	n/a	n/a	n/a	n/a	500.00	8,258,175.00
5020970	CLASS D CONCRETE, MODIFIED (MAJOR)	5,544.000	CUYD	325.00	1,801,800.00	240.00	1,330,560.00	n/a	n/a	n/a	n/a	400.00	2,217,600.00
5021000	CLASS E CONCRETE, MODIFIED (MAJOR)	2,878.300	CUYD	500.00	1,439,150.00	400.00	1,151,320.00	n/a	n/a	n/a	n/a	400.00	1,151,320.00
5021780	STRIP SEAL EXPANSION JOINT (3-INCH MOVEMENT)	360.000	LINFT	225.00	81,000.00	230.00	82,800.00	n/a	n/a	n/a	n/a	400.00	144,000.00
5021790	STRIP SEAL EXPANSION JOINT (4-INCH MOVEMENT)	43.000	LINFT	275.00	11,825.00	290.00	12,470.00	n/a	n/a	n/a	n/a	800.00	34,400.00
5021800	STRIP SEAL EXPANSION JOINT (5-INCH MOVEMENT)	43.000	LINFT	300.00	12,900.00	290.00	12,470.00	n/a	n/a	n/a	n/a	800.00	34,400.00
5021950	BRIDGE DECK CURING COMPOUND	611.000	GAL	10.00	6,110.00	18.00	10,998.00	n/a	n/a	n/a	n/a	10.00	6,110.00
5030130	PRESTRESSING CAST-IN-PLACE CONCRETE	1.000	LS	1,076,653.00	1,076,653.00	610,000.00	610,000.00	n/a	n/a	n/a	n/a	700,000.00	700,000.00
5050100	REINFORCING STEEL	5,176,069.000	POUND	0.80	4,140,855.20	0.80	4,140,855.20	n/a	n/a	n/a	n/a	0.50	2,588,034.50
5060100	STRUCTURAL STEEL	1.000	LS	850,000.00	850,000.00	700,000.00	700,000.00	n/a	n/a	n/a	n/a	700,000.00	700,000.00

**NEVADA DEPARTMENT OF TRANSPORTATION  
BID TABULATION**

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
5060110	STRUCTURAL STEEL	22,874.000	POUND	5.00	114,370.00	3.00	68,622.00	n/a	n/a	n/a	n/a	5.00	114,370.00
5060470	APPROACH SLAB RESTRAINER UNIT	178.000	EACH	150.00	26,700.00	250.00	44,500.00	n/a	n/a	n/a	n/a	200.00	35,600.00
5060720	PEDESTRIAN RAIL, TYPE M (MODIFIED)	515.000	LINFT	120.00	61,800.00	120.00	61,800.00	n/a	n/a	n/a	n/a	100.00	51,500.00
5060750	PEDESTRIAN RAIL, TYPE R	361.000	LINFT	175.00	63,175.00	70.00	25,270.00	n/a	n/a	n/a	n/a	300.00	108,300.00
5060760	PEDESTRIAN RAIL, TYPE R (MODIFIED)	130.000	LINFT	175.00	22,750.00	80.00	10,400.00	n/a	n/a	n/a	n/a	90.00	11,700.00
5060800	PEDESTRIAN RAIL, TYPE V	2,083.000	LINFT	87.00	181,221.00	45.00	93,735.00	n/a	n/a	n/a	n/a	70.00	145,810.00
5060820	PEDESTRIAN RAIL, TYPE X	6,210.000	LINFT	18.00	111,780.00	11.00	68,310.00	n/a	n/a	n/a	n/a	80.00	496,800.00
6030140	15-INCH REINFORCED CONCRETE PIPE, CLASS III	278.000	LINFT	60.00	16,680.00	35.00	9,730.00	n/a	n/a	n/a	n/a	200.00	55,600.00
6030170	18-INCH REINFORCED CONCRETE PIPE, CLASS III	1,238.000	LINFT	65.00	80,470.00	40.00	49,520.00	n/a	n/a	n/a	n/a	200.00	247,600.00
6030180	18-INCH REINFORCED CONCRETE PIPE, CLASS IV	37.000	LINFT	50.00	1,850.00	75.00	2,775.00	n/a	n/a	n/a	n/a	200.00	7,400.00
6030230	24-INCH REINFORCED CONCRETE PIPE, CLASS III	2,068.000	LINFT	80.00	165,440.00	40.00	82,720.00	n/a	n/a	n/a	n/a	200.00	413,600.00
6030240	24-INCH REINFORCED CONCRETE PIPE, CLASS IV	253.000	LINFT	82.00	20,746.00	50.00	12,650.00	n/a	n/a	n/a	n/a	200.00	50,600.00
6030250	24-INCH REINFORCED CONCRETE PIPE, CLASS V	1,262.000	LINFT	85.00	107,270.00	55.00	69,410.00	n/a	n/a	n/a	n/a	100.00	126,200.00
6030300	30-INCH REINFORCED CONCRETE PIPE, CLASS IV	111.000	LINFT	80.00	8,880.00	80.00	8,880.00	n/a	n/a	n/a	n/a	150.00	16,650.00
6030310	30-INCH REINFORCED CONCRETE PIPE, CLASS V	977.000	LINFT	80.00	78,160.00	70.00	68,390.00	n/a	n/a	n/a	n/a	150.00	146,550.00
6030370	36-INCH REINFORCED CONCRETE PIPE, CLASS V	740.000	LINFT	85.00	62,900.00	80.00	59,200.00	n/a	n/a	n/a	n/a	250.00	185,000.00
6030430	42-INCH REINFORCED CONCRETE PIPE, CLASS V	551.000	LINFT	105.00	57,855.00	100.00	55,100.00	n/a	n/a	n/a	n/a	250.00	137,750.00
6030530	60-INCH REINFORCED CONCRETE PIPE, CLASS V	816.000	LINFT	140.00	114,240.00	180.00	146,880.00	n/a	n/a	n/a	n/a	300.00	244,800.00
6031030	18-INCH PRECAST END SECTION	5.000	EACH	800.00	4,000.00	2,000.00	10,000.00	n/a	n/a	n/a	n/a	2,000.00	10,000.00
6031050	24-INCH PRECAST END SECTION	23.000	EACH	1,200.00	27,600.00	2,200.00	50,600.00	n/a	n/a	n/a	n/a	2,000.00	46,000.00
6031070	30-INCH PRECAST END SECTION	6.000	EACH	1,400.00	8,400.00	2,250.00	13,500.00	n/a	n/a	n/a	n/a	2,000.00	12,000.00
6031110	42-INCH PRECAST END SECTION	2.000	EACH	1,800.00	3,600.00	2,800.00	5,600.00	n/a	n/a	n/a	n/a	2,000.00	4,000.00
6040390	24-INCH CORR. METAL PIPE (16 GAGE)	80.000	LINFT	55.00	4,400.00	50.00	4,000.00	n/a	n/a	n/a	n/a	20.00	1,600.00
6042395	12-INCH METAL END SECTION	22.000	EACH	300.00	6,600.00	425.00	9,350.00	n/a	n/a	n/a	n/a	500.00	11,000.00
6042405	15-INCH METAL END SECTION	2.000	EACH	350.00	700.00	450.00	900.00	n/a	n/a	n/a	n/a	500.00	1,000.00
6042415	18-INCH METAL END SECTION	11.000	EACH	350.00	3,850.00	500.00	5,500.00	n/a	n/a	n/a	n/a	700.00	7,700.00
6042420	18-INCH METAL END SECTION (SAFETY TYPE)	1.000	EACH	800.00	800.00	1,200.00	1,200.00	n/a	n/a	n/a	n/a	3,000.00	3,000.00
6042440	24-INCH METAL END SECTION	2.000	EACH	425.00	850.00	700.00	1,400.00	n/a	n/a	n/a	n/a	1,500.00	3,000.00
6042475	36-INCH METAL END SECTION	2.000	EACH	700.00	1,400.00	1,100.00	2,200.00	n/a	n/a	n/a	n/a	1,800.00	3,600.00
6050140	12 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	1,212.000	LINFT	45.00	54,540.00	25.00	30,300.00	n/a	n/a	n/a	n/a	100.00	121,200.00
6050150	15 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	142.000	LINFT	50.00	7,100.00	30.00	4,260.00	n/a	n/a	n/a	n/a	120.00	17,040.00
6050160	18 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	442.000	LINFT	55.00	24,310.00	35.00	15,470.00	n/a	n/a	n/a	n/a	140.00	61,880.00
6050170	24 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	88.000	LINFT	55.00	4,840.00	45.00	3,960.00	n/a	n/a	n/a	n/a	150.00	13,200.00
6050190	36 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	40.000	LINFT	60.00	2,400.00	65.00	2,600.00	n/a	n/a	n/a	n/a	160.00	6,400.00
6080150	EMBANKMENT PROTECTOR, TYPE 5	2.000	EACH	2,000.00	4,000.00	3,500.00	7,000.00	n/a	n/a	n/a	n/a	5,000.00	10,000.00
6080170	EMBANKMENT PROTECTOR, TYPE 5-2G	22.000	EACH	2,500.00	55,000.00	4,000.00	88,000.00	n/a	n/a	n/a	n/a	4,000.00	88,000.00

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6080230	ANCHOR ASSEMBLY (12-INCH)	53.000	EACH	300.00	15,900.00	400.00	21,200.00	n/a	n/a	n/a	n/a	1,000.00	53,000.00
6080240	ANCHOR ASSEMBLY (15-INCH)	6.000	EACH	400.00	2,400.00	380.00	2,280.00	n/a	n/a	n/a	n/a	1,100.00	6,600.00
6090110	DECK DRAIN	1.000	EACH	3,000.00	3,000.00	5,000.00	5,000.00	n/a	n/a	n/a	n/a	7,000.00	7,000.00
6090200	ABANDON MANHOLE	2.000	EACH	5,000.00	10,000.00	3,000.00	6,000.00	n/a	n/a	n/a	n/a	5,000.00	10,000.00
6090330	SPECIAL SEWER MANHOLE	1.000	EACH	25,000.00	25,000.00	10,000.00	10,000.00	n/a	n/a	n/a	n/a	6,000.00	6,000.00
6090512	CLEANOUT	8.000	EACH	3,500.00	28,000.00	1,100.00	8,800.00	n/a	n/a	n/a	n/a	1,000.00	8,000.00
6090520	6-INCH SANITARY SEWER PIPE	3,200.000	LINFT	75.00	240,000.00	35.00	112,000.00	n/a	n/a	n/a	n/a	150.00	480,000.00
6090522	8-INCH SANITARY SEWER PIPE	910.000	LINFT	125.00	113,750.00	25.00	22,750.00	n/a	n/a	n/a	n/a	180.00	163,800.00
6090560	TEMPORARY SEWER LINE RELOCATION	1.000	LS	50,000.00	50,000.00	15,000.00	15,000.00	n/a	n/a	n/a	n/a	20,000.00	20,000.00
6091030	CASTINGS	5,400.000	POUND	2.50	13,500.00	2.50	13,500.00	n/a	n/a	n/a	n/a	5.00	27,000.00
6091040	STRUCTURAL STEEL GRATES	29,949.000	POUND	2.50	74,872.50	3.00	89,847.00	n/a	n/a	n/a	n/a	4.00	119,796.00
6091180	48-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 3	4.000	EACH	5,000.00	20,000.00	10,000.00	40,000.00	n/a	n/a	n/a	n/a	5,000.00	20,000.00
6091260	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 1	2.000	EACH	7,500.00	15,000.00	10,500.00	21,000.00	n/a	n/a	n/a	n/a	7,000.00	14,000.00
6091270	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 2	19.000	EACH	9,800.00	186,200.00	4,000.00	76,000.00	n/a	n/a	n/a	n/a	7,000.00	133,000.00
6091310	72-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 2	1.000	EACH	8,000.00	8,000.00	5,000.00	5,000.00	n/a	n/a	n/a	n/a	10,000.00	10,000.00
6091410	ABANDON PIPE	620.000	LINFT	15.00	9,300.00	50.00	31,000.00	n/a	n/a	n/a	n/a	50.00	31,000.00
6100170	RIPRAP (CLASS 150)	6,445.810	CUYD	45.00	290,061.45	40.00	257,832.40	n/a	n/a	n/a	n/a	10.00	64,458.10
6100190	RIPRAP (CLASS 300)	5,821.290	CUYD	50.00	291,064.50	60.00	349,277.40	n/a	n/a	n/a	n/a	20.00	116,425.80
6100200	RIPRAP (CLASS 400)	8,101.000	CUYD	60.00	486,060.00	40.00	324,040.00	n/a	n/a	n/a	n/a	20.00	162,020.00
6100210	RIPRAP (CLASS 550)	7,159.000	CUYD	70.00	501,130.00	40.00	286,360.00	n/a	n/a	n/a	n/a	20.00	143,180.00
6100220	RIPRAP (CLASS 700)	3,650.000	CUYD	40.00	146,000.00	40.00	146,000.00	n/a	n/a	n/a	n/a	20.00	73,000.00
6100230	RIPRAP (CLASS 900)	122.000	CUYD	85.00	10,370.00	40.00	4,880.00	n/a	n/a	n/a	n/a	120.00	14,640.00
6100460	RIPRAP BEDDING,(CLASS 150)	4,267.940	CUYD	45.00	192,057.30	35.00	149,377.90	n/a	n/a	n/a	n/a	5.00	21,339.70
6100470	RIPRAP BEDDING,(CLASS 300)	1,998.120	CUYD	50.00	99,906.00	35.00	69,934.20	n/a	n/a	n/a	n/a	20.00	39,962.40
6100480	RIPRAP BEDDING,(CLASS 400)	2,237.000	CUYD	60.00	134,220.00	35.00	78,295.00	n/a	n/a	n/a	n/a	20.00	44,740.00
6100490	RIPRAP BEDDING,(CLASS 550)	1,787.320	CUYD	55.00	98,302.60	35.00	62,556.20	n/a	n/a	n/a	n/a	20.00	35,746.40
6100500	RIPRAP BEDDING,(CLASS 700)	871.000	CUYD	45.00	39,195.00	35.00	30,485.00	n/a	n/a	n/a	n/a	20.00	17,420.00
6100510	RIPRAP BEDDING,(CLASS 900)	41.000	CUYD	60.00	2,460.00	35.00	1,435.00	n/a	n/a	n/a	n/a	90.00	3,690.00
6130120	SIDEWALK UNDERDRAIN	1.000	EACH	1,500.00	1,500.00	2,000.00	2,000.00	n/a	n/a	n/a	n/a	2,500.00	2,500.00
6130370	CLASS A CONCRETE GLUE DOWN CURB (TYPE B)	278.000	LINFT	40.00	11,120.00	10.00	2,780.00	n/a	n/a	n/a	n/a	20.00	5,560.00
6130570	CLASS A CONCRETE VALLEY GUTTER (TYPE 2)	305.000	LINFT	30.00	9,150.00	15.00	4,575.00	n/a	n/a	n/a	n/a	50.00	15,250.00
6130690	CLASS A CONCRETE CURB AND GUTTER (TYPE 5)	657.000	LINFT	20.00	13,140.00	12.00	7,884.00	n/a	n/a	n/a	n/a	25.00	16,425.00
6131100	CLASS A CONCRETE SIDEWALK (4- INCH)	6.800	SQYD	90.00	612.00	55.00	374.00	n/a	n/a	n/a	n/a	300.00	2,040.00
6160210	16-FOOT METAL DRIVE GATE	19.000	EACH	850.00	16,150.00	1,100.00	20,900.00	n/a	n/a	n/a	n/a	2,500.00	47,500.00
6160520	36-FOOT SWING GATE (DOUBLE)	2.000	EACH	2,100.00	4,200.00	2,750.00	5,500.00	n/a	n/a	n/a	n/a	5,000.00	10,000.00
6160750	TYPE A-4S FENCE (MODIFIED)	29,556.000	LINFT	4.50	133,002.00	3.25	96,057.00	n/a	n/a	n/a	n/a	10.00	295,560.00
6161080	TORTOISE FENCE	31,606.000	LINFT	1.75	55,310.50	2.20	69,533.20	n/a	n/a	n/a	n/a	10.00	316,060.00
6161200	72-INCH CHAIN-LINK FENCE	10,010.000	LINFT	12.00	120,120.00	11.00	110,110.00	n/a	n/a	n/a	n/a	20.00	200,200.00
6172000	TORTOISE GUARD	206.000	LINFT	300.00	61,800.00	400.00	82,400.00	n/a	n/a	n/a	n/a	50.00	10,300.00
6180230	CABLE BARRIER	13,541.000	LINFT	14.00	189,574.00	16.00	216,656.00	n/a	n/a	n/a	n/a	20.00	270,820.00
6180240	CABLE BARRIER TERMINAL	4.000	EACH	3,500.00	14,000.00	4,000.00	16,000.00	n/a	n/a	n/a	n/a	5,000.00	20,000.00
6180600	RECONSTRUCT GUARDRAIL	514.000	LINFT	11.00	5,654.00	15.00	7,710.00	n/a	n/a	n/a	n/a	30.00	15,420.00
6190210	GUIDE POSTS (FLEXIBLE)	386.000	EACH	32.00	12,352.00	50.00	19,300.00	n/a	n/a	n/a	n/a	50.00	19,300.00
6190260	OBJECT MARKERS, TYPE 2	5.000	EACH	65.00	325.00	80.00	400.00	n/a	n/a	n/a	n/a	300.00	1,500.00
6210100	PERPETUATE SURVEY MONUMENTS	2.000	EACH	700.00	1,400.00	1,250.00	2,500.00	n/a	n/a	n/a	n/a	2,000.00	4,000.00
6230120	MODIFY EXISTING TRAFFIC SIGNAL SYSTEM	1.000	LS	10,000.00	10,000.00	45,000.00	45,000.00	n/a	n/a	n/a	n/a	150,000.00	150,000.00
6230230	NO. 5 PULL BOX	73.000	EACH	650.00	47,450.00	600.00	43,800.00	n/a	n/a	n/a	n/a	600.00	43,800.00

**NEVADA DEPARTMENT OF TRANSPORTATION  
BID TABULATION**

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6230236	NO. 7 PULL BOX, MODIFIED	57.000	EACH	2,500.00	142,500.00	1,000.00	57,000.00	n/a	n/a	n/a	n/a	800.00	45,600.00
6230241	NO. 9 PULL BOX, MODIFIED	12.000	EACH	3,000.00	36,000.00	6,500.00	78,000.00	n/a	n/a	n/a	n/a	1,200.00	14,400.00
6230245	JUNCTION BOX	28.000	EACH	450.00	12,600.00	500.00	14,000.00	n/a	n/a	n/a	n/a	4,000.00	112,000.00
6230250	JUNCTION BOX (A)	15.000	EACH	200.00	3,000.00	175.00	2,625.00	n/a	n/a	n/a	n/a	5,000.00	75,000.00
6230266	LUMINAIRE	33.000	EACH	750.00	24,750.00	2,500.00	82,500.00	n/a	n/a	n/a	n/a	1,000.00	33,000.00
6230375	UNDERPASS LUMINAIRE, 150 WATT (TYPE A)	10.000	EACH	1,000.00	10,000.00	1,750.00	17,500.00	n/a	n/a	n/a	n/a	800.00	8,000.00
6230520	SPECIAL POLE	3.000	EACH	80,000.00	240,000.00	30,000.00	90,000.00	n/a	n/a	n/a	n/a	4,000.00	12,000.00
6230525	SPECIAL STEEL POLE	6.000	EACH	27,500.00	165,000.00	2,700.00	16,200.00	n/a	n/a	n/a	n/a	6,000.00	36,000.00
6230575	STEEL POLE, TYPE 7 WITH SAFETY BASE	33.000	EACH	3,500.00	115,500.00	4,000.00	132,000.00	n/a	n/a	n/a	n/a	1,000.00	33,000.00
6230875	SPECIAL DETECTOR INSTALLATION	12.000	EACH	9,500.00	114,000.00	7,000.00	84,000.00	n/a	n/a	n/a	n/a	500.00	6,000.00
6231055	SPECIAL CABINET	6.000	EACH	10,000.00	60,000.00	9,500.00	57,000.00	n/a	n/a	n/a	n/a	3,000.00	18,000.00
6231261	FIELD HARDENED ETHERNET SWITCH	6.000	EACH	2,000.00	12,000.00	3,000.00	18,000.00	n/a	n/a	n/a	n/a	1,500.00	9,000.00
6231262	VIDEO ENCODER	3.000	EACH	2,500.00	7,500.00	1,850.00	5,550.00	n/a	n/a	n/a	n/a	2,000.00	6,000.00
6231265	CCTV FIELD EQUIPMENT	4.000	EACH	11,500.00	46,000.00	12,000.00	48,000.00	n/a	n/a	n/a	n/a	20,000.00	80,000.00
6231315	REMOVAL OF EXISTING TRAFFIC SIGNAL SYSTEM	1.000	EACH	20,000.00	20,000.00	16,500.00	16,500.00	n/a	n/a	n/a	n/a	2,000.00	2,000.00
6231445	REMOVE AND RESET LIGHT POLE	3.000	EACH	3,075.70	9,227.10	2,500.00	7,500.00	n/a	n/a	n/a	n/a	2,000.00	6,000.00
6231620	UNDERGROUND ELECTRICAL SERVICE	2.000	EACH	6,000.00	12,000.00	6,500.00	13,000.00	n/a	n/a	n/a	n/a	2,000.00	4,000.00
6231731	TRANSFORMER (15 KVA)	6.000	EACH	6,000.00	36,000.00	6,500.00	39,000.00	n/a	n/a	n/a	n/a	4,000.00	24,000.00
6231780	1-INCH CONDUIT	131,717.000	LINFT	3.50	461,009.50	1.25	164,646.25	n/a	n/a	n/a	n/a	0.50	65,858.50
6231805	2-INCH CONDUIT	9,754.000	LINFT	12.00	117,048.00	4.00	39,016.00	n/a	n/a	n/a	n/a	7.00	68,278.00
6231820	3-INCH CONDUIT	51,476.000	LINFT	8.50	437,546.00	14.00	720,664.00	n/a	n/a	n/a	n/a	5.00	257,380.00
6231900	6-INCH CONDUIT FOR FUTURE CONDUCTORS	1,200.000	LINFT	25.00	30,000.00	21.00	25,200.00	n/a	n/a	n/a	n/a	60.00	72,000.00
6232095	2 PAIR CONDUCTOR NO. 22 CABLE	4,122.000	LINFT	1.20	4,946.40	1.65	6,801.30	n/a	n/a	n/a	n/a	5.00	20,610.00
6232176	SINGLE MODE FIBER OPTIC CABLE (72 FIBER)	34,289.000	LINFT	3.00	102,867.00	3.00	102,867.00	n/a	n/a	n/a	n/a	2.00	68,578.00
6232179	FIBER OPTIC BRANCH CABLE	156.000	LINFT	7.50	1,170.00	11.00	1,716.00	n/a	n/a	n/a	n/a	50.00	7,800.00
6232630	LOOP DETECTOR (6-FOOT X 6-FOOT)	54.000	EACH	550.00	29,700.00	1,050.00	56,700.00	n/a	n/a	n/a	n/a	500.00	27,000.00
6232895	DIRECTIONAL DRILLING	1,250.000	LINFT	60.00	75,000.00	135.00	168,750.00	n/a	n/a	n/a	n/a	80.00	100,000.00
6232915	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	10.000	EACH	3,750.00	37,500.00	6,000.00	60,000.00	n/a	n/a	n/a	n/a	2,000.00	20,000.00
6232950	CCTV LOWERING DEVICE (HIGH MAST)	3.000	EACH	8,500.00	25,500.00	8,000.00	24,000.00	n/a	n/a	n/a	n/a	5,000.00	15,000.00
6233121	NO. 1/0 CONDUCTOR (ALUMINUM)	57,820.000	LINFT	2.00	115,640.00	3.25	187,915.00	n/a	n/a	n/a	n/a	0.50	28,910.00
6233127	NO. 2 CONDUCTOR (ALUMINUM)	37,287.000	LINFT	1.10	41,015.70	3.75	139,826.25	n/a	n/a	n/a	n/a	0.50	18,643.50
6233131	NO. 4 CONDUCTOR (ALUMINUM)	3,981.000	LINFT	1.10	4,379.10	2.75	10,947.75	n/a	n/a	n/a	n/a	3.00	11,943.00
6233135	NO. 6 CONDUCTOR (ALUMINUM)	16,932.000	LINFT	1.00	16,932.00	2.00	33,864.00	n/a	n/a	n/a	n/a	1.00	16,932.00
6233139	NO. 8 CONDUCTOR (ALUMINUM)	17,028.000	LINFT	0.75	12,771.00	1.10	18,730.80	n/a	n/a	n/a	n/a	1.00	17,028.00
6240190	RENT EQUIPMENT (MOTOR GRADER)	100.000	HOUR	145.00	14,500.00	185.00	18,500.00	n/a	n/a	n/a	n/a	150.00	15,000.00
6240240	RENT EQUIPMENT (LOADER)	250.000	HOUR	120.00	30,000.00	160.00	40,000.00	n/a	n/a	n/a	n/a	140.00	35,000.00
6240420	RENT EQUIPMENT (BACKHOE)	400.000	HOUR	120.00	48,000.00	155.00	62,000.00	n/a	n/a	n/a	n/a	140.00	56,000.00
6240530	RENT EQUIPMENT (OFFICE SPACE)	36.000	MONTH	3,000.00	108,000.00	10,000.00	360,000.00	n/a	n/a	n/a	n/a	15,000.00	540,000.00
6240050	RENT TRAFFIC CONTROL DEVICE MAINTENANCE	660.000	DAY	160.00	105,600.00	325.00	214,500.00	n/a	n/a	n/a	n/a	6,000.00	3,960,000.00
6250130	RENT CONSTRUCTION BARRICADES (TYPE IIIB)	26.000	EACH	80.00	2,080.00	400.00	10,400.00	n/a	n/a	n/a	n/a	500.00	13,000.00
6250230	RENT CHANGEABLE MESSAGE SIGN	6.000	EACH	5,200.00	31,200.00	7,500.00	45,000.00	n/a	n/a	n/a	n/a	20,000.00	120,000.00
6250310	RENT TRAFFIC DRUMS	433.000	EACH	40.00	17,320.00	200.00	86,600.00	n/a	n/a	n/a	n/a	50.00	21,650.00
6250390	RENT TEMPORARY IMPACT ATTENUATOR (55 MPH)	7.000	EACH	3,840.00	26,880.00	5,000.00	35,000.00	n/a	n/a	n/a	n/a	2,000.00	14,000.00
6250500	RENT CONSTRUCTION SIGNS	1,411.000	SQFT	12.00	16,932.00	10.00	14,110.00	n/a	n/a	n/a	n/a	50.00	70,550.00

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6250510	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	19,018.000	LINFT	14.40	273,859.20	50.00	950,900.00	n/a	n/a	n/a	n/a	8.00	152,144.00
6270110	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	1.000	LS	579,473.00	579,473.00	500,000.00	500,000.00	n/a	n/a	n/a	n/a	200,000.00	200,000.00
6270150	PERMANENT SIGN PANELS (OVERHEAD)	2,944.580	SQFT	20.00	58,891.60	25.00	73,614.50	n/a	n/a	n/a	n/a	15.00	44,168.70
6270160	PERMANENT SIGN PANELS (OVERHEAD) (REMOVE)	240.000	SQFT	9.00	2,160.00	5.00	1,200.00	n/a	n/a	n/a	n/a	80.00	19,200.00
6270190	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	2,124.720	SQFT	80.00	169,977.60	65.00	138,106.80	n/a	n/a	n/a	n/a	60.00	127,483.20
6270210	PERMANENT SIGNS (GROUND MOUNTED) (TIMBER SUPPORTS)	165.000	SQFT	70.00	11,550.00	80.00	13,200.00	n/a	n/a	n/a	n/a	50.00	8,250.00
6270240	PERMANENT SIGNS, REMOVE	2,181.060	SQFT	3.00	6,543.18	5.00	10,905.30	n/a	n/a	n/a	n/a	5.00	10,905.30
6270250	PERMANENT SIGNS, REMOVE (PANEL ONLY)	27.000	SQFT	6.00	162.00	15.00	405.00	n/a	n/a	n/a	n/a	15.00	405.00
6270260	PERMANENT SIGNS, RESET	242.500	SQFT	35.00	8,487.50	60.00	14,550.00	n/a	n/a	n/a	n/a	5.00	1,212.50
6280120	MOBILIZATION	1.000	LS	4,144,937.55	4,144,937.55	2,851,043.36	2,851,043.36	n/a	n/a	n/a	n/a	8,711,620.39	8,711,620.39
6290100	TIME RELATED OVERHEAD	660.000	DAY	5,000.00	3,300,000.00	12,500.00	8,250,000.00	n/a	n/a	n/a	n/a	10,000.00	6,600,000.00
6320100	CONTRAST STRIPING	11.210	MILE	2,640.00	29,594.40	2,700.00	30,267.00	n/a	n/a	n/a	n/a	5,000.00	56,050.00
6321120	POLYUREA PAVEMENT STRIPING (BROKEN WHITE)	1,320.000	LINFT	0.65	858.00	1.00	1,320.00	n/a	n/a	n/a	n/a	8.00	10,560.00
6321170	POLYUREA PAVEMENT STRIPING (SOLID WHITE)	4.310	MILE	2,600.00	11,206.00	2,150.00	9,266.50	n/a	n/a	n/a	n/a	5,000.00	21,550.00
6321200	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	9.100	MILE	6,500.00	59,150.00	4,000.00	36,400.00	n/a	n/a	n/a	n/a	5,000.00	45,500.00
6321220	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	0.830	MILE	9,000.00	7,470.00	6,500.00	5,395.00	n/a	n/a	n/a	n/a	8,000.00	6,640.00
6321270	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	8.200	MILE	6,500.00	53,300.00	4,000.00	32,800.00	n/a	n/a	n/a	n/a	6,000.00	49,200.00
6321310	POLYUREA PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	2.540	MILE	5,000.00	12,700.00	4,000.00	10,160.00	n/a	n/a	n/a	n/a	4,000.00	10,160.00
6330100	NON-REFLECTIVE PAVEMENT MARKERS	7,092.000	EACH	2.00	14,184.00	2.00	14,184.00	n/a	n/a	n/a	n/a	2.00	14,184.00
6330110	REFLECTIVE PAVEMENT MARKERS	2,637.000	EACH	2.50	6,592.50	2.50	6,592.50	n/a	n/a	n/a	n/a	3.00	7,911.00
6341030	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	207.500	LINFT	15.00	3,112.50	10.00	2,075.00	n/a	n/a	n/a	n/a	10.00	2,075.00
6341060	THERMOPLASTIC PAVEMENT MARKING (VARIES)	1,656.000	SQFT	12.00	19,872.00	10.00	16,560.00	n/a	n/a	n/a	n/a	20.00	33,120.00
6360190	TEMPORARY PAINTED STRIPING (SOLID WHITE)	18.000	MILE	700.00	12,600.00	450.00	8,100.00	n/a	n/a	n/a	n/a	5,000.00	90,000.00
6360260	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	8.000	MILE	700.00	5,600.00	450.00	3,600.00	n/a	n/a	n/a	n/a	5,000.00	40,000.00
6370110	TEMPORARY POLLUTION CONTROL	1.000	LS	2,000,000.00	2,000,000.00	1,000,000.00	1,000,000.00	n/a	n/a	n/a	n/a	2,000,000.00	2,000,000.00
6370190	DUST CONTROL	1.000	LS	998,689.24	998,689.24	800,000.00	800,000.00	n/a	n/a	n/a	n/a	500,000.00	500,000.00
6410100	IMPACT ATTENUATOR	22.000	EACH	22,000.00	484,000.00	22,000.00	484,000.00	n/a	n/a	n/a	n/a	25,000.00	550,000.00
6460130	DAMPPROOFING	350.000	SQYD	20.00	7,000.00	60.00	21,000.00	n/a	n/a	n/a	n/a	300.00	105,000.00
6460140	WATERPROOFING	940.000	SQYD	75.00	70,500.00	60.00	56,400.00	n/a	n/a	n/a	n/a	40.00	37,600.00
6480110	CONSTRUCT TRACK	2,789.000	TF	280.00	780,920.00	225.00	627,525.00	n/a	n/a	n/a	n/a	200.00	557,800.00
6480160	RAILROAD CROSSING	1.000	EACH	150,000.00	150,000.00	290,000.00	290,000.00	n/a	n/a	n/a	n/a	20,000.00	20,000.00
6480185	SUBBALLAST	1,400.000	CUYD	40.00	56,000.00	100.00	140,000.00	n/a	n/a	n/a	n/a	30.00	42,000.00
6480240	TRANSITION RAIL PAIRS	2.000	EACH	7,000.00	14,000.00	3,500.00	7,000.00	n/a	n/a	n/a	n/a	5,000.00	10,000.00
6500220	WATER LINE MODIFICATIONS	1.000	LS	1,442,820.00	1,442,820.00	800,000.00	800,000.00	n/a	n/a	n/a	n/a	250,000.00	250,000.00
6500380	GAS LINE MODIFICATIONS	1.000	LS	6,455,040.00	6,455,040.00	1,250,000.00	1,250,000.00	n/a	n/a	n/a	n/a	400,000.00	400,000.00
6500385	UTILITY MODIFICATIONS	1.000	LS	1,969,982.00	1,969,982.00	600,000.00	600,000.00	n/a	n/a	n/a	n/a	400,000.00	400,000.00
6500450	VACUUM-AIR RELIEF VALVE ASSEMBLY	3.000	EACH	1,500.00	4,500.00	31,000.00	93,000.00	n/a	n/a	n/a	n/a	2,000.00	6,000.00
6500490	BLOW-OFF ASSEMBLY	3.000	EACH	1,200.00	3,600.00	17,000.00	51,000.00	n/a	n/a	n/a	n/a	2,000.00	6,000.00

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

				Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
Item No.	Description	Qty	Unit	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6500530	FIRE HYDRANT ASSEMBLY	5.000	EACH	5,000.00	25,000.00	7,500.00	37,500.00	n/a	n/a	n/a	n/a	2,000.00	10,000.00
6500665	10-INCH DUCTILE IRON PIPE	20.000	LINFT	200.00	4,000.00	325.00	6,500.00	n/a	n/a	n/a	n/a	300.00	6,000.00
6500680	16-INCH DUCTILE IRON PIPE	655.000	LINFT	165.00	108,075.00	165.00	108,075.00	n/a	n/a	n/a	n/a	100.00	65,500.00
6500685	20-INCH DUCTILE IRON PIPE	4,500.000	LINFT	175.00	787,500.00	180.00	810,000.00	n/a	n/a	n/a	n/a	80.00	360,000.00
6501090	16-INCH INLINE GATE VALVE ASSEMBLY	2.000	EACH	7,500.00	15,000.00	11,500.00	23,000.00	n/a	n/a	n/a	n/a	8,000.00	16,000.00
6501095	20-INCH INLINE GATE VALVE ASSEMBLY	8.000	EACH	12,500.00	100,000.00	20,000.00	160,000.00	n/a	n/a	n/a	n/a	14,000.00	112,000.00
6501200	8-INCH TAPPING SLEEVE (8-INCH VALVE)	1.000	EACH	10,000.00	10,000.00	4,500.00	4,500.00	n/a	n/a	n/a	n/a	8,000.00	8,000.00
6501220	10-INCH TAPPING SLEEVE (10-INCH VALVE)	1.000	EACH	12,000.00	12,000.00	8,000.00	8,000.00	n/a	n/a	n/a	n/a	10,000.00	10,000.00
6501370	16-INCH PIPE CASING	210.000	LINFT	250.00	52,500.00	300.00	63,000.00	n/a	n/a	n/a	n/a	200.00	42,000.00
6501430	30-INCH PIPE CASING	313.000	LINFT	300.00	93,900.00	400.00	125,200.00	n/a	n/a	n/a	n/a	210.00	65,730.00
6501440	32-INCH PIPE CASING	261.000	LINFT	350.00	91,350.00	860.00	224,460.00	n/a	n/a	n/a	n/a	220.00	57,420.00
6501450	42-INCH PIPE CASING	190.000	LINFT	400.00	76,000.00	910.00	172,900.00	n/a	n/a	n/a	n/a	250.00	47,500.00
6850100	PARTNERING	1.000	FA	90,000.00	90,000.00	90,000.00	90,000.00	n/a	n/a	n/a	n/a	90,000.00	90,000.00
<b>Total Concrete Option</b>				\$ 88,460,366.34		\$ 82,999,999.00		n/a		n/a		\$ 92,444,444.00	
<b>Asphalt Option</b>													
				Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
Item No.	Description	Qty	Unit	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100102	TRAINING (2 TRAINEE)	2,000.00	HOUR	0.80	1,600.00	n/a	n/a	0.80	1,600.00	0.80	1,600.00	n/a	n/a
1100105	TRAINING (5 TRAINEE)	12,000.00	HOUR	0.80	9,600.00	n/a	n/a	0.80	9,600.00	0.80	9,600.00	n/a	n/a
2000100	SURVEY CREW	300.00	HOUR	140.00	42,000.00	n/a	n/a	255.00	76,500.00	255.00	76,500.00	n/a	n/a
2010100	CLEARING AND GRUBBING	1.00	LS	328,985.00	328,985.00	n/a	n/a	75,000.00	75,000.00	70,800.00	70,800.00	n/a	n/a
2020285	REMOVAL OF CULVERT PIPE	1,613.00	LINFT	25.00	40,325.00	n/a	n/a	44.00	70,972.00	11.00	17,743.00	n/a	n/a
2020450	REMOVE END SECTION	3.00	EACH	275.00	825.00	n/a	n/a	450.00	1,350.00	271.00	813.00	n/a	n/a
2020475	REMOVAL OF GUARDRAIL	7,939.00	LINFT	3.00	23,817.00	n/a	n/a	2.30	18,259.70	5.00	39,695.00	n/a	n/a
2020476	REMOVE AND RESET GUARDRAIL	3,167.00	LINFT	4.00	12,668.00	n/a	n/a	4.25	13,459.75	22.00	69,674.00	n/a	n/a
2020477	REMOVE CABLE BARRIER	1,421.00	LINFT	2.50	3,552.50	n/a	n/a	2.40	3,410.40	10.00	14,210.00	n/a	n/a
2020515	REMOVAL OF RAISED PAVEMENT MARKER	1,016.00	EACH	1.00	1,016.00	n/a	n/a	2.10	2,133.60	1.00	1,016.00	n/a	n/a
2020530	REMOVAL OF HEADWALL	60.00	EACH	500.00	30,000.00	n/a	n/a	2,000.00	120,000.00	174.00	10,440.00	n/a	n/a
2020585	REMOVAL OF FENCE	47,275.00	LINFT	3.00	141,825.00	n/a	n/a	1.35	63,821.25	1.00	47,275.00	n/a	n/a
2020700	REMOVAL OF WATER PIPE	4,000.00	LINFT	50.00	200,000.00	n/a	n/a	42.00	168,000.00	18.00	72,000.00	n/a	n/a
2020935	REMOVAL OF COMPOSITE SURFACE	25,580.00	CUYD	75.00	1,918,500.00	n/a	n/a	2.75	70,345.00	11.00	281,380.00	n/a	n/a
2020990	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	38,720.00	SQYD	1.25	48,400.00	n/a	n/a	3.00	116,160.00	9.00	348,480.00	n/a	n/a
2021035	REMOVAL OF MANHOLE	1.00	EACH	5,275.00	5,275.00	n/a	n/a	1,800.00	1,800.00	3,195.00	3,195.00	n/a	n/a
2021156	RESEST SIGN	1.00	LS	50,000.00	50,000.00	n/a	n/a	2,500.00	2,500.00	54,149.00	54,149.00	n/a	n/a
2021170	REMOVE RAILROAD SIGNAL	1.00	LS	20,000.00	20,000.00	n/a	n/a	18,000.00	18,000.00	13,593.00	13,593.00	n/a	n/a
2021175	REMOVAL OF RAILROAD TRACKS	1.00	LS	145,000.00	145,000.00	n/a	n/a	30,000.00	30,000.00	110,825.00	110,825.00	n/a	n/a
2021225	REMOVAL OF SEWER PIPE	620.00	LINFT	20.00	12,400.00	n/a	n/a	39.00	24,180.00	12.00	7,440.00	n/a	n/a
2021230	REMOVAL OF STORM DRAIN PIPE	2,900.00	LNFT	30.00	87,000.00	n/a	n/a	38.00	110,200.00	10.00	29,000.00	n/a	n/a
2021235	REMOVE STEEL PIPE	670.00	LINFT	65.00	43,550.00	n/a	n/a	58.00	38,860.00	20.00	13,400.00	n/a	n/a
2021260	REMOVAL OF SIDEWALK	6.80	SQYD	75.00	510.00	n/a	n/a	100.00	680.00	174.00	1,183.20	n/a	n/a
2030140	ROADWAY EXCAVATION	2,105,838.00	CUYD	7.00	14,740,866.00	n/a	n/a	7.32	15,414,734.16	5.50	11,582,109.00	n/a	n/a
2030160	DRAINAGE EXCAVATION	70,702.00	CUYD	7.00	494,914.00	n/a	n/a	7.32	517,538.64	7.00	494,914.00	n/a	n/a
2030210	SELECTED BORROW EXCAVATION	64,087.00	CUYD	3.00	192,261.00	n/a	n/a	18.00	1,153,566.00	10.00	640,870.00	n/a	n/a
2030670	NON-WOVEN GEOTEXTILE	18,445.00	SQYD	1.50	27,667.50	n/a	n/a	1.40	25,823.00	1.00	18,445.00	n/a	n/a
2030680	GEOTEXTILE	54,181.31	SQYD	2.00	108,362.62	n/a	n/a	2.00	108,362.62	1.00	54,181.31	n/a	n/a
2060110	STRUCTURE EXCAVATION	107,885.00	CUYD	10.00	1,078,850.00	n/a	n/a	8.60	927,811.00	11.00	1,186,735.00	n/a	n/a
2070110	GRANULAR BACKFILL	54,913.00	CUYD	19.00	1,043,347.00	n/a	n/a	17.40	955,486.20	13.00	713,869.00	n/a	n/a
2070130	BACKFILL	15,268.00	CUYD	10.00	152,680.00	n/a	n/a	16.00	244,288.00	23.00	351,164.00	n/a	n/a
2070150	SLURRY CEMENT BACKFILL	1,937.90	CUYD	100.00	193,790.00	n/a	n/a	110.00	213,169.00	150.00	290,685.00	n/a	n/a

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2070210	SAND BEDDING MATERIAL (SPECIAL)	740.00	CUYD	45.00	33,300.00	n/a	n/a	26.00	19,240.00	34.00	25,160.00	n/a	n/a
2110110	TOP SOIL (SALVAGE)	125,943.00	CUYD	6.00	755,658.00	n/a	n/a	6.00	755,658.00	6.00	755,658.00	n/a	n/a
2110120	SOIL STABILIZER	14.10	ACRE	600.00	8,460.00	n/a	n/a	745.00	10,504.50	1,107.00	15,608.70	n/a	n/a
2110150	SEEDING	43.50	ACRE	5,000.00	217,500.00	n/a	n/a	6,340.00	275,790.00	9,756.00	424,386.00	n/a	n/a
2110440	TACKIFIER	5.00	ACRE	800.00	4,000.00	n/a	n/a	745.00	3,725.00	1,107.00	5,535.00	n/a	n/a
2110520	SEDIMENT LOG	38,000.00	LINFT	2.00	76,000.00	n/a	n/a	5.35	203,300.00	2.00	76,000.00	n/a	n/a
2120040	AESTHETIC PATTERNING	2,387.00	SQYD	180.00	429,660.00	n/a	n/a	135.00	322,245.00	210.00	501,270.00	n/a	n/a
2120045	PAINTING	18,241.00	SQYD	8.00	145,928.00	n/a	n/a	5.75	104,885.75	12.00	218,892.00	n/a	n/a
2120390	PLANT ESTABLISHMENT WORK	1.00	LS	160,000.00	160,000.00	n/a	n/a	610,000.00	610,000.00	911,054.00	911,054.00	n/a	n/a
2120430	PLANTS (GROUP A-5)	756.00	EACH	40.00	30,240.00	n/a	n/a	50.00	37,800.00	73.00	55,188.00	n/a	n/a
2120580	TRANSPLANT FLORA	1.00	LS	171,000.00	171,000.00	n/a	n/a	845,000.00	845,000.00	1,000,000.00	1,000,000.00	n/a	n/a
2120820	DECORATIVE BOULDER (TYPE A)	525.00	EACH	75.00	39,375.00	n/a	n/a	220.00	115,500.00	61.00	32,025.00	n/a	n/a
2120830	DECORATIVE BOULDER (TYPE B)	621.00	EACH	75.00	46,575.00	n/a	n/a	400.00	248,400.00	64.00	39,744.00	n/a	n/a
2120870	DECORATIVE ROCK (TYPE A)	443.00	TON	50.00	22,150.00	n/a	n/a	65.00	28,795.00	117.00	51,831.00	n/a	n/a
2120880	DECORATIVE ROCK (TYPE B)	4,154.00	TON	50.00	207,700.00	n/a	n/a	40.00	166,160.00	61.00	253,394.00	n/a	n/a
2120890	DECORATIVE ROCK (TYPE C)	2,954.00	TON	50.00	147,700.00	n/a	n/a	43.00	127,022.00	79.00	233,366.00	n/a	n/a
2120900	DECORATIVE ROCK (TYPE D)	1,034.00	TON	50.00	51,700.00	n/a	n/a	36.00	37,224.00	47.00	48,598.00	n/a	n/a
2120905	DECORATIVE ROCK (TYPE E)	8,103.00	TON	50.00	405,150.00	n/a	n/a	45.00	364,635.00	55.00	445,665.00	n/a	n/a
2120906	DECORATIVE ROCK (TYPE F)	3,748.00	TON	50.00	187,400.00	n/a	n/a	40.00	149,920.00	76.00	284,848.00	n/a	n/a
2120930	ROCK COLORING	15,752.00	SQYD	0.55	8,663.60	n/a	n/a	1.65	25,990.80	2.00	31,504.00	n/a	n/a
2120940	IMAGE PANEL	87.6670	SQYD	2,000.00	175,334.00	n/a	n/a	1,465.00	128,432.16	1,083.00	94,943.36	n/a	n/a
3020130	TYPE 1 CLASS B AGGREGATE BASE	423,860.00	TON	11.00	4,662,460.00	n/a	n/a	11.40	4,832,004.00	7.50	3,178,950.00	n/a	n/a
4020100	PLANTMIXING MISCELLANEOUS AREAS	2,539.80	SQYD	30.00	76,194.00	n/a	n/a	17.00	43,176.60	21.00	53,335.80	n/a	n/a
4020190	PLANTMIX SURFACING (TYPE 2C)(WET)	90,722.00	TON	75.00	6,804,150.00	n/a	n/a	66.70	6,051,157.40	65.00	5,896,930.00	n/a	n/a
4030100	MILLED RUMBLE STRIPS	4.28	MILE	800.00	3,424.00	n/a	n/a	1,200.00	5,136.00	1,400.00	5,992.00	n/a	n/a
4030120	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH)(WET)	8,970.00	TON	105.00	941,850.00	n/a	n/a	106.00	950,820.00	90.00	807,300.00	n/a	n/a
4060110	LIQUID ASPHALT, TYPE MC-70NV	320.10	TON	450.00	144,045.00	n/a	n/a	1.00	320.10	1.00	320.10	n/a	n/a
4060210	SAND BLOTTER	301.95	TON	30.00	9,058.50	n/a	n/a	15.00	4,529.25	32.00	9,662.40	n/a	n/a
4070190	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	20.13	TON	750.00	15,097.50	n/a	n/a	1.00	20.13	780.00	15,701.40	n/a	n/a
4110100	PLANTMIX SURFACING (WET)	1,020.00	TON	130.00	132,600.00	n/a	n/a	145.00	147,900.00	100.00	102,000.00	n/a	n/a
5020140	PORTABLE PRECAST CONCRETE BARRIER RAIL	137.50	LINFT	75.00	10,312.50	n/a	n/a	30.00	4,125.00	88.00	12,100.00	n/a	n/a
5020160	CONCRETE BARRIER RAIL (TYPE A)	9,031.00	LINFT	33.00	298,023.00	n/a	n/a	33.00	298,023.00	34.00	307,054.00	n/a	n/a
5020170	CONCRETE BARRIER RAIL (TYPE FA)	8,778.00	LINFT	40.00	351,120.00	n/a	n/a	38.00	333,564.00	38.00	333,564.00	n/a	n/a
5020200	CONCRETE BARRIER RAIL (TYPE FB)	954.00	LNFT	62.00	59,148.00	n/a	n/a	62.00	59,148.00	97.00	92,538.00	n/a	n/a
5020530	LAMINATED ELASTOMERIC BEARING PAD	8.00	EACH	2,500.00	20,000.00	n/a	n/a	562.00	4,496.00	1,408.00	11,264.00	n/a	n/a
5020580	SLIDING BEARING	10.00	EACH	5,000.00	50,000.00	n/a	n/a	3,250.00	32,500.00	3,032.00	30,320.00	n/a	n/a
5020670	GROOVE CONCRETE DECK SLAB	7,076.00	SQYD	8.00	56,608.00	n/a	n/a	11.50	81,374.00	11.00	77,836.00	n/a	n/a
5020710	CLASS A CONCRETE (MAJOR)	1,093.32	CUYD	450.00	491,994.00	n/a	n/a	535.00	584,926.20	400.00	437,328.00	n/a	n/a
5020720	CLASS A CONCRETE (MINOR)	219.64	CUYD	700.00	153,748.00	n/a	n/a	1,232.00	270,596.48	1,200.00	263,568.00	n/a	n/a
5020730	CLASS A CONCRETE (ISLAND PAVING)	6.47	CUYD	500.00	3,235.00	n/a	n/a	270.00	1,746.90	787.00	5,091.89	n/a	n/a
5020920	CLASS A CONCRETE, MODIFIED (MAJOR)	16,516.35	CUYD	380.00	6,276,213.00	n/a	n/a	406.00	6,705,638.10	650.00	10,735,627.50	n/a	n/a
5020970	CLASS D CONCRETE, MODIFIED (MAJOR)	5,544.00	CUYD	325.00	1,801,800.00	n/a	n/a	283.00	1,568,952.00	300.00	1,663,200.00	n/a	n/a
5021000	CLASS E CONCRETE, MODIFIED (MAJOR)	2,878.30	CUYD	500.00	1,439,150.00	n/a	n/a	553.00	1,591,699.90	1,200.00	3,453,960.00	n/a	n/a
5021780	STRIP SEAL EXPANSION JOINT (3-INCH MOVEMENT)	360.00	LINFT	225.00	81,000.00	n/a	n/a	320.00	115,200.00	296.00	106,560.00	n/a	n/a
5021790	STRIP SEAL EXPANSION JOINT (4-INCH MOVEMENT)	43.00	LINFT	275.00	11,825.00	n/a	n/a	320.00	13,760.00	315.00	13,545.00	n/a	n/a

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
5021800	STRIP SEAL EXPANSION JOINT (5-INCH MOVEMENT)	43.00	LINFT	300.00	12,900.00	n/a	n/a	320.00	13,760.00	315.00	13,545.00	n/a	n/a
5021950	BRIDGE DECK CURING COMPOUND	611.00	GAL	10.00	6,110.00	n/a	n/a	47.00	28,717.00	28.00	17,108.00	n/a	n/a
5030130	PRESTRESSING CAST-IN-PLACE CONCRETE	1.00	LS	1,076,653.00	1,076,653.00	n/a	n/a	580,000.00	580,000.00	1,000,000.00	1,000,000.00	n/a	n/a
5050100	REINFORCING STEEL	5,176,069.00	POUND	0.80	4,140,855.20	n/a	n/a	0.86	4,451,419.34	1.00	5,176,069.00	n/a	n/a
5060100	STRUCTURAL STEEL	1.00	LS	850,000.00	850,000.00	n/a	n/a	600,000.00	600,000.00	500,000.00	500,000.00	n/a	n/a
5060110	STRUCTURAL STEEL	22,874.00	POUND	5.00	114,370.00	n/a	n/a	2.42	55,355.08	3.00	68,622.00	n/a	n/a
5060470	APPROACH SLAB RESTRAINER UNIT	178.00	EACH	150.00	26,700.00	n/a	n/a	45.50	8,099.00	278.00	49,484.00	n/a	n/a
5060720	PEDESTRIAN RAIL, TYPE M (MODIFIED)	515.00	LINFT	120.00	61,800.00	n/a	n/a	121.00	62,315.00	222.00	114,330.00	n/a	n/a
5060750	PEDESTRIAN RAIL, TYPE R	361.00	LINFT	175.00	63,175.00	n/a	n/a	70.00	25,270.00	169.00	61,009.00	n/a	n/a
5060760	PEDESTRIAN RAIL, TYPE R (MODIFIED)	130.00	LINFT	175.00	22,750.00	n/a	n/a	82.00	10,660.00	229.00	29,770.00	n/a	n/a
5060800	PEDESTRIAN RAIL, TYPE V	2,083.00	LINFT	87.00	181,221.00	n/a	n/a	47.00	97,901.00	36.00	74,988.00	n/a	n/a
5060820	PEDESTRIAN RAIL, TYPE X	6,210.00	LINFT	18.00	111,780.00	n/a	n/a	11.50	71,415.00	26.00	161,460.00	n/a	n/a
6030140	15-INCH REINFORCED CONCRETE PIPE, CLASS III	278.00	LINFT	60.00	16,680.00	n/a	n/a	155.00	43,090.00	35.03	9,738.34	n/a	n/a
6030170	18-INCH REINFORCED CONCRETE PIPE, CLASS III	1,238.00	LINFT	65.00	80,470.00	n/a	n/a	118.00	146,084.00	41.00	50,758.00	n/a	n/a
6030180	18-INCH REINFORCED CONCRETE PIPE, CLASS IV	37.00	LINFT	50.00	1,850.00	n/a	n/a	140.00	5,180.00	41.00	1,517.00	n/a	n/a
6030230	24-INCH REINFORCED CONCRETE PIPE, CLASS III	2,068.00	LINFT	80.00	165,440.00	n/a	n/a	120.00	248,160.00	47.00	97,196.00	n/a	n/a
6030240	24-INCH REINFORCED CONCRETE PIPE, CLASS IV	253.00	LINFT	82.00	20,746.00	n/a	n/a	142.00	35,926.00	47.00	11,891.00	n/a	n/a
6030250	24-INCH REINFORCED CONCRETE PIPE, CLASS V	1,262.00	LINFT	85.00	107,270.00	n/a	n/a	148.00	186,776.00	47.00	59,314.00	n/a	n/a
6030300	30-INCH REINFORCED CONCRETE PIPE, CLASS IV	111.00	LINFT	80.00	8,880.00	n/a	n/a	202.00	22,422.00	57.00	6,327.00	n/a	n/a
6030310	30-INCH REINFORCED CONCRETE PIPE, CLASS V	977.00	LINFT	80.00	78,160.00	n/a	n/a	195.00	190,515.00	57.00	55,689.00	n/a	n/a
6030370	36-INCH REINFORCED CONCRETE PIPE, CLASS V	740.00	LINFT	85.00	62,900.00	n/a	n/a	205.00	151,700.00	67.00	49,580.00	n/a	n/a
6030430	42-INCH REINFORCED CONCRETE PIPE, CLASS V	551.00	LINFT	105.00	57,855.00	n/a	n/a	250.00	137,750.00	78.00	42,978.00	n/a	n/a
6030530	60-INCH REINFORCED CONCRETE PIPE, CLASS V	816.00	LINFT	140.00	114,240.00	n/a	n/a	366.00	298,656.00	172.00	140,352.00	n/a	n/a
6031030	18-INCH PRECAST END SECTION	5.00	EACH	800.00	4,000.00	n/a	n/a	1,000.00	5,000.00	234.00	1,170.00	n/a	n/a
6031050	24-INCH PRECAST END SECTION	23.00	EACH	1,200.00	27,600.00	n/a	n/a	1,200.00	27,600.00	293.00	6,739.00	n/a	n/a
6031070	30-INCH PRECAST END SECTION	6.00	EACH	1,400.00	8,400.00	n/a	n/a	1,800.00	10,800.00	351.00	2,106.00	n/a	n/a
6031110	42-INCH PRECAST END SECTION	2.00	EACH	1,800.00	3,600.00	n/a	n/a	2,300.00	4,600.00	468.00	936.00	n/a	n/a
6040390	24-INCH CORR. METAL PIPE (16 GAGE)	80.00	LINFT	55.00	4,400.00	n/a	n/a	104.00	8,320.00	110.00	8,800.00	n/a	n/a
6042395	12-INCH METAL END SECTION	22.00	EACH	300.00	6,600.00	n/a	n/a	200.00	4,400.00	176.00	3,872.00	n/a	n/a
6042405	15-INCH METAL END SECTION	2.00	EACH	350.00	700.00	n/a	n/a	215.00	430.00	293.00	586.00	n/a	n/a
6042415	18-INCH METAL END SECTION	11.00	EACH	350.00	3,850.00	n/a	n/a	320.00	3,520.00	351.00	3,861.00	n/a	n/a
6042420	18-INCH METAL END SECTION (SAFETY TYPE)	1.00	EACH	800.00	800.00	n/a	n/a	900.00	900.00	351.00	351.00	n/a	n/a
6042440	24-INCH METAL END SECTION	2.00	EACH	425.00	850.00	n/a	n/a	370.00	740.00	585.00	1,170.00	n/a	n/a
6042475	36-INCH METAL END SECTION	2.00	EACH	700.00	1,400.00	n/a	n/a	740.00	1,480.00	585.00	1,170.00	n/a	n/a
6050140	12 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	1,212.00	LINFT	45.00	54,540.00	n/a	n/a	72.00	87,264.00	25.00	30,300.00	n/a	n/a
6050150	15 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	142.00	LINFT	50.00	7,100.00	n/a	n/a	81.00	11,502.00	25.00	3,550.00	n/a	n/a
6050160	18 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	442.00	LINFT	55.00	24,310.00	n/a	n/a	89.00	39,338.00	25.00	11,050.00	n/a	n/a

**NEVADA DEPARTMENT OF TRANSPORTATION  
BID TABULATION**

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6050170	24 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	88.00	LINFT	55.00	4,840.00	n/a	n/a	117.00	10,296.00	34.00	2,992.00	n/a	n/a
6050190	36 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	40.00	LINFT	60.00	2,400.00	n/a	n/a	205.00	8,200.00	82.00	3,280.00	n/a	n/a
6080150	EMBANKMENT PROTECTOR, TYPE 5	2.00	EACH	2,000.00	4,000.00	n/a	n/a	2,350.00	4,700.00	2,639.00	5,278.00	n/a	n/a
6080170	EMBANKMENT PROTECTOR, TYPE 5-2G	22.00	EACH	2,500.00	55,000.00	n/a	n/a	2,850.00	62,700.00	2,996.00	65,912.00	n/a	n/a
6080230	ANCHOR ASSEMBLY (12-INCH)	53.00	EACH	300.00	15,900.00	n/a	n/a	350.00	18,550.00	190.00	10,070.00	n/a	n/a
6080240	ANCHOR ASSEMBLY (15-INCH)	6.00	EACH	400.00	2,400.00	n/a	n/a	420.00	2,520.00	354.00	2,124.00	n/a	n/a
6090110	DECK DRAIN	1.00	EACH	3,000.00	3,000.00	n/a	n/a	20,000.00	20,000.00	2,871.00	2,871.00	n/a	n/a
6090200	ABANDON MANHOLES	2.00	EACH	5,000.00	10,000.00	n/a	n/a	1,500.00	3,000.00	2,291.00	4,582.00	n/a	n/a
6090330	SPECIAL SEWER MANHOLE	1.00	EACH	25,000.00	25,000.00	n/a	n/a	27,000.00	27,000.00	23,762.00	23,762.00	n/a	n/a
6090512	CLEANOUT	8.00	EACH	3,500.00	28,000.00	n/a	n/a	4,000.00	32,000.00	585.00	4,680.00	n/a	n/a
6090520	6-INCH SANITARY SEWER PIPE	3,200.00	LNFT	75.00	240,000.00	n/a	n/a	81.00	259,200.00	59.00	188,800.00	n/a	n/a
6090522	8-INCH SANITARY SEWER PIPE	910.00	LINFT	125.00	113,750.00	n/a	n/a	88.00	80,080.00	59.00	53,690.00	n/a	n/a
6090560	TEMPORARY SEWER LINE RELOCATION	1.00	LS	50,000.00	50,000.00	n/a	n/a	73,000.00	73,000.00	227,427.00	227,427.00	n/a	n/a
6091030	CASTINGS	5,400.00	POUND	2.50	13,500.00	n/a	n/a	3.00	16,200.00	2.00	10,800.00	n/a	n/a
6091040	STRUCTURAL STEEL GRATES	29,949.00	POUND	2.50	74,872.50	n/a	n/a	3.00	89,847.00	3.00	89,847.00	n/a	n/a
6091180	48-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 3	4.00	EACH	5,000.00	20,000.00	n/a	n/a	11,800.00	47,200.00	12,709.00	50,836.00	n/a	n/a
6091260	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 1	2.00	EACH	7,500.00	15,000.00	n/a	n/a	12,300.00	24,600.00	13,085.00	26,170.00	n/a	n/a
6091270	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 2	19.00	EACH	9,800.00	186,200.00	n/a	n/a	6,000.00	114,000.00	6,802.00	129,238.00	n/a	n/a
6091310	72-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 2	1.00	EACH	8,000.00	8,000.00	n/a	n/a	7,700.00	7,700.00	10,234.00	10,234.00	n/a	n/a
6091410	ABANDON PIPE	620.00	LINFT	15.00	9,300.00	n/a	n/a	19.00	11,780.00	12.00	7,440.00	n/a	n/a
6100170	RIPRAP (CLASS 150)	6,445.81	CUYD	45.00	290,061.45	n/a	n/a	61.00	393,194.41	25.00	161,145.25	n/a	n/a
6100190	RIPRAP (CLASS 300)	5,821.29	CUYD	50.00	291,064.50	n/a	n/a	45.00	261,958.05	25.00	145,532.25	n/a	n/a
6100200	RIPRAP (CLASS 400)	8,101.00	CUYD	60.00	486,060.00	n/a	n/a	44.00	356,444.00	25.00	202,525.00	n/a	n/a
6100210	RIPRAP (CLASS 550)	7,159.00	CUYD	70.00	501,130.00	n/a	n/a	43.00	307,837.00	25.00	178,975.00	n/a	n/a
6100220	RIPRAP (CLASS 700)	3,650.00	CUYD	40.00	146,000.00	n/a	n/a	60.00	219,000.00	25.00	91,250.00	n/a	n/a
6100230	RIPRAP (CLASS 900)	122.00	CUYD	85.00	10,370.00	n/a	n/a	80.00	9,760.00	24.00	2,928.00	n/a	n/a
6100460	RIPRAP BEDDING,(CLASS 150)	4,267.94	CUYD	45.00	192,057.30	n/a	n/a	62.00	264,612.28	38.00	162,181.72	n/a	n/a
6100470	RIPRAP BEDDING,(CLASS 300)	1,998.12	CUYD	50.00	99,906.00	n/a	n/a	54.00	107,898.48	38.00	75,928.56	n/a	n/a
6100480	RIPRAP BEDDING,(CLASS 400)	2,237.00	CUYD	60.00	134,220.00	n/a	n/a	40.00	89,480.00	38.00	85,006.00	n/a	n/a
6100490	RIPRAP BEDDING,(CLASS 550)	1,787.32	CUYD	55.00	98,302.60	n/a	n/a	42.00	75,067.44	38.00	67,918.16	n/a	n/a
6100500	RIPRAP BEDDING,(CLASS 700)	871.00	CUYD	45.00	39,195.00	n/a	n/a	42.00	36,582.00	38.00	33,098.00	n/a	n/a
6100510	RIPRAP BEDDING,(CLASS 900)	41.00	CUYD	60.00	2,460.00	n/a	n/a	91.00	3,731.00	39.00	1,599.00	n/a	n/a
6130120	SIDEWALK UNDERDRAIN	1.00	EACH	1,500.00	1,500.00	n/a	n/a	1,720.00	1,720.00	1,018.00	1,018.00	n/a	n/a
6130370	CLASS A CONCRETE GLUE DOWN CURB (TYPE B)	278.00	LNFT	40.00	11,120.00	n/a	n/a	12.00	3,336.00	16.00	4,448.00	n/a	n/a
6130570	CLASS A CONCRETE VALLEY GUTTER (TYPE 2)	305.00	LNFT	30.00	9,150.00	n/a	n/a	38.00	11,590.00	33.00	10,065.00	n/a	n/a
6130690	CLASS A CONCRETE CURB AND GUTTER (TYPE 5)	657.00	LINFT	20.00	13,140.00	n/a	n/a	21.00	13,797.00	23.00	15,111.00	n/a	n/a
6131100	CLASS A CONCRETE SIDEWALK (4-INCH)	6.80	SQYD	90.00	612.00	n/a	n/a	72.00	489.60	352.00	2,393.60	n/a	n/a
6160210	16-FOOT METAL DRIVE GATE	19.00	EACH	850.00	16,150.00	n/a	n/a	775.00	14,725.00	1,110.00	21,090.00	n/a	n/a
6160520	36-FOOT SWING GATE (DOUBLE)	2.00	EACH	2,100.00	4,200.00	n/a	n/a	2,050.00	4,100.00	2,707.00	5,414.00	n/a	n/a
6160750	TYPE A-4S FENCE (MODIFIED)	29,556.00	LINFT	4.50	133,002.00	n/a	n/a	5.60	165,513.60	3.00	88,668.00	n/a	n/a
6161080	TORTOISE FENCE	31,606.00	LINFT	1.75	55,310.50	n/a	n/a	2.45	77,434.70	2.00	63,212.00	n/a	n/a
6161200	72-INCH CHAIN-LINK FENCE	10,010.00	LINFT	12.00	120,120.00	n/a	n/a	13.50	135,135.00	11.00	110,110.00	n/a	n/a
6172000	TORTOISE GUARD	206.00	LINFT	300.00	61,800.00	n/a	n/a	400.00	82,400.00	334.00	68,804.00	n/a	n/a
6180230	CABLE BARRIER	13,541.00	LINFT	14.00	189,574.00	n/a	n/a	15.60	211,239.60	16.00	216,656.00	n/a	n/a
6180240	CABLE BARRIER TERMINAL	4.00	EACH	3,500.00	14,000.00	n/a	n/a	3,745.00	14,980.00	10,830.00	43,320.00	n/a	n/a

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6180600	RECONSTRUCT GUARDRAIL	514.00	LINFT	11.00	5,654.00	n/a	n/a	20.00	10,280.00	108.00	55,512.00	n/a	n/a
6190210	GUIDE POSTS (FLEXIBLE)	386.00	EACH	32.00	12,352.00	n/a	n/a	45.00	17,370.00	142.00	54,812.00	n/a	n/a
6190260	OBJECT MARKERS, TYPE 2	5.00	EACH	65.00	325.00	n/a	n/a	135.00	675.00	108.00	540.00	n/a	n/a
6210100	PERPETUATE SURVEY MONUMENTS	2.00	EACH	700.00	1,400.00	n/a	n/a	1,000.00	2,000.00	16,245.00	32,490.00	n/a	n/a
6230120	MODIFY EXISTING TRAFFIC SIGNAL SYSTEM	1.00	LS	10,000.00	10,000.00	n/a	n/a	43,000.00	43,000.00	21,882.00	21,882.00	n/a	n/a
6230230	NO. 5 PULL BOX	73.00	EACH	650.00	47,450.00	n/a	n/a	589.00	42,997.00	691.00	50,443.00	n/a	n/a
6230236	NO. 7 PULL BOX, MODIFIED	57.00	EACH	2,500.00	142,500.00	n/a	n/a	1,015.00	57,855.00	1,176.00	67,032.00	n/a	n/a
6230241	NO. 9 PULL BOX, MODIFIED	12.00	EACH	3,000.00	36,000.00	n/a	n/a	6,700.00	80,400.00	3,369.00	40,428.00	n/a	n/a
6230245	JUNCTION BOX	28.00	EACH	450.00	12,600.00	n/a	n/a	481.00	13,468.00	690.00	19,320.00	n/a	n/a
6230250	JUNCTION BOX (A)	15.00	EACH	200.00	3,000.00	n/a	n/a	160.00	2,400.00	279.00	4,185.00	n/a	n/a
6230266	LUMINAIRE	33.00	EACH	750.00	24,750.00	n/a	n/a	2,400.00	79,200.00	925.00	30,525.00	n/a	n/a
6230375	UNDERPASS LUMINAIRE, 150 WATT (TYPE A)	10.00	EACH	1,000.00	10,000.00	n/a	n/a	1,765.00	17,650.00	1,677.00	16,770.00	n/a	n/a
6230520	SPECIAL POLE	3.00	EACH	80,000.00	240,000.00	n/a	n/a	29,500.00	88,500.00	33,617.00	100,851.00	n/a	n/a
6230525	SPECIAL STEEL POLE	6.00	EACH	27,500.00	165,000.00	n/a	n/a	2,700.00	16,200.00	3,344.00	20,064.00	n/a	n/a
6230575	STEEL POLE, TYPE 7 WITH SAFETY BASE	33.00	EACH	3,500.00	115,500.00	n/a	n/a	4,000.00	132,000.00	3,922.00	129,426.00	n/a	n/a
6230875	SPECIAL DETECTOR INSTALLATION	12.00	EACH	9,500.00	114,000.00	n/a	n/a	6,955.00	83,460.00	10,324.00	123,888.00	n/a	n/a
6231055	SPECIAL CABINET	6.00	EACH	10,000.00	60,000.00	n/a	n/a	9,400.00	56,400.00	12,568.00	75,408.00	n/a	n/a
6231261	FIELD HARDENED ETHERNET SWITCH	6.00	EACH	2,000.00	12,000.00	n/a	n/a	2,950.00	17,700.00	2,985.00	17,910.00	n/a	n/a
6231262	VIDEO ENCODER	3.00	EACH	2,500.00	7,500.00	n/a	n/a	1,820.00	5,460.00	2,188.00	6,564.00	n/a	n/a
6231265	CCTV FIELD EQUIPMENT	4.00	EACH	11,500.00	46,000.00	n/a	n/a	12,575.00	50,300.00	12,007.00	48,028.00	n/a	n/a
6231315	REMOVAL OF EXISTING TRAFFIC SIGNAL SYSTEM	1.00	EACH	20,000.00	20,000.00	n/a	n/a	16,050.00	16,050.00	13,466.00	13,466.00	n/a	n/a
6231445	REMOVE AND RESET LIGHT POLE	3.00	EACH	3,075.70	9,227.10	n/a	n/a	2,410.00	7,230.00	1,795.00	5,385.00	n/a	n/a
6231620	UNDERGROUND ELECTRICAL SERVICE	2.00	EACH	6,000.00	12,000.00	n/a	n/a	6,420.00	12,840.00	5,611.00	11,222.00	n/a	n/a
6231731	TRANSFORMER (15 KVA)	6.00	EACH	6,000.00	36,000.00	n/a	n/a	6,420.00	38,520.00	7,406.00	44,436.00	n/a	n/a
6231780	1-INCH CONDUIT	131,717.00	LINFT	3.50	461,009.50	n/a	n/a	1.20	158,060.40	4.00	526,868.00	n/a	n/a
6231805	2-INCH CONDUIT	9,754.00	LINFT	12.00	117,048.00	n/a	n/a	3.75	36,577.50	15.00	146,310.00	n/a	n/a
6231820	3-INCH CONDUIT	51,476.00	LINFT	8.50	437,546.00	n/a	n/a	14.50	746,402.00	10.00	514,760.00	n/a	n/a
6231900	6-INCH CONDUIT FOR FUTURE CONDUCTORS	1,200.00	LINFT	25.00	30,000.00	n/a	n/a	21.40	25,680.00	30.00	36,000.00	n/a	n/a
6232095	2 PAIR CONDUCTOR NO. 22 CABLE	4,122.00	LINFT	1.20	4,946.40	n/a	n/a	1.61	6,636.42	1.00	4,122.00	n/a	n/a
6232176	SINGLE MODE FIBER OPTIC CABLE (72 FIBER)	34,289.00	LINFT	3.00	102,867.00	n/a	n/a	2.68	91,894.52	3.00	102,867.00	n/a	n/a
6232179	FIBER OPTIC BRANCH CABLE	156.00	LINFT	7.50	1,170.00	n/a	n/a	10.70	1,669.20	17.00	2,652.00	n/a	n/a
6232630	LOOP DETECTOR (6-FOOT X 6-FOOT)	54.00	EACH	550.00	29,700.00	n/a	n/a	1,070.00	57,780.00	505.00	27,270.00	n/a	n/a
6232895	DIRECTIONAL DRILLING	1,250.00	LINFT	60.00	75,000.00	n/a	n/a	129.00	161,250.00	79.00	98,750.00	n/a	n/a
6232915	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	10.00	EACH	3,750.00	37,500.00	n/a	n/a	5,800.00	58,000.00	3,928.00	39,280.00	n/a	n/a
6232950	CCTV LOWERING DEVICE (HIGH MAST)	3.00	EACH	8,500.00	25,500.00	n/a	n/a	8,025.00	24,075.00	15,374.00	46,122.00	n/a	n/a
6233121	NO. 1/0 CONDUCTOR (ALUMINUM)	57,820.00	LINFT	2.00	115,640.00	n/a	n/a	3.42	197,744.40	1.00	57,820.00	n/a	n/a
6233127	NO. 2 CONDUCTOR (ALUMINUM)	37,287.00	LINFT	1.10	41,015.70	n/a	n/a	3.75	139,826.25	1.00	37,287.00	n/a	n/a
6233131	NO. 4 CONDUCTOR (ALUMINUM)	3,981.00	LINFT	1.10	4,379.10	n/a	n/a	2.68	10,669.08	1.00	3,981.00	n/a	n/a
6233135	NO. 6 CONDUCTOR (ALUMINUM)	16,932.00	LINFT	1.00	16,932.00	n/a	n/a	1.87	31,662.84	1.00	16,932.00	n/a	n/a
6233139	NO. 8 CONDUCTOR (ALUMINUM)	17,028.00	LINFT	0.75	12,771.00	n/a	n/a	1.07	18,219.96	1.00	17,028.00	n/a	n/a
6240190	RENT EQUIPMENT (MOTOR GRADER)	100.00	HOUR	145.00	14,500.00	n/a	n/a	215.00	21,500.00	98.00	9,800.00	n/a	n/a
6240240	RENT EQUIPMENT (LOADER)	250.00	HOUR	120.00	30,000.00	n/a	n/a	180.00	45,000.00	119.00	29,750.00	n/a	n/a
6240420	RENT EQUIPMENT (BACKHOE)	400.00	HOUR	150.00	60,000.00	n/a	n/a	165.00	66,000.00	33.00	13,200.00	n/a	n/a
6240530	RENT EQUIPMENT (OFFICE SPACE)	36.00	MONTH	3,000.00	108,000.00	n/a	n/a	3,000.00	108,000.00	6,687.00	240,732.00	n/a	n/a
6250050	RENT TRAFFIC CONTROL DEVICE MAINTENANCE	660.00	DAY	160.00	105,600.00	n/a	n/a	435.00	287,100.00	496.00	327,360.00	n/a	n/a

## NEVADA DEPARTMENT OF TRANSPORTATION

## BID TABULATION

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6250130	RENT CONSTRUCTION BARRICADES (TYPE IIIB)	26.00	EACH	80.00	2,080.00	n/a	n/a	120.00	3,120.00	162.00	4,212.00	n/a	n/a
6250230	RENT CHANGEABLE MESSAGE SIGN	6.00	EACH	5,200.00	31,200.00	n/a	n/a	8,000.00	48,000.00	13,537.00	81,222.00	n/a	n/a
6250310	RENT TRAFFIC DRUMS	433.00	EACH	40.00	17,320.00	n/a	n/a	50.00	21,650.00	43.00	18,619.00	n/a	n/a
6250390	RENT TEMPORARY IMPACT ATTENUATOR (55 MPH)	7.00	EACH	3,840.00	26,880.00	n/a	n/a	7,000.00	49,000.00	2,927.00	20,489.00	n/a	n/a
6250500	RENT CONSTRUCTION SIGNS	1,411.00	SQFT	12.00	16,932.00	n/a	n/a	18.00	25,398.00	16.00	22,576.00	n/a	n/a
6250510	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	19,018.00	LINFT	14.40	273,859.20	n/a	n/a	25.00	475,450.00	25.00	475,450.00	n/a	n/a
6270110	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	1.00	LS	579,473.00	579,473.00	n/a	n/a	500,000.00	500,000.00	500,000.00	500,000.00	n/a	n/a
6270150	PERMANENT SIGN PANELS (OVERHEAD)	2,944.58	SQFT	20.00	58,891.60	n/a	n/a	25.00	73,614.50	22.00	64,780.76	n/a	n/a
6270160	PERMANENT SIGN PANELS (OVERHEAD) (REMOVE)	240.00	SQFT	9.00	2,160.00	n/a	n/a	10.00	2,400.00	5.00	1,200.00	n/a	n/a
6270190	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	2,124.72	SQFT	80.00	169,977.60	n/a	n/a	50.00	106,236.00	67.00	142,356.24	n/a	n/a
6270210	PERMANENT SIGNS (GROUND MOUNTED) (TIMBER SUPPORTS)	165.00	SQFT	70.00	11,550.00	n/a	n/a	50.00	8,250.00	60.00	9,900.00	n/a	n/a
6270240	PERMANENT SIGNS, REMOVE	2,181.06	SQFT	3.00	6,543.18	n/a	n/a	7.50	16,357.95	5.00	10,905.30	n/a	n/a
6270250	PERMANENT SIGNS, REMOVE (PANEL ONLY)	27.00	SQFT	6.00	162.00	n/a	n/a	7.50	202.50	22.00	594.00	n/a	n/a
6270260	PERMANENT SIGNS, RESET	242.50	SQFT	35.00	8,487.50	n/a	n/a	45.00	10,912.50	43.00	10,427.50	n/a	n/a
6280120	MOBILIZATION	1.00	LS	4,086,272.56	4,086,272.56	n/a	n/a	1,626,104.79	1,626,104.79	7,377,927.98	7,377,927.98	n/a	n/a
6290100	TIME RELATED OVERHEAD	660.00	DAY	5,000.00	3,300,000.00	n/a	n/a	7,840.00	5,174,400.00	5,000.00	3,300,000.00	n/a	n/a
6321120	POLYUREA PAVEMENT STRIPING (BROKEN WHITE)	1,320.00	LINFT	0.65	858.00	n/a	n/a	0.15	198.00	0.30	396.00	n/a	n/a
6321170	POLYUREA PAVEMENT STRIPING (SOLID WHITE)	4.31	MILE	2,600.00	11,206.00	n/a	n/a	3,210.00	13,835.10	3,356.00	14,464.36	n/a	n/a
6321200	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	9.10	MILE	6,500.00	59,150.00	n/a	n/a	6,420.00	58,422.00	5,857.00	53,298.70	n/a	n/a
6321220	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	0.83	MILE	9,000.00	7,470.00	n/a	n/a	9,630.00	7,992.90	9,518.00	7,899.94	n/a	n/a
6321270	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	8.20	MILE	6,500.00	53,300.00	n/a	n/a	6,420.00	52,644.00	5,857.00	48,027.40	n/a	n/a
6321310	POLYUREA PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	2.54	MILE	5,000.00	12,700.00	n/a	n/a	6,420.00	16,306.80	5,857.00	14,876.78	n/a	n/a
6330100	NON-REFLECTIVE PAVEMENT MARKERS	7,092.00	EACH	2.00	14,184.00	n/a	n/a	2.15	15,247.80	2.00	14,184.00	n/a	n/a
6330110	REFLECTIVE PAVEMENT MARKERS	2,637.00	EACH	2.50	6,592.50	n/a	n/a	2.15	5,669.55	3.00	7,911.00	n/a	n/a
6341030	THERMOPLASTIC PAVEMENT MARKING (24-INCH SOLID WHITE)	207.50	LINFT	15.00	3,112.50	n/a	n/a	10.25	2,126.88	11.00	2,282.50	n/a	n/a
6341060	THERMOPLASTIC PAVEMENT MARKING (VARIES)	1,656.00	SQFT	12.00	19,872.00	n/a	n/a	10.25	16,974.00	10.00	16,560.00	n/a	n/a
6360190	TEMPORARY PAINTED STRIPING (SOLID WHITE)	18.00	MILE	700.00	12,600.00	n/a	n/a	925.00	16,650.00	488.00	8,784.00	n/a	n/a
6360260	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	8.00	MILE	700.00	5,600.00	n/a	n/a	925.00	7,400.00	488.00	3,904.00	n/a	n/a
6370110	TEMPORARY POLLUTION CONTROL	1.00	LS	2,000,000.00	2,000,000.00	n/a	n/a	200,000.00	200,000.00	1,900,000.00	1,900,000.00	n/a	n/a
6370190	DUST CONTROL	1.00	LS	1,001,050.61	1,001,050.61	n/a	n/a	265,000.00	265,000.00	1,600,000.00	1,600,000.00	n/a	n/a
6410100	IMPACT ATTENUATOR	22.00	EACH	22,000.00	484,000.00	n/a	n/a	30,000.00	660,000.00	28,158.00	619,476.00	n/a	n/a
6460130	DAMPPOOFING	350.00	SQYD	20.00	7,000.00	n/a	n/a	32.00	11,200.00	61.00	21,350.00	n/a	n/a
6460140	WATERPROOFING	940.00	SQYD	75.00	70,500.00	n/a	n/a	165.00	155,100.00	162.00	152,280.00	n/a	n/a
6480110	CONSTRUCT TRACK	2,789.00	TF	280.00	780,920.00	n/a	n/a	216.00	602,424.00	228.00	635,892.00	n/a	n/a
6480160	RAILROAD CROSSING	1.00	EACH	150,000.00	150,000.00	n/a	n/a	287,000.00	287,000.00	288,889.00	288,889.00	n/a	n/a
6480185	SUBBALLAST	1,400.00	CUYD	40.00	56,000.00	n/a	n/a	71.00	99,400.00	60.00	84,000.00	n/a	n/a
6480240	TRANSITION RAIL PAIRS	2.00	EACH	7,000.00	14,000.00	n/a	n/a	3,375.00	6,750.00	3,395.00	6,790.00	n/a	n/a

**NEVADA DEPARTMENT OF TRANSPORTATION  
BID TABULATION**

Item No.	Description	Qty	Unit	Engineer's Estimate		Fisher Sand & Gravel Co. Concrete Option		Las Vegas Paving Asphalt Option		S.A. Healy Company Asphalt Option		Road and Highway Builders Concrete Option	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6500220	WATER LINE MODIFICATIONS	1.00	LS	1,442,820.00	1,442,820.00	n/a	n/a	910,000.00	910,000.00	500,000.00	500,000.00	n/a	n/a
6500380	GAS LINE MODIFICATIONS	1.00	LS	6,455,040.00	6,455,040.00	n/a	n/a	2,675,000.00	2,675,000.00	700,000.00	700,000.00	n/a	n/a
6500385	UTILITY MODIFICATIONS	1.00	LS	1,969,982.00	1,969,982.00	n/a	n/a	700,000.00	700,000.00	896,607.00	896,607.00	n/a	n/a
6500450	VACUUM-AIR RELIEF VALVE ASSEMBLY	3.00	EACH	1,500.00	4,500.00	n/a	n/a	8,500.00	25,500.00	468.00	1,404.00	n/a	n/a
6500490	BLOW-OFF ASSEMBLY	3.00	EACH	1,200.00	3,600.00	n/a	n/a	4,900.00	14,700.00	1,756.00	5,268.00	n/a	n/a
6500530	FIRE HYDRANT ASSEMBLY	5.00	EACH	5,000.00	25,000.00	n/a	n/a	9,976.00	49,880.00	10,399.00	51,995.00	n/a	n/a
6500665	10-INCH DUCTILE IRON PIPE	20.00	LINFT	200.00	4,000.00	n/a	n/a	388.00	7,760.00	211.00	4,220.00	n/a	n/a
6500680	16-INCH DUCTILE IRON PIPE	655.00	LINFT	165.00	108,075.00	n/a	n/a	187.00	122,485.00	237.00	155,235.00	n/a	n/a
6500685	20-INCH DUCTILE IRON PIPE	4,500.00	LNFT	175.00	787,500.00	n/a	n/a	178.00	801,000.00	254.00	1,143,000.00	n/a	n/a
6501090	16-INCH INLINE GATE VALVE ASSEMBLY	2.00	EACH	7,500.00	15,000.00	n/a	n/a	8,350.00	16,700.00	2,927.00	5,854.00	n/a	n/a
6501095	20-INCH INLINE GATE VALVE ASSEMBLY	8.00	EACH	12,500.00	100,000.00	n/a	n/a	16,500.00	132,000.00	3,512.00	28,096.00	n/a	n/a
6501200	8-INCH TAPPING SLEEVE (8-INCH VALVE)	1.00	EACH	10,000.00	10,000.00	n/a	n/a	7,200.00	7,200.00	1,083.00	1,083.00	n/a	n/a
6501220	10-INCH TAPPING SLEEVE (10-INCH VALVE)	1.00	EACH	12,000.00	12,000.00	n/a	n/a	10,200.00	10,200.00	1,300.00	1,300.00	n/a	n/a
6501370	16-INCH PIPE CASING	210.00	LINFT	250.00	52,500.00	n/a	n/a	185.00	38,850.00	95.00	19,950.00	n/a	n/a
6501430	30-INCH PIPE CASING	313.00	LINFT	300.00	93,900.00	n/a	n/a	240.00	75,120.00	142.00	44,446.00	n/a	n/a
6501440	36-INCH PIPE CASING	261.00	LINFT	350.00	91,350.00	n/a	n/a	392.00	102,312.00	171.00	44,631.00	n/a	n/a
6501450	42-INCH PIPE CASING	190.00	LINFT	400.00	76,000.00	n/a	n/a	336.00	63,840.00	391.00	74,290.00	n/a	n/a
6850100	PARTNERING	1.00	FA	90,000.00	90,000.00	n/a	n/a	90,000.00	90,000.00	90,000.00	90,000.00	n/a	n/a
<b>Total</b>				\$ 87,426,312.82		n/a		\$ 80,000,000.00		\$ 84,990,000.00		n/a	
						<b>Fisher Sand &amp; Gravel Co. Concrete Option</b>		<b>Las Vegas Paving Asphalt Option</b>		<b>S.A. Healy Company Asphalt Option</b>		<b>Road and Highway Builders Concrete Option</b>	
<b>Total Base Bid</b>							\$ 82,999,999.00		\$ 80,000,000.00		\$ 84,990,000.00		\$ 92,444,444.00
<b>Life Cycle Equivalency Factor</b>							n/a		\$ 3,568,770.00		\$ 3,568,770.00		n/a
<b>Total Bid</b>							\$ 82,999,999.00		\$ 83,568,770.00		\$ 88,558,770.00		\$ 92,444,444.00



1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7497  
Fax: (775) 888-7235

## MEMORANDUM

### Contract Compliance Office

December 29, 2014

**To:** Jenni Eyerly, Administrative Services Officer  
**From:** Jaye Lindsay, Contract Compliance  
**Subject:** NDOT Bidder DBE & Subcontract Information – Contract No. 3580

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On US 93, Boulder City Bypass Part 1 Package 2B From Foothills Rd to 1 Mile South of the Junction of US 95 and US 93 and On US 93 Boulder City Bypass Part 1, Package 3 From Silverline to Foothills Road. Clark County

Construct West frontage road to subgrade, construct retaining wall, construct drainage features, & REI utilities. Also construct realigned US 95/ US 93 mainline from Silverline to Foothills Road to include the new interchange at railroad pass and bike path.

The subcontractors listed by the apparent low bidder, Fisher Sand & Gravel Company, and the second low bidder Road and Highway Builders, LLC, are currently licensed by the Nevada State Board of Contractors.

The DBE goal of 7% has been met with a 11.51% DBE committed by the apparent low bidder Fisher Sand & Gravel Company, and a 7.01% committed by the apparent second low bidder Road and Highway Builders, LLC to Nevada certified DBE firms. Specific information regarding the DBE goal is available in the Contract Compliance Division.

jvl



1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7070  
Fax: (775) 888-7101

**MEMORANDUM**

**Administrative Services**

January 9, 2015

**To: Jenni Eyerly, Chief - Administrative Services**

**From: Bid Review and Analysis Team**

**Subject: BRAT Summary Report for Contract #3579 and #3580**

The Bid Review and Analysis Team met on 12/16/2014 to discuss the Bids for the above referenced contracts. The following were in attendance:

John Terry, Assistant Director, Engineering; Reid Kaiser, Assistant Director, Operations; Paul Frost, Chief Roadway Design Engineer; Jeff Shapiro, Chief Construction Engineer; Casey Connor, Assistant Chief Roadway Design Engineer; Jeff Freeman, Assistant Chief Construction Engineer; Darin Tedford, Assistant Chief Materials Engineer; Scott Hein, Principal Roadway Design Engineer; Tony Lorenzi, Project Manager; Mary Gore, Assistant Chief, Administrative Services; Teresa Schlaffer, BPA III, Administrative Services; Paula Aiazzi, BPA I, Administrative Services; Rick Bowden, Sr. Designer; Tyler Wood, Designer; Andrew Soderborg, FHWA; Dale Wegner, FHWA; Chad Anson, C. A. Group; Steve Oxoby, Jacobs Engineering Group

Via video conference:

Mario Gomez, Assistant District 1 Engineer; Tim Ruguleiski, Resident Engineer; Zach Livreri, Supervisor, Crew 916; Roger Wirt, Supervisor, Crew 916; Rod Schilling, Principal Traffic Engineer; Patrick Cassady, ITS Designer; Jon Dickinson, Sr. Traffic Designer

Contracts were solicited for both an asphalt roadway surface (freeway mainline) as well as concrete. As described in the bidding documents, a Life Cycle Equivalency Factor (LCEF) was established to equally evaluate the different materials, The LCEF was added to the low bid price of the asphalt contract (Contract #3579), resulting in the low bid price of contract 3580 (concrete) to be the overall low bid price, and the contract which will serve the best interest of the State.

Although some of the bid items were mathematically unbalanced, the proposal bid prices were evaluated and determined to be acceptable. The plan quantities were verified and no errors were found. The Price Sensitivity Report, with comment, is attached.

The apparent low bidder, Fisher Sand & Gravel Co., submitted a bid which is 93.83% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:  
  
916B64045CA947F...  
Paul Frost, BRAT co-Chair

DocuSigned by:  
  
E72AF8C0BA004AE...  
Jeff Shapiro, BRAT co-Chair

cc: attendees  
Pierre Gezelin, Legal

## Price Sensitivity Report

December 24, 2014

Contract No: 3580

Project No.: NHP-093-1(013)C,DE-PLH-093-1(012)C

Project ID/EA #: 60617C, 60494C

County: CLARK

Range: R41 \$85,000,000.01 to \$100,000,000.00

Working Days: 660

RE: TIMOTHY RUGULEISKI

Designer: RICHARD BOWDEN

Engineer's Estimate	Fisher Sand & Gravel Co.	Road and Highway Builders	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$88,460,366.34	\$82,999,999.00	\$92,444,444.00	\$9,444,445.01	-5460367.345	93.83%

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2000100	300.000	SURVEY CREW	HOUR	140.00	200.00	150.00	188,888.90	62962.97%	142.86%	No	Quantity Ok, EE Low, \$250 Good
2010100	1.000	CLEARING AND GRUBBING	LS	328,985.00	100,000.00	300,000.00	N/A	N/A	30.40%	Yes	Quantity Ok, EE High?
2020585	47,275.000	REMOVAL OF FENCE	LINFT	3.00	3.50	0.40	3,046,595.16	6444.41%	116.67%	No	Quantity Ok, EE High, \$1-\$1.50 Good
2020700	4,000.000	REMOVAL OF WATER PIPE	LINFT	50.00	42.00	10.00	295,138.91	7378.47%	84.00%	No	Quantity Ok, EE a little High, \$42 Good
2020935	25,580.000	REMOVAL OF COMPOSITE SURFACE	CUYD	75.00	12.00	40.00	-337,301.61	-1318.61%	16.00%	Yes	Quantity Ok, \$25-\$30 Reasonable
2020990	38,720.000	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	1.25	2.50	5.00	-3,777,778.00	-9756.66%	200.00%	Yes	Quantity Ok, EE Low, \$2.50-\$3 Good
2021156	1.000	RESET SIGN	LS	50,000.00	5,500.00	10,000.00	N/A	N/A	11.00%	Yes	Quantity Ok, EE High? 3 out of 4 Bidders at \$10k or less
2021175	1.000	REMOVAL OF RAILROAD TRACKS	LS	145,000.00	35,000.00	5,000.00	N/A	N/A	24.14%	Yes	Quantity Ok, EE High? 3 out of 4 Bidders at \$35k or less
2021230	2,900.000	REMOVAL OF STORM DRAIN PIPE	LINFT	30.00	20.00	20.00	N/A	N/A	66.67%	Yes	Quantity Ok, EE High \$20 Good
2030140	2,074,168.000	ROADWAY EXCAVATION	CUYD	7.00	6.00	10.00	-2,361,111.25	-113.83%	85.71%	No	Quantity Ok, EE Ok
2030160	70,702.000	DRAINAGE EXCAVATION	CUYD	7.00	13.00	8.00	1,888,889.00	2671.62%	185.71%	Yes	Quantity Ok, EE Ok
2030210	64,087.000	SELECTED BORROW EXCAVATION	CUYD	3.00	12.00	20.00	-1,180,555.63	-1842.11%	400.00%	Yes	Quantity Ok, EE Low, Limited bid history was \$3, \$12-\$15 Reasonable
2030680	54,181.310	GEOTEXTILE	SQYD	2.00	2.50	1.00	6,296,296.67	11620.79%	125.00%	No	Quantity Ok, EE Ok
2060110	107,885.000	STRUCTURE EXCAVATION	CUYD	10.00	15.00	8.00	1,349,206.43	1250.60%	150.00%	Yes	Quantity Ok, EE Ok
2070110	54,913.000	GRANULAR BACKFILL	CUYD	19.00	25.00	12.00	726,495.77	1322.99%	131.58%	No	Quantity Ok, EE Ok
2070130	15,268.000	BACKFILL	CUYD	10.00	15.00	35.00	-472,222.25	-3092.89%	150.00%	Yes	Quantity Ok, EE Low, \$15 Good
2070150	1,937.900	SLURRY CEMENT BACKFILL	CUYD	100.00	110.00	180.00	-134,920.64	-6962.21%	110.00%	No	Quantity Ok, EE Ok
2110110	125,943.000	TOP SOIL (SALVAGE)	CUYD	6.00	2.50	2.00	18,888,890.01	14997.97%	41.67%	Yes	Quantity Ok, EE Ok
2110150	43.500	SEEDING	ACRE	5,000.00	6,500.00	8,000.00	-6,296.30	-14474.25%	130.00%	No	Quantity Ok, EE a little low, \$6500 Good
2110520	38,000.000	SEDIMENT LOG	LINFT	2.00	5.25	4.00	7,555,556.00	19883.04%	262.50%	Yes	Quantity Ok, EE seems Ok for large amount
2120040	2,387.000	AESTHETIC PATTERNING	SQYD	180.00	360.00	50.00	30,465.95	1276.33%	200.00%	Yes	Quantity Ok, EE Ok
2120045	18,241.000	PAINTING	SQYD	8.00	6.00	20.00	-674,603.21	-3698.28%	75.00%	Yes	Quantity Ok, EE Ok
2120390	1.000	PLANT ESTABLISHMENT WORK	LS	160,000.00	600,000.00	80,000.00	N/A	N/A	375.00%	Yes	Quantity Ok, Bids seem excessive? Or EE way Low?
2120580	1.000	TRANSPLANT FLORA	LS	171,000.00	800,000.00	250,000.00	N/A	N/A	467.84%	Yes	Quantity Ok, Bids seem excessive? Or EE way Low?
2120820	525.000	DECORATIVE BOULDER (TYPE A)	EACH	75.00	115.00	30.00	111,111.12	21164.02%	153.33%	Yes	Quantity Ok, EE Ok
2120830	621.000	DECORATIVE BOULDER (TYPE B)	EACH	75.00	110.00	40.00	134,920.64	21726.35%	146.67%	No	Quantity Ok, EE Ok
2120880	4,154.000	DECORATIVE ROCK (TYPE B)	TON	50.00	40.00	20.00	472,222.25	11367.89%	80.00%	No	Quantity Ok, EE Ok
2120890	2,954.000	DECORATIVE ROCK (TYPE C)	TON	50.00	45.00	180.00	-69,958.85	-2368.28%	90.00%	No	Quantity Ok, EE Ok
2120900	1,034.000	DECORATIVE ROCK (TYPE D)	TON	50.00	30.00	40.00	-944,444.50	-91338.93%	60.00%	Yes	Quantity Ok, EE Ok
2120905	8,103.000	DECORATIVE ROCK (TYPE E)	TON	50.00	40.00	30.00	944,444.50	11655.49%	80.00%	No	Quantity Ok, EE Ok
2120906	3,748.000	DECORATIVE ROCK (TYPE F)	TON	50.00	45.00	15.00	314,814.83	8399.54%	90.00%	No	Quantity Ok, EE Ok
2120940	87.667	IMAGE PANEL	SQYD	2,000.00	30.00	1,000.00	-9,736.54	-11106.28%	1.50%	Yes	Quantity Ok, EE High? \$1000 Good
3020130	251,890.000	TYPE 1 CLASS B AGGREGATE BASE	TON	11.00	11.00	2.50	1,111,111.18	441.11%	100.00%	No	Quantity Ok, EE Ok
4020100	2,539.800	PLANTMIXING MISCELLANEOUS AREAS	SQYD	30.00	8.00	20.00	-787,037.08	-30988.15%	26.67%	Yes	Quantity Ok, EE High, \$20 Good
4020190	64,622.000	PLANTMIX SURFACING (TYPE 2C)(WET)	TON	75.00	72.50	70.00	3,777,778.00	5845.96%	96.67%	No	Quantity Ok, EE Ok
4030120	4,370.000	PLANTMIX OPEN-GRADED	TON	105.00	120.00	110.00	944,444.50	21612.00%	114.29%	No	Quantity Ok, EE Low Concrete Job less Quantity, \$110 Good
4060110	320.100	LIQUID ASPHALT, TYPE MC-70NV	TON	450.00	450.00	0.01	20,988.12	6556.74%	100.00%	No	Quantity Ok, EE Ok
4090230	121,080.000	PORTLAND CEMENT CONCRETE PAVEMENT (11-INCHES)	SQYD	43.00	55.00	30.00	377,777.80	312.01%	127.91%	No	Quantity Ok, EE Ok
4090310	53,036.000	SAW LONGITUDINAL WEAKENED PLANE JOINTS	LINFT	1.50	1.45	1.00	20,987,655.57	39572.47%	96.67%	No	Quantity Ok, EE Ok
4090350	74,521.000	SAW TRANSVERSE WEAKENED PLANE JOINTS	LINFT	1.50	1.45	0.50	9,941,521.06	13340.56%	96.67%	No	Quantity Ok, EE Ok

## Price Sensitivity Report

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Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
4090700	29,060.000	PCCP CURING COMPOUND,WAX BASE	GAL	4.00	7.00	2.00	1,888,889.00	6499.96%	175.00%	Yes	Quantity Ok, EE Ok
4110100	1,020.000	PLANTMIX SURFACING (WET)	TON	130.00	120.00	100.00	472,222.25	46296.30%	92.31%	No	Quantity Ok, EE Ok
5020160	9,031.000	CONCRETE BARRIER RAIL (TYPE A)	LINFT	33.00	55.00	25.00	314,814.83	3485.94%	166.67%	Yes	Quantity Ok, EE Ok
5020170	8,778.000	CONCRETE BARRIER RAIL (TYPE FA)	LINFT	40.00	65.00	50.00	629,629.67	7172.81%	162.50%	Yes	Quantity Ok, EE Ok
5020200	954.000	CONCRETE BARRIER RAIL (TYPE FB)	LINFT	62.00	60.00	50.00	944,444.50	98998.38%	96.77%	No	Quantity Ok, EE Ok
5020580	10.000	SLIDING BEARING	EACH	5,000.00	5,500.00	10,000.00	-2,098.77	-20987.66%	110.00%	No	Quantity Ok, EE a little high \$3500 Good
5020670	7,076.000	GROOVE CONCRETE DECK SLAB	SQYD	8.00	10.00	8.00	4,722,222.50	66735.76%	125.00%	No	Quantity Ok, EE Ok
5020710	1,093.320	CLASS A CONCRETE (MAJOR)	CUYD	450.00	385.00	700.00	-29,982.37	-2742.32%	85.56%	No	Quantity Ok, EE Ok
5020720	219.640	CLASS A CONCRETE (MINOR)	CUYD	700.00	1,200.00	1,200.00	N/A	N/A	171.43%	Yes	Quantity Ok, EE Low, \$1200 Good
5020920	16,516.350	CLASS A CONCRETE, MODIFIED (MAJOR)	CUYD	380.00	350.00	500.00	-62,962.97	-381.22%	92.11%	No	Quantity Ok, EE Ok
5020970	5,544.000	CLASS D CONCRETE, MODIFIED (MAJOR)	CUYD	325.00	240.00	400.00	-59,027.78	-1064.71%	73.85%	Yes	Quantity Ok, EE Ok
5021000	2,878.300	CLASS E CONCRETE, MODIFIED (MAJOR)	CUYD	500.00	400.00	400.00	N/A	N/A	80.00%	No	Quantity Ok, EE Ok
5021780	360.000	STRIP SEAL EXPANSION JOINT (3-INCH MOVEMENT)	LINFT	225.00	230.00	400.00	-55,555.56	-15432.10%	102.22%	No	Quantity Ok, EE Ok
5030130	1.000	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	1,076,653.00	610,000.00	700,000.00	N/A	N/A	56.66%	Yes	Quantity Ok, EE High? \$650,000 Good
5050100	5,176,069.000	REINFORCING STEEL	POUND	0.80	0.80	0.50	31,481,483.35	608.21%	100.00%	No	Quantity Ok, EE Ok
5060100	1.000	STRUCTURAL STEEL	LS	850,000.00	700,000.00	700,000.00	N/A	N/A	82.35%	No	Quantity Ok, EE High? \$700,000 Good
5060110	22,874.000	STRUCTURAL STEEL	POUND	5.00	3.00	5.00	-4,722,222.50	-20644.50%	60.00%	Yes	Quantity Ok, EE High, \$3 Good
5060720	515.000	PEDESTRIAN RAIL, TYPE M (MODIFIED)	LINFT	120.00	120.00	100.00	472,222.25	91693.64%	100.00%	No	Quantity Ok, EE Ok
5060750	361.000	PEDESTRIAN RAIL, TYPE R	LINFT	175.00	70.00	300.00	-41,062.80	-11374.74%	40.00%	Yes	Quantity Ok, EE High, \$70 Good Limited Bid History
5060800	2,083.000	PEDESTRIAN RAIL, TYPE V	LINFT	87.00	45.00	70.00	-377,777.80	-18136.24%	51.72%	Yes	Quantity Ok, EE High, \$50 Good Limited Bid History
5060820	6,210.000	PEDESTRIAN RAIL, TYPE X	LINFT	18.00	11.00	80.00	-136,876.01	-2204.12%	61.11%	Yes	Quantity Ok, EE Ok
6030170	1,238.000	18-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	65.00	40.00	200.00	-59,027.78	-4768.00%	61.54%	Yes	Quantity Ok, EE Ok
6030230	2,068.000	24-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	80.00	40.00	200.00	-59,027.78	-2854.34%	50.00%	Yes	Quantity Ok, EE may be High for Large quantity, \$50 Good
6030250	1,262.000	24-INCH REINFORCED CONCRETE PIPE, CLASS V	LINFT	85.00	55.00	100.00	-209,876.56	-16630.47%	64.71%	Yes	Quantity Ok, EE Ok
6030310	977.000	30-INCH REINFORCED CONCRETE PIPE, CLASS V	LINFT	80.00	70.00	150.00	-118,055.56	-12083.48%	87.50%	No	Quantity Ok, EE Ok
6030370	740.000	36-INCH REINFORCED CONCRETE PIPE, CLASS V	LINFT	85.00	80.00	250.00	-55,555.56	-7507.51%	94.12%	No	Quantity Ok, EE Ok
6030430	551.000	42-INCH REINFORCED CONCRETE PIPE, CLASS V	LINFT	105.00	100.00	250.00	-62,962.97	-11427.04%	95.24%	No	Quantity Ok, EE Ok
6030530	816.000	60-INCH REINFORCED CONCRETE PIPE, CLASS V	LINFT	140.00	180.00	300.00	-78,703.71	-9645.06%	128.57%	No	Quantity Ok, EE Low, \$180 Good
6031050	23.000	24-INCH PRECAST END SECTION	EACH	1,200.00	2,200.00	2,000.00	47,222.23	205314.02%	183.33%	Yes	Quantity Ok, EE Ok
6050140	1,212.000	12 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	LINFT	45.00	25.00	100.00	-125,925.93	-10389.93%	55.56%	Yes	Quantity Ok, EE Ok
6080170	22.000	EMBANKMENT PROTECTOR, TYPE 5-2G	EACH	2,500.00	4,000.00	4,000.00	N/A	N/A	160.00%	Yes	Quantity Ok, EE Ok
6090520	3,200.000	6-INCH SANITARY SEWER PIPE	LINFT	75.00	35.00	150.00	-82,125.61	-2566.43%	46.67%	Yes	Quantity Ok, EE Ok
6090522	910.000	8-INCH SANITARY SEWER PIPE	LINFT	125.00	25.00	180.00	-60,931.90	-6695.81%	20.00%	Yes	Quantity Ok, No Bid History, EE High, \$80 Good
6090560	1.000	TEMPORARY SEWER LINE RELOCATION	LS	50,000.00	15,000.00	20,000.00	N/A	N/A	30.00%	Yes	Quantity Ok, Other Bids way lower \$15k-\$20k
6091040	29,949.000	STRUCTURAL STEEL GRATES	POUND	2.50	3.00	4.00	-9,444,445.01	-31535.09%	120.00%	No	Quantity Ok, EE Ok
6091270	19.000	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 2	EACH	9,800.00	4,000.00	7,000.00	-3,148.15	-16569.20%	40.82%	Yes	Quantity Ok, Not much Bid History, \$7000 Good
6100170	6,445.810	RIPRAP (CLASS 150)	CUYD	45.00	40.00	10.00	314,814.83	4884.02%	88.89%	No	Quantity Ok, EE Ok
6100190	5,821.290	RIPRAP (CLASS 300)	CUYD	50.00	60.00	20.00	236,111.13	4055.99%	120.00%	No	Quantity Ok, EE Ok
6100200	8,101.000	RIPRAP (CLASS 400)	CUYD	60.00	40.00	20.00	472,222.25	5829.18%	66.67%	Yes	Quantity Ok, EE High for large Quantity, \$45 Good

## Price Sensitivity Report

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Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
6100210	7,159.000	RIPRAP (CLASS 550)	CUYD	70.00	40.00	20.00	472,222.25	6596.20%	57.14%	Yes	Quantity Ok, EE High for large Quantity, \$45 Good
6100220	3,650.000	RIPRAP (CLASS 700)	CUYD	40.00	40.00	20.00	472,222.25	12937.60%	100.00%	No	Quantity Ok, EE Ok
6100460	4,267.940	RIPRAP BEDDING,(CLASS 150)	CUYD	45.00	35.00	5.00	314,814.83	7376.27%	77.78%	No	Quantity Ok, EE Ok
6100470	1,998.120	RIPRAP BEDDING,(CLASS 300)	CUYD	50.00	35.00	20.00	629,629.67	31511.10%	70.00%	Yes	Quantity Ok, EE may be High for Large quantity, \$40 Good
6100480	2,237.000	RIPRAP BEDDING,(CLASS 400)	CUYD	60.00	35.00	20.00	629,629.67	28146.16%	58.33%	Yes	Quantity Ok, EE may be High for Large quantity, \$40 Good
6100490	1,787.320	RIPRAP BEDDING,(CLASS 550)	CUYD	55.00	35.00	20.00	629,629.67	35227.58%	63.64%	Yes	Quantity Ok, EE may be High for Large quantity, \$40 Good
6160750	29,556.000	TYPE A-4S FENCE (MODIFIED)	LINFT	4.50	3.25	10.00	-1,399,177.04	-4733.99%	72.22%	Yes	Quantity Ok, EE Ok
6161080	31,606.000	TORTOISE FENCE	LINFT	1.75	2.20	10.00	-1,210,826.28	-3831.00%	125.71%	No	Quantity Ok, EE close, \$2.00 Good.
6161200	10,010.000	72-INCH CHAIN-LINK FENCE	LINFT	12.00	11.00	20.00	-1,049,382.78	-10483.34%	91.67%	No	Quantity Ok, EE Ok
6172000	206.000	TORTOISE GUARD	LINFT	300.00	400.00	50.00	26,984.13	13099.09%	133.33%	No	Quantity Ok, EE Ok
6180230	13,541.000	CABLE BARRIER	LINFT	14.00	16.00	20.00	-2,361,111.25	-17436.76%	114.29%	No	Quantity Ok, EE Ok
6230236	57.000	NO. 7 PULL BOX, MODIFIED	EACH	2,500.00	1,000.00	800.00	47,222.23	82846.01%	40.00%	Yes	Quantity Ok, Market Price Fluctuation
6230241	12.000	NO. 9 PULL BOX, MODIFIED	EACH	3,000.00	6,500.00	1,200.00	1,781.97	14849.76%	216.67%	Yes	Quantity Ok, Market Price Fluctuation
6230266	33.000	LUMINAIRE	EACH	750.00	2,500.00	1,000.00	6,296.30	19079.69%	333.33%	Yes	Quantity Ok, Market Price Fluctuation
6230520	3.000	SPECIAL POLE	EACH	80,000.00	30,000.00	4,000.00	363.25	12108.26%	37.50%	Yes	Quantity Ok, EE was Unreasonable
6230525	6.000	SPECIAL STEEL POLE	EACH	27,500.00	2,700.00	6,000.00	-2,861.95	-47699.22%	9.82%	Yes	Quantity Ok, EE was Unreasonable
6230575	33.000	STEEL POLE, TYPE 7 WITH SAFETY BASE	EACH	3,500.00	4,000.00	1,000.00	3,148.15	9539.84%	114.29%	No	Quantity Ok, Market Price Fluctuation
6230875	12.000	SPECIAL DETECTOR INSTALLATION	EACH	9,500.00	7,000.00	500.00	1,452.99	12108.26%	73.68%	Yes	Quantity Ok, Market Price Fluctuation
6231055	6.000	SPECIAL CABINET	EACH	10,000.00	9,500.00	3,000.00	1,452.99	24216.53%	95.00%	No	Quantity Ok, Market Price Fluctuation
6231780	131,717.000	1-INCH CONDUIT	LINFT	3.50	1.25	0.50	12,592,593.34	9560.34%	35.71%	Yes	Quantity Ok, Market Price Fluctuation
6231805	9,754.000	2-INCH CONDUIT	LINFT	12.00	4.00	7.00	-3,148,148.34	-32275.46%	33.33%	Yes	Quantity Ok, Market Price Fluctuation
6231820	51,476.000	3-INCH CONDUIT	LINFT	8.50	14.00	5.00	1,049,382.78	2038.59%	164.71%	Yes	Quantity Ok, Market Price Fluctuation
6232176	34,289.000	SINGLE MODE FIBER OPTIC CABLE (72 FIBER)	LINFT	3.00	3.00	2.00	9,444,445.01	27543.66%	100.00%	No	Quantity Ok, Market Price Fluctuation
6232630	54.000	LOOP DETECTOR (6-FOOT X 6-FOOT)	EACH	550.00	1,050.00	500.00	17,171.72	31799.48%	190.91%	Yes	Quantity Ok, Market Price Fluctuation
6232895	1,250.000	DIRECTIONAL DRILLING	LINFT	60.00	135.00	80.00	171,717.18	13737.37%	225.00%	Yes	Quantity Ok, Market Price Fluctuation
6232915	10.000	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	EACH	3,750.00	6,000.00	2,000.00	2,361.11	23611.11%	160.00%	Yes	Quantity Ok, Market Price Fluctuation
6233121	57,820.000	NO. 1/0 CONDUCTOR (ALUMINUM)	LINFT	2.00	3.25	0.50	3,434,343.64	5939.72%	162.50%	Yes	Quantity Ok, Market Price Fluctuation
6233127	37,287.000	NO. 2 CONDUCTOR (ALUMINUM)	LINFT	1.10	3.75	0.50	2,905,983.08	7793.56%	340.91%	Yes	Quantity Ok, Market Price Fluctuation
6240050	660.000	RENT TRAFFIC CONTROL DEVICE MAINTENANCE	DAY	160.00	325.00	6,000.00	-1,664.22	-252.15%	203.13%	Yes	Quantity Ok, New bid Item, No Historical prices, \$450 Good
6240420	400.000	RENT EQUIPMENT (BACKHOE)	HOURLY	120.00	155.00	140.00	629,629.67	157407.42%	129.17%	No	Quantity Ok, EE Ok
6240530	36.000	RENT EQUIPMENT (OFFICE SPACE)	MONTH	3,000.00	10,000.00	15,000.00	-1,888.89	-5246.91%	333.33%	Yes	Quantity Ok, EE Ok, \$3000 avg. for 20 months
6250310	433.000	RENT TRAFFIC DRUMS	EACH	40.00	200.00	50.00	62,962.97	14541.10%	500.00%	Yes	Quantity Ok, EE Low, \$45-\$50 Good
6250510	19,018.000	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	LINFT	14.40	50.00	8.00	224,867.74	1182.39%	347.22%	Yes	Quantity Ok, EE looks unchecked, \$20 Good
6270110	1.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	LS	579,473.00	500,000.00	200,000.00	N/A	N/A	86.29%	No	Quantity Ok, EE Ok
6270150	2,944.580	PERMANENT SIGN PANELS (OVERHEAD)	SQFT	20.00	25.00	15.00	944,444.50	32074.00%	125.00%	No	Quantity Ok, EE Ok
6270190	2,124.720	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	80.00	65.00	60.00	1,888,889.00	88900.61%	81.25%	No	Quantity Ok, EE High, \$60 Good
6280120	1.000	MOBILIZATION	LS	4,144,937.55	2,851,043.36	8,711,620.39	N/A	N/A	68.78%	Yes	EE a fixed percentage
6290100	660.000	TIME RELATED OVERHEAD	DAY	5,000.00	12,500.00	10,000.00	3,777.78	572.39%	250.00%	Yes	Quantity Ok, EE Ok \$3000 avg
6321200	9.100	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	MILE	6,500.00	4,000.00	5,000.00	-9,444.45	-103785.11%	61.54%	Yes	Quantity Ok, EE Ok
6321270	8.200	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	MILE	6,500.00	4,000.00	6,000.00	-4,722.22	-57588.08%	61.54%	Yes	Quantity Ok, EE Ok
6370110	1.000	TEMPORARY POLLUTION CONTROL	LS	2,000,000.00	1,000,000.00	2,000,000.00	N/A	N/A	50.00%	Yes	
6370190	1.000	DUST CONTROL	LS	998,689.24	800,000.00	500,000.00	N/A	N/A	80.10%	No	
6410100	22.000	IMPACT ATTENUATOR	EACH	22,000.00	22,000.00	25,000.00	-3,148.15	-14309.77%	100.00%	No	Quantity Ok, EE Ok
6460140	940.000	WATERPROOFING	SQYD	75.00	60.00	40.00	472,222.25	50236.41%	80.00%	No	Quantity Ok, EE Ok
6480110	2,789.000	CONSTRUCT TRACK	TF	280.00	225.00	200.00	377,777.80	13545.28%	80.36%	No	Quantity Ok, EE High \$225 Good

## Price Sensitivity Report

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Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
6480160	1.000	RAILROAD CROSSING	EACH	150,000.00	290,000.00	20,000.00	34.98	3497.94%	193.33%	Yes	Quantity Ok, EE Low, No Bid History, \$290,000 Good
6480185	1,400.000	SUBBALLAST	CUYD	40.00	100.00	30.00	134,920.64	9637.19%	250.00%	Yes	Quantity Ok, EE Low, No Bid History, \$65 Good
6500220	1.000	WATER LINE MODIFICATIONS	LS	1,442,820.00	800,000.00	250,000.00	N/A	N/A	55.45%	Yes	Estimate from Utility Company
6500380	1.000	GAS LINE MODIFICATIONS	LS	6,455,040.00	1,250,000.00	400,000.00	N/A	N/A	19.36%	Yes	Estimate from Utility Company
6500385	1.000	UTILITY MODIFICATIONS	LS	1,969,982.00	600,000.00	400,000.00	N/A	N/A	30.46%	Yes	Estimate from Utility Company
6500450	3.000	VACUUM-AIR RELIEF VALVE ASSEMBLY	EACH	1,500.00	31,000.00	2,000.00	325.67	10855.68%	2066.67%	Yes	Quantity Ok, EE Low, \$2500 Good
6500490	3.000	BLOW-OFF ASSEMBLY	EACH	1,200.00	17,000.00	2,000.00	629.63	20987.66%	1416.67%	Yes	Quantity Ok, EE Low, \$2000 Good
6500680	655.000	16-INCH DUCTILE IRON PIPE	LINFT	165.00	165.00	100.00	145,299.15	22183.08%	100.00%	No	Quantity Ok, EE Ok
6500685	4,500.000	20-INCH DUCTILE IRON PIPE	LINFT	175.00	180.00	80.00	94,444.45	2098.77%	102.86%	No	Quantity Ok, EE Ok
6501095	8.000	20-INCH INLINE GATE VALVE ASSEMBLY	EACH	12,500.00	20,000.00	14,000.00	1,574.07	19675.93%	160.00%	Yes	Quantity Ok, EE Ok
6501370	210.000	16-INCH PIPE CASING	LINFT	250.00	300.00	200.00	94,444.45	44973.55%	120.00%	No	Quantity Ok, EE Ok
6501430	313.000	30-INCH PIPE CASING	LINFT	300.00	400.00	210.00	49,707.61	15881.02%	133.33%	No	Quantity Ok, EE Ok
6501440	261.000	32-INCH PIPE CASING	LINFT	350.00	860.00	220.00	14,756.95	5654.00%	245.71%	Yes	Quantity Ok, EE Ok
6501450	190.000	42-INCH PIPE CASING	LINFT	400.00	910.00	250.00	14,309.77	7531.46%	227.50%	Yes	Quantity Ok, EE Ok

Additional Comments:



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

## MEMORANDUM

February 2, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015, Transportation Board of Directors Meeting  
**Item #6:** Approval of Agreements Over \$300,000 - For Possible Action

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### **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 December 20, 2014, through January 15, 2015.

### **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 December 20, 2014, through January 15, 2015.

### **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, December 20, 2014, through January 15, 2015

### **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  
December 20, 2014 to January 15, 2015**

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	Project Manager	Notes
1	11314	00	PARSONS TRANSPORTATION GROUP, INC	TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION	Y	2,400,000.00	-	2,400,000.00	-	2/9/2015	9/30/2018	-	Service Provider	SETH DANIELS	02-09-15: PROJECT MANAGEMENT, ADMINISTRATIVE, TRAINING, OUTREACH, AND ACCOUNTING SERVICES FOR THE TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION THAT WILL ENHANCE RESPONDER SAFETY, QUICK CLEARANCE, AND RELIABLE INTERAGENCY COMMUNICATIONS. STATEWIDE. NV B/L#: NV19781009263-R
2	34114	00	PARSONS BRINCKERHOFF, INC	COST RISK ASSESSMENT	Y	2,113,133.00	-	2,113,133.00	-	2/9/2015	3/31/2016	-	Service Provider	DWAYNE WILKINSON	02-09-15: DEVELOP PRELIMINARY ENGINEERING AND PROJECT MANAGEMENT ASSISTANCE TO DETERMINE THE FUNDING REQUIREMENTS OF THE PROPOSED EXPANSION OF THE I-15 AND CC 215 SYSTEM TO SYSTEM INTERCHANGE. CLARK COUNTY. NV B/L#: NV19911025871-R
3	29013	01	KEMP, JONES, & COULTHARD, LLP	LEGAL SERVICES	N	280,000.00	475,000.00	755,000.00	-	7/17/2013	6/30/2017	2/9/2015	Service Provider	DENNIS GALLAGHER	AMD 1 02-09-15: INCREASE AUTHORITY \$475,000.00 FROM \$280,000.00 TO \$755,000.00 FOR CONTINUED LEGAL SUPPORT THROUGH TRIAL. 07-17-13: LEGAL SUPPORT FOR INVERSE CONDEMNATION REGARDING FRED NASSIRI VS NDOT IN THE 8TH JUDICIAL DISTRICT COURT REGARDING THE BLUE DIAMOND OVERPASS DISPUTE. CLARK COUNTY. NV B/L#: NV20021000155-S

# Line Item 1

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**MEMORANDUM**

December 30, 2013

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

**FROM:** Denise M. Inda, PE, PTOE, Chief Traffic Operations Engineer *DMI*  
Ken Mammen,, PE, Chief Safety Engineer *KM*

**SUBJECT:** REQUEST TO SOLICIT SERVICE PROVIDER SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP) FOR FACILITATION AND POLICY FORMULATION FOR THE SOUTHERN, NORTHERN AND RURAL STATEWIDE NEVADA TRAFFIC INCIDENT MANAGEMENT (TIM) COALITIONS AND FOR THE CONTINUED FACILITATION OF A STATEWIDE TIM INITIATIVE.

The Southern Nevada TIM Coalition in the Las Vegas Valley area has been in existence since 2007 and the Northern (Reno/Sparks area) and Statewide Rural TIM Coalitions were established in 2011. Continuation of the Southern Nevada TIM Coalition and implementation of the Northern and Statewide Rural TIM Coalitions were facilitated with the assistance of a consultant team via an agreement that expired June 30, 2013 using state funds. Although the Southern and Northern Nevada TIM Coalitions have been hugely successful and have active participation from the local emergency response and law enforcement agencies, further facilitation and support is needed to reach our goal of advancing these Coalitions to self-sustaining, participant led entities. The Statewide Rural TIM Coalition has had a good start but needs continued development due to the expansiveness of rural Nevada and the unique environment, resources and needs of the individual rural regions. Continuation of the TIM Coalitions is critical to ensure continued improvement in incident response in the urban and rural areas of the state, which relieves congestion, improves reliability, reduces secondary accidents and enhances the safety of responding personnel as well as motorists on our roadways.

The Traffic Operations Division does not possess adequate personnel needed to devote the time necessary for the full and thorough facilitation and further development of the Southern, Northern and Statewide Rural TIM Coalitions, and is requesting the ability to contract out for these services. The noted formative success of the coalitions and the sustained accomplishments in traffic incident management has required the full attention and expertise of the previous service provider. To further improve and maintain this innovative and focused cooperative performance within the coalitions, professional and dedicated attention will be required.

The scope will include the continued development of a Nevada TIM programs; including continued general TIM consultant services and program management, communication Initiatives, agreement development and maintenance, public information initiatives, development of policies, procedures and guidance documents, program gaps analysis and related program development, coordination with the traffic management centers, identifying data resources and development of performance measures, assistance in identifying TIM funding sources, and implementing strategies to transition these Coalitions into self-sustaining, participant led coalitions.

We have partnered with NDOT's Safety Engineering Division to continue these programs through the use of Federal Safety Funding.

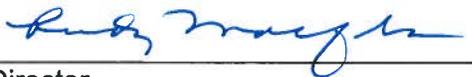
The detailed scope of work for facilitation services for the Nevada Traffic Incident Management (TIM) Coalitions is included in Attachment B and specifies the needed tasks facilitation. We are estimating an annual cost of \$600,000 for continued development and facilitation of the Southern, Northern and Statewide Rural TIM Coalitions. This cost estimate is derived from previous costs practices and based upon expenditures experienced under the previous TIM facilitation agreements. Once a service provider is selected, our goal will be to negotiate costs based on the work proposed, hours required to complete each task, etc.

The estimated cost for a four-year service contract is \$2,400,000. This program will continue to be facilitated by the Traffic Operations Division, and we will be utilizing 95% Federal Safety Funds with a 5% State funded match.

Approval of this memo by the Budget Section of Financial Management Division, indicates funding authority is available for services for Budget Category 06, Object 814P, Organization B816. 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 Directors Office authorizes the request to solicit services.

Approved:



Director

Approved:



Budget Section

COMMENTS: Funds must be programmed for federal reimbursement prior to commencing work - Contact April Pogue 7613.

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

September 23, 2014

**TO:** Reid Kaiser, Assistant Director Operations  
**FROM:** Seth Daniels, Project Manager  
**SUBJECT:** Negotiation Summary for RFP 113-14-016 Facilitation Services for Nevada Traffic Incident Management Coalitions

A negotiation meeting was held at NDOT Traffic Operations in Carson City on September 11, with Christine Simonton, Brian Purvis, and J.P. Woyton of Parsons and Ismael Garza, Seth Daniels, and Juan Hernandez of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at three percent (3%).

The scope of services that are to be provided by Parsons Transportation Group was reaffirmed by both parties at the outset.

See Attachment A – Scope of Services

The following schedule was agreed to by both parties:

Continuous facilitation of TIM Coalition activities from the agreement start date until September 30<sup>th</sup>, 2018.

Key personnel dedicated to this project are as follows:

See Attachment C – Team Organizational Chart

The DEPARTMENT's original estimate was \$2,400,000.00 including fully loaded direct labor rates and direct expenses (including sub-consultant expenses) as approved and incurred.

The negotiations yielded the following:

1. The "specific rates of compensation" method of compensation shall be used. The rates will be reimbursed by position at the hourly rates listed in Attachment B – Rates of Compensation, and shall include direct salary costs, indirect costs, other direct costs, and fixed fee.
2. The direct expenses will be paid for approved tasks as incurred for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
3. The total maximum negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$2,400,000.00.

Reviewed and Approved:



Assistant Director

# Attachment A

## Scope of Services

### **GENERAL REQUIREMENTS**

The selected SERVICE PROVIDER will provide the required minimum services needed to successfully facilitate the Southern, Northern and Statewide Rural Nevada TIM Coalitions in a manner to achieve ongoing collaboration, improvements and optimum effectiveness. The SERVICE PROVIDER shall provide a team capable of successfully meeting all requirements of this scope of work in an efficient and timely manner. The team shall consist of at least one member that has five (5) years minimum of TIM Coalition facilitation experience within the Western Region of the United States and at least one member with five (5) years minimum of highway TIM experience as a first responder in law enforcement within the Western Region of the United States, both of which will be available for all meetings and at all other times for consultation as needed.

As coordinated with and approved by the DEPARTMENT the SERVICE PROVIDER will implement the following strategies:

- Facilitation of bi-monthly meetings for each of the coalitions; Southern, Northern and Statewide Rural
- Development of new and updating of existing statewide and region specific TIM guidelines, handbooks, policies and procedures
- Conducting a gaps analysis and development of recommendations for Coalition improvements
- Development and implementation of strategies to mature the TIM Coalitions into self-sustaining and participant led entities
- Actively engaging current and new members to achieve improved and consistent participation
- Updating and maintaining the Joint Operations Policy Statement (JOPS) Agreement
- Development of additional agreements between agencies
- Addressing operational functions for the traffic management centers/operations centers in each district
- Identifying funding opportunities for TIM and TIM Projects
- Facilitation of the development of performance measures and collection of performance data
- Improvement of communications between local TIM organizations
- Developing multi-disciplinary training for TIM
- Improving and facilitating outreach to the public regarding TIM related programs and legislation for changes to support/improve TIM

### **PROJECT MANAGEMENT**

This task will consist of general project management, administrative, and accounting activities for the project. It will further comprise the following throughout the life of the project; a kickoff meeting, project status/review meetings, preparing and distributing reports/memos, scheduling of review meetings/activities, and discussion of project issues. This effort can be described in the following categories:

#### **Project Coordination**

The SERVICE PROVIDER will coordinate and facilitate a kick-off meeting with DEPARTMENT staff after the official notice-to-proceed has been granted. The purpose of this meeting will be to review and reexamine previous Traffic Incident Management (TIM) efforts, review project scope, discuss key issues, and identify other issues so they can be resolved early in the process. A

tentative agenda for the kick-off meeting includes, but is not limited to, the following:

- Project schedule
- Review of previous TIM efforts
- DEPARTMENT goals for the project
- Points of contact
- Review process of submittals and format of deliverables

The SERVICE PROVIDER will coordinate and facilitate monthly project meetings at locations to be determined by DEPARTMENT staff. Each meeting will consist of project status, schedule review, and discussion of upcoming milestones for both the project team and DEPARTMENT staff. The SERVICE PROVIDER will also be available for miscellaneous meetings that may be scheduled from time to time to discuss project management issues. The SERVICE PROVIDER will prepare and distribute both meeting agendas and meeting minutes for each meeting.

### **Schedule**

The SERVICE PROVIDER will develop a project schedule cooperatively with the DEPARTMENT's project manager. The schedule will be based on a work breakdown structure and will show the proposed sequencing of the tasks and their start dates, end dates, and duration. Critical paths will be monitored, and opportunities to accelerate schedules are evaluated. Milestone events, such as review meetings, deliverables, and requirements workshops, will be identified on the schedule.

### **Monthly Progress Reports**

Monthly status reports will be developed by the SERVICE PROVIDER that cover the progress of the project from one status report to the next, as well as, the project in its entirety. As a minimum, the status reports shall provide a written description detailing the work completed for each task that month, will note and explain any variations in the project schedule or work, will note any technical, management, or coordination problems that have arisen, and will note what work is expected to be completed for the upcoming month. The report will also provide the percentage of work completed for each task during that month.

Monthly invoices for work performed in the previous month shall be submitted by the 10th day of the month. The exact format of the invoice shall be developed by the SERVICE PROVIDER and submitted to the DEPARTMENT Project Manager for approval.

### **QA/QC**

The SERVICE PROVIDER will apply a quality assurance/quality control (QA/QC) process throughout the project life cycle. The SERVICE PROVIDER will develop a Project Management Plan as part of the QA/QC process. This document will require documentation of how the project will proceed and will consist of the following elements:

- Project description with notation of special project issues
- Detailed scope
- Schedule with tasks, milestones, deliverables, and staffing/production plans
- Budgets
- Billing plans
- Communication plans
- Document control plans (electronic and hard copy)
- Internal kick-off meeting agenda and minutes
- Quality Control Plan

### **Deliverables**

- Monthly progress reports
- Meeting agendas and minutes

- Schedule
- Quality Control Plan

## **CONTINUED SOUTHERN, NORTHERN AND STATEWIDE RURAL TIM PROGRAM MANAGEMENT**

### **TIM Program Support (continuous)**

Nevada has achieved the basis for excellent regional and statewide TIM programs. There is an opportunity to not only continue the programs but also expand and enhance TIM actions with the engagement of new TIM response agencies and the introduction of national TIM best practices. Every meeting is an opportunity to learn, debrief, build consensus, develop multi-agency deliverables, and communicate and coordinate with TIM partners with the ultimate goals of transportation improvements in safety and mobility.

The SERVICE PROVIDER will develop and implement a plan in cooperation with the Southern, Northern and Statewide Rural TIM Coalitions reflecting a well thought out, strategic approach that captures stakeholders' needs and desires with respect to successful incident management. The SERVICE PROVIDER will build upon earlier efforts such as mission and vision development sessions and discussions for TIM goal and objective definition, recommend TIM best practices and performance metrics, and engage TIM stakeholders.

In continuing the TIM Programs, the SERVICE PROVIDER will work with the DEPARTMENT and TIM response partners in each coalition to identify elements that will support successful regional programs that may include:

- Key Team Goals and Objectives – regional congestion mitigation, safety improvements, multi-agency training, pursuit of funding opportunities, adoption of new initiatives, etc.
- Organizational Structure – Executive/policy setting, technical/workgroup, administrative, and range of subcommittees, including a description of responsibilities and relevant decision-making processes
- Overview of Plans/Policies – How high level policies and procedures may be tailored for regional use
- Results of current initiatives – earmarked funding, co-location of staff and resources, legislative and policy changes, operations-related improvements, technological improvements, training, cost sharing, etc.
- Gaps analysis – identify areas of improvement, needed projects and programs
- Function – member areas of responsibility, accountability, and oversight
- Actions – processes used to support development of policies and procedures, execution of inter-agency agreements, legislative proposals, regional TIM Strategic Plan and other document preparation, debrief sessions for major incidents, training, pursuit of funding opportunities
- Activities – Types/purpose/frequency of meetings, reporting requirements, description of member agency activities in support of TIM team activities
- Communications – meeting minutes, newsletters, websites, etc. available to support TIM Team members
- TIM Team maintenance and growth – overview of member participation and active outreach to improve participation of current members and engage new members into the coalition, strategies to progress groups into participant-led, self-sustaining coalitions
- Performance metrics and relationship, if any, to TIM Program-Level Performance Measurement Focus States Initiative
- Overview of funding used to support TIM Team activities, regional TIM initiatives, etc.
- Costs/benefits

The SERVICE PROVIDER will prepare draft memorandums to the DEPARTMENT describing key success elements for each of the three TIM Coalitions as well as presentation of these

results to the TIM Teams. The SERVICE PROVIDER will address comments and finalize the memorandums.

After this initial effort, the SERVICE PROVIDER will assist the DEPARTMENT with the continued growth and support of the Southern, Northern and Statewide Rural TIM Teams, including items such as:

- Broad-based membership drawn from primary TIM stakeholders including transportation, public safety, etc.
- Expansion of membership to secondary stakeholders including automobile clubs, trucking organizations, the insurance industry, and the media
- Consideration of ongoing activities for expansion
- High level goals and objectives
- Inter-agency institutional agreements to facilitate TIM Team initiation
- Organizational structure and internal decision making processes
- Process to identify and prioritize steps for TIM Team activities
- Kick-off workshop

For the each of the TIM Coalitions, the SERVICE PROVIDER will support the DEPARTMENT with regional TIM Team Coalition meetings followed by steering committee meetings to be held every other month. The SERVICE PROVIDER will collaborate with the DEPARTMENT and other rural TIM participants to further strategize the frequency, schedule and locations of the Statewide Rural TIM Coalition due to the expansiveness of rural Nevada and diversified needs of the unique rural regions. Facilitation of these meetings will include development of draft agendas for the DEPARTMENT's review and approval, active outreach to current and potential new TIM partners to ensure consistent and good participation, copying and distribution of documents for TIM Team members, tracking and follow-up of action items from the meetings, responses to TIM-related queries, briefings, maintenance of membership contact lists, and any other activity necessary to ensure productive, valuable and well attended meetings. The SERVICE PROVIDER will coordinate meeting arrangements and prepare and distribute meeting minutes. Project related documents will be made available to the stakeholders on the coalition website.

The SERVICE PROVIDER will also maintain a Nevada TIM website. Duties will include:

- Converting the existing [www.nevadaTIM.com](http://www.nevadaTIM.com) or designing and building a new site
- Hosting the site or provide hosting for access by the public. The site will include a "secured" area ONLY accessible to Coalition members
- The site will be required to follow DEPARTMENT website standards including use of Department masthead and footer. The site must adhere to ADA website accessibility regulations
- Website will use the domain name [www.nevadaTIM.com](http://www.nevadaTIM.com) and include links to other TIM related sub-sites. The DEPARTMENT will purchase domain and administer DNS records
- SERVICE PROVIDER duties include frequent posting of general program information, documents, other updates and general maintenance and support of the website.

The SERVICE PROVIDER will develop and work with 2-4 subcommittees or TIM Working Groups within each of the Coalitions and facilitate meetings for those groups as needed to further programs, initiatives and actions identified by the main coalitions. These working groups will report back to their respective coalitions at each bi-monthly meeting.

The SERVICE PROVIDER will use the results of the DEPARTMENT and TIM partner meetings as well as research of existing TIM practices to produce a compilation of existing Nevada TIM Coalitions documentation and practices. This information will be used in development of or updates to each of the Coalitions TIM Strategic Plans, handbooks, policies, etc.

To continue to function effectively, the TIM Coalitions will need to build upon current operational guidelines and previously developed goals and documentation as part of the framework described above. These documents will be provided for review by the DEPARTMENT, and upon receipt of comments will be finalized.

#### **Development and Update TIM Strategic Plans (1 year)**

The SERVICE PROVIDER will update the DEPARTMENT's Southern Nevada TIM Coalition Strategic Plan and develop strategic plans for the Northern and Statewide Rural TIM Coalitions that identifies goals and actions/sub-actions for the immediate-, short-, and long-term. These details will help the DEPARTMENT and its TIM partners prioritize TIM activities as there may be more desired than can be effectively implemented at one time. The Plan's recommendations will suggest logical next steps given successes and benefits of existing Nevada TIM elements, and it will also identify funding investments needed to complete the actions. Actions could include expansion of service patrol programs, towing and recovery innovations, improvements to environmental spill response, development of interagency memoranda of understanding/agreement, alignment with FHWA, TIM performance metrics, and legislative changes. After identification, the SERVICE PROVIDER will support the DEPARTMENT in the development of consensus in the priority of implementation of these actions by TIM stakeholders and identify the resources and procedures required to move these from concept to accomplishment. All actions and sub-actions will build on the solid foundation and investments made in current TIM practices in Nevada.

Work on the Strategic Plans will include creation of the initial draft, review and response to comments, submittal of a semi-final draft, response to final comments, and production of the final document. The initial draft will be submitted for DEPARTMENT review; subsequent reviews will include TIM Team membership. With the input from the TIM stakeholders, the SERVICE PROVIDER will develop regional TIM Strategic Plan drafts for each coalition that includes examples of national best practices as well as the most successful practices from the ongoing TIM programs; gap analysis for existing and desired practices that includes administrative, financial, institutional, and technological barriers; prioritization of potential TIM actions; and recommendations for performance measures.

#### *Deliverables*

- Meeting Facilitation, Agendas, and Minutes
- Meeting refreshments
- Statewide TIM Team website
- Draft and final Strategic Plans

#### **Prepare Multi-Agency Statewide Deliverables (continuous)**

As needs are identified, SERVICE PROVIDER will develop or update draft TIM solutions for towing/recovery operations, environmental/hazmat spills, incident response vehicles, and other supportive TIM policies, practices, and procedures. These must be produced in close coordination with the DEPARTMENT and TIM response partners because their input and participation is critical to producing documents that correctly reflect TIM direction in Nevada. Upon acceptance, documents will be finalized for implementation. These efforts will occur in close conjunction with the monthly TIM meetings with the DEPARTMENT and TIM response partners.

#### *Deliverables*

- Draft and final TIM solutions

#### **Create Legislative Recommendations (continuous)**

Once the TIM Strategic Plans outline policy/legislative changes needed for TIM actions, the

SERVICE PROVIDER will produce draft and final recommendations for the DEPARTMENT's consideration. These must be produced in close coordination with the DEPARTMENT and TIM response partners because their input and participation is critical to producing documents that correctly reflect TIM direction in Nevada. Draft recommendations will be submitted to the DEPARTMENT for review and comment, and will subsequently be finalized for implementation. These efforts will occur in close conjunction with the monthly TIM meetings with the DEPARTMENT and TIM response partners.

*Deliverables*

- Draft and final legislative recommendations

**Construction Guidelines for TIM Plans (6 mos)**

Construction projects pose special challenges for incident management. SERVICE PROVIDER will prepare broad construction guidelines in coordination with the DEPARTMENT's Traffic Control Section in Traffic Operations for the TIM Coalitions that can then be tailored for individual construction projects. Work will include development of draft documents, review, and preparation of final Construction Guidelines for TIM. These Guidelines must be produced in close coordination with the DEPARTMENT and TIM response partners because their input and participation is critical to producing documents that correctly reflect TIM direction in Nevada. Draft guidelines will be submitted to the DEPARTMENT for review and comment and will subsequently be finalized. These efforts will occur in close conjunction with the monthly TIM meetings with the DEPARTMENT and TIM response partners.

*Deliverables*

- Draft and final construction guideline recommendations

**Establish Performance Measures and Facilitate Data Collection Efforts (continuous)**

The SERVICE PROVIDER will work with the DEPARTMENT and other TIM Partners in each coalition to continue the effort to establish TIM performance measures that are consistent with work done as part of the TIM Focus State Initiative (FSI), the TIM National Unified Goal (NUG), applicable federal rules and regulations, and other initiatives adopted by TIM partners. The SERVICE PROVIDER will review the TIM-specific performance metrics currently being collected in each of the coalitions in Nevada and assess how they differ from the definitions and criteria recommended by FHWA through the TIM FSI. Working with coalition working groups established in each coalition, the SERVICE PROVIDER will then establish a baseline for roadway clearance time, incident clearance time, and secondary incidents and other measures as identified. This information will then be shared for consideration by each of the TIM Coalitions to gain input from other TIM Team members. The SERVICE PROVIDER will produce performance measure reports and then assemble and evaluate data that is being collected. The information will be provided in draft form for review, and then finalized.

Performance measure documents will be produced in close coordination with the DEPARTMENT and TIM response partners. Draft performance measure recommendations will be submitted to the DEPARTMENT for review and comment, and will subsequently be finalized for implementation. These efforts will occur in close conjunction with the monthly TIM meetings with the DEPARTMENT and TIM response partners.

*Deliverables*

- Draft and final performance measurement recommendations

**Training and Outreach (continuous)**

The SERVICE PROVIDER team will actively work with the DEPARTMENT and other TIM Partners in each of the TIM Teams to identify local issues and concerns that can be resolved with training and outreach. We will then develop a proposed annual training calendar for each of

the coalitions that includes training modules for safe, quick clearance practices. Initially these training sessions could be held to coincide with each of the coalition's regular meetings. Training will be proposed to provide a multi format/media for broader application. We will also produce outreach materials to engage TIM stakeholders, build consensus, and educate the public. In addition to Nevada specific materials, these efforts will include training and outreach modules that have been developed by others such as FHWA, with tailoring to meet the particular needs of each of the Nevada coalitions. Draft deliverables will be provided to the DEPARTMENT for review and comment; final deliverables that incorporate and address comments will then be submitted.

The SERVICE PROVIDER will actively and continually conduct outreach to internal and external TIM response partners to ensure we are continuing to engage current members and new members to ensure full and effective participation in each of the TIM coalitions. This may include not only those responding on scene, but others that play a more remote role in response, such as dispatchers and other partners as appropriate that can aid us in furthering our goals such as the media, the DMV, automobile clubs, insurance companies, etc.

*Deliverables*

- Draft and final modules

**Develop/Enhance Best Practice Communications Between Responders (continuous)**

The SERVICE PROVIDER will work with the DEPARTMENT and TIM response partners to develop effective communications protocols to facilitate safe, quick, and appropriate TIM actions. These protocols may need to be refined for each coalition to meet region specific needs, resources and capabilities. These actions, done through planning and workshop sessions within each of the regional coalition meetings that include all relevant responders, will lead to communications plans that identify key personnel and their responsibilities and establish effective communications response protocols. Efforts will begin with an assessment of current practices; strategies for improvement; and new procedures where needed. Documents will be placed on a TIM Team website; however, the SERVICE PROVIDER will also maintain regular, proactive communications through local interaction at regular TIM Team meetings, electronic outreach for TIM materials, and other actions as needed to fully engage the membership of each of the coalitions. Draft deliverables such as communications lists, brochures, and procedures will be provided to the DEPARTMENT for review and comment; final deliverables that incorporate and address comments will then be submitted.

*Deliverables*

- Draft and final communications plans and procedures

**Joint Operations Policy Statement Agreement and other Agreement Maintenance and Development (continuous)**

The SERVICE PROVIDER will update and enhance the Joint Operations Policy Statement (JOPS) Agreement currently in place within four (4) months of the Notice to Proceed. The SERVICE PROVIDER will assess with the DEPARTMENT and NHP if there are other agencies that should be included in the JOPS. Revisions to this agreement will require collaboration with the DEPARTMENT and other TIM partners. Once the JOPS is updated, a new signing ceremony will be organized and facilitated by the SERVICE PROVIDER at a date and location that will accommodate the schedules of the Director of the DEPARTMENT and Director of the Nevada Department of Public Safety along with other key personnel. Subsequent to the initial JOPS update, the SERVICE PROVIDER will maintain the Agreement to ensure that contacts and information are kept current.

The SERVICE PROVIDER will work with the DEPARTMENT and other TIM partners in each of the coalitions to identify, develop, and seek execution of other agency partnership and

operations agreements that are needed to effectively implement TIM strategies. The number and type of agreements will be founded in each of the coalitions TIM Strategic Plans.

*Deliverables*

- Draft and final agreements
- Meeting facilitation and refreshments

**Assist in Identifying TIM Funding Sources**

Funding for TIM programs may be sought from non-agency sources. The SERVICE PROVIDER will work with the DEPARTMENT and TIM Team members from each of the coalitions to identify grants for training, equipment, and other TIM resources. This work will be performed as an integral part of efforts associated with the Rural Statewide, Northern, and Southern TIM Coalition meetings and DEPARTMENT/TIM response partner coordination. As such, no separate direct charges will be allowed in association with this effort but are subsidiary to previous tasks. The task is listed separately to describe efforts and identify deliverables.

*Deliverables*

- Draft and final grant applications, sponsorship agreements, and other funding documents

## Attachment B

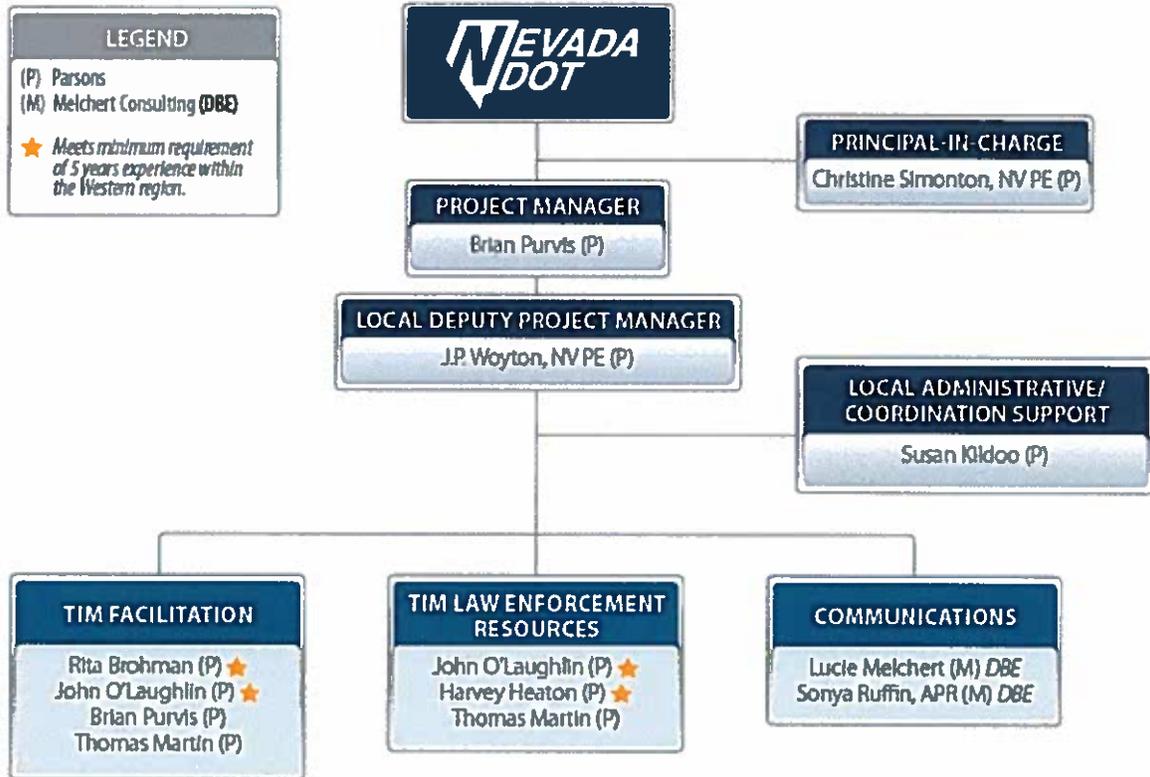
### Rates of Compensation

The table below lists the hourly FULLY LOADED rates-of-pay for the project as submitted by the SERVICE PROVIDER (RFP No. 113-14-016).

No.	Team Member	Hourly Rate
1	Senior Project Manager	\$160.80
2	Project Manager	\$157.50
3	Jr. Project Manager	\$96.90
4	Project Coordinator	\$88.74
5	Technical Writer	\$74.41
6	Communications Specialist	\$95.00
7	Economic Analyst	\$74.41
8	Marketing Manager	\$74.41
9	Public Relations Manager	\$125.00
10	Legislative Advisor	\$217.04
11	Agreement Coordinator	\$157.50
12	Grant Writer	\$50.00
13	Administrative Assistant	\$52.04

# Attachment C

## Team Organizational Chart



# Line Item 2

JUN 06 2014

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

~~4/21/2014~~

TO: 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting *N. Lanuza 6/6/14*  
3. Rudy Malfabon, P.E., Director *N. Lanuza 1/21/15*

FROM: *ru* Lynette Russell, P.E., Assistant Chief of Project Management

SUBJECT: REQUEST TO SOLICIT CONSULTANT SERVICES AND OBTAIN BUDGET APPROVAL FOR THE PRODUCTION OF A COST RISK ASSESSMENT FOR I-15 NORTH PHASE 4  
*REQUEST TO APPROVE MODIFIED 2a 01/21/15*

Due to the need to develop preliminary engineering and project management assistance to determine the funding requirements of the proposed expansion of the I15 and CC 215 System to System Interchange, ( I15 North Phase 4, EA 73536 PCEMS-6-03145), the Project Management Division will be contracting with a Consultant for services and would like to request budget approval.

The consultant scope of services will be to perform project management assistance, produce a phasing plan, risk analysis, Initial Financial Plan, and value engineering for the expansion of the interchange. The scope will include the performance of preliminary design of the interchange to the 30% design level.

*\$2,120,000 rev ru*

The estimated cost for the services is \$1,670,000, Federal-aid (95%), and State (5%) funding from EA 73536, PCEMS-6-03145, for Fiscal Year 2015.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 06, Object 814D, Organization B110. 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. Return this memo to me for inclusion in the project.

Approval of this memo by the Directors Office authorizes the request to solicit consulting services.

Approved: *Rudy Malfabon*  
Director

Approved: *Donna Spelts 1/21/15*  
*6/5/14*  
Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS: *Please include these costs in your FY15 budget request.*

*Anticipate September 2014 Trans Bd. presentation. ru*

*01/21/15 - Please see attached revised budget. As a result of negotiations, agreement costs are \$2.12 million. This is \$0.25 million in excess of the original amount. ru*

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

DATE: 01/16/2015

**TO:** John Terry, Assistant Director

**FROM:** Dwayne Wilkinson, Project Manager

**SUBJECT:** Negotiation Summary for RFP 341-14-110 Project Scoping and Project Management Assistance

Negotiation meetings were held at 123 E Washington Ave in Las Vegas, NV on January 12, 2015, with SERVICE PROVIDER MEMBERS (Sam Tso, Paul Wolf and James Marrs of PB) and DEPARTMENT MEMBERS (Lynnette Russell and Dwayne Wilkinson) of the Nevada Department of Transportation (DEPARTMENT) and on January 14, 2015 with SERVICE PROVIDER MEMBERS (Paul Wolf and James Marrs of PB) and DEPARTMENT MEMBER (Dwayne Wilkinson) and of the Nevada Department of Transportation (DEPARTMENT) in attendance. There was a conference call between on January 16, 2015 between SERVICE PROVIDER MEMBERS (Paul Wolf and James Marrs of PB) and DEPARTMENT MEMBER (Dwayne Wilkinson) of the Nevada Department of Transportation (DEPARTMENT) to complete these negotiations.

The DBE goal for this agreement has been established at two percent (2%).

The scope of services was provided by Parsons Brinckerhoff and was reaffirmed by both parties at the negotiations held on January 14, 2015 with the final scope of service being provided via email on January 16, 2015 at which time the parties reaffirmed that scope of services via telephone conference call. The scope of service is attached as Attachment A.

The following schedule was agreed to by both parties:

DATE	TASK TO BE COMPLETED
First quarter of 2015	Mapping
Second quarter of 2015	Conceptual Design
Fourth quarter of 2015	Benefit Cost Analysis and Phasing Plan
First quarter of 2016	All tasks complete

The above schedule assumes a Notice to Proceed in February of 2015 and completion of all work by March 31, 2016.

Key personnel dedicated to this project are as follows:

NAME	TITLE
Sam Tso, PE	Principal-in-Charge
Paul Wolf, PE	Project Manager
Kamakshi Sistla, PE	QA/QC
Scott Rickert, PE	Planning / Traffic Forecasting
James Marrs, PE	Preliminary Design
Chad Halverson, PE	Drainage Design
Chad Anson, PE	Project Analysis/Risk Assessment
Jim Caviola, PE, PTOE	Project Phasing / PDSA

The DEPARTMENT's original estimate was \$ 1,924,000 including direct labor (9830 man-hours of work by the Service Provider), overhead rate of 152.93%, a 10% fee, and direct expenses at \$ 474,485.99 (including sub-consultant expenses).

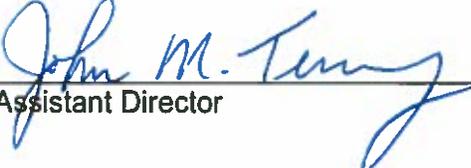
The Service Provider's original estimate was \$2,036,614, including direct labor (7719 man-hours of work by the Service Provider), overhead rate of 152.93%, a 10% fee, and direct expenses at \$ 848,937 (including sub-consultant expenses).

The overhead rate of 152.93 % was provided by the Internal Audit Division.

The negotiations yielded the following:

1. There will be 7066 total man-hours allotted to the tasks as shown on attached table throughout the course of this agreement at a direct labor cost of \$ 370,270, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.
2. Based upon the direct labor costs and an overhead rate of 152.93%, the overhead amount will be \$566,254.
3. A fee of 10% was agreed to by both parties, and will be \$ 93,652 for this agreement based upon direct labor costs and an overhead rate of 152.93%.
4. The direct expenses agreed to total \$ 932,956 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$ 1,963,133.

Reviewed and Approved:

  
Assistant Director

## Estimate of Hours and Direct Expenses

<b>Man Hours Agreement 341-14-110</b>			
Task	NDOT	Service Provider	Agreed
1.Mapping (Both NDOT and Service Provider (SP) work by sub-consultant (sub))	40	12	8
2.Environmental	975	0	80
3.Roadway Design	1230	3700	2832
4.Hydraulics Design (SP coordination only work by sub)	1040	140	36
5.Traffic Design	550	Included in Roadway	300
6.Traffic Modeling (NDOT assumed all work by sub)(SP split work between SP and sub)	40	418	394
7.Right of Way (Utilities, Engineering, Acquisition) (SP coordination only work by sub)	1275	96	80
8.Structure Design (SP split work with sub)	3000	1040	1118
9.Landscape Aesthetics (Both NDOT and SP, work by sub)	40	80	20
10.Public Outreach (Both NDOT and SP work primarily by sub)	216	52	238
11.Geotechnical (Both NDOT and SP Coordination w NDOT)	40	44	20
12. Financial Plan (FP) by other SP(Both NDOT and SP included Coordination w other SP on FP & Cost Risk Assessment by SP)	380	148	285
13. Benefit Cost Analysis	380	791	683
14.Project Management	624	752	640
15.Value Engineering	(Not is original NDOT estimate)	164	100
16. Reports (Needs, Scoping, PDSA)(NDOT included in hours above)	(Include above)	282	232
<b>Totals</b>	<b>9830</b>	<b>7719</b>	<b>7066</b>

<b>Direct Expenses Agreement 341-14-110</b>			
Item	NDOT	Service Provider	Agreed
1.Other direct costs (Reproduction, etc)	28,990.28	17,000.00	19,500.00
2.Travel and Per-Diem	60,095.71	8,000.00	20,000.00
3.Mapping by sub-consultant	70,000.00	83,625.00	83,625.00
4.Traffic Modeling (SP split work with sub)	127,000.00	66,518.00	66,518.00
5.Structure Design by sub-consultant	37,400.00	49,328.00	43,058.00
6.Landscape Architecture by sub-consultant	116,000.00	99,320.00	99,320.00
7.Public Information by sub-consultant	35,000.00	15,000.00	40,589.00
8. Right of Way and Utilities by sub-consultant		48,100.00	48,100.00
9. Needs Assessment by sub-consultant		42,202.00	42,202.00
10. Scoping Report by sub-consultant		39,288.00	39,288.00

11. Value Engineering/ Value Analysis		10,040.00	10,040.00
12. Benefit Cost Analysis by sub-consultant		23,495.00	23,495.00
13. Monthly Meetings and General Project Management		37,239.00	37,239.00
14. Roadway by sub-consultant		32,522.00	135,902.00
15. Hydraulics Design by sub-consultant		237,460.00	134,080.00
16. Risk Analysis by sub-consultant		40,000.00	40,000.00
17. NEPA compliance			50,000.00
Totals	474,485.99	849,227.00	932,956.00

# Line Item 3

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**MEMORANDUM**

**DATE:** January 20, 2015

**TO:** 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting *Norfa Lanuza 1/20/15*  
3. Rudy Malfabon, P.E., Director 

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

**SUBJECT:** REQUEST APPROVAL TO OBTAIN BUDGET APPROVAL  
AMENDMENT NO. 1 FOR AGREEMENT NO. P290-13-004  
FOR KEMP, JONES & COULTHARD, LLP (William L. Coulthard, Esq.)  
IN THE MATTER OF *FRED NASSIRI vs. NDOT*  
(BLUE DIAMOND OVERPASS DISPUTE)  
APN# 177-08-803-013

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This Amendment is to continue to contract with outside legal counsel to represent and advise the Nevada Department of Transportation in the inverse condemnation matter of *Fred Nassiri vs. State of Nevada, ex rel., Department of Transportation* in the Eighth Judicial District Court of the State of Nevada, Case No. A672841 (the "Lawsuit").

The scope of services will be to provide legal services to represent 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 Agreement in the amount of \$280,000 was entered into on July 17, 2013. Amendment No. 1 will provide for \$475,000 in additional funds. This Amendment is necessary to litigate this complex inverse condemnation and proceed to trial scheduled for April, 2015. This is for an extension of work described in the original contract.

The estimated cost for the services not to exceed \$755,000 for the fiscal years 2015 through 2017. The exact amount to be spent each fiscal year has yet to be determined.

Amendment to Agreement with Kemp, Jones & Coulthard, LLP  
Fred Nassiri vs. NDOT; 8<sup>th</sup> JD Case No. A672841  
January 20, 2015  
Page 2

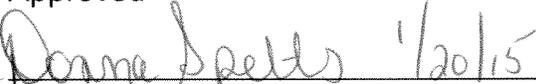
Approval of this memo by the Project Accounting Section and the Budget Section indicates funding authority is available for consulting services for Budget Category 06, Object 814R, Organization A004. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability 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:

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## MEMORANDUM

February 2, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015, Transportation Board of Directors Meeting  
**Item #7:** Contracts, Agreements, and Settlements – Informational Item Only

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### **Summary:**

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

- Construction contracts under \$5,000,000 awarded December 20, 2014, through January 15, 2015
- Agreements under \$300,000 executed December 20, 2014, through January 15, 2015

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 December 20, 2014, through January 15, 2015, and agreements executed by the Department from December 20, 2014, through January 15, 2015. 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, December 20, 2014, through January 15, 2015
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, December 20, 2014, through January 15, 2015

**Recommendation for Board Action:** Informational item only

**Prepared by:** Administrative Services Division

# Attachment

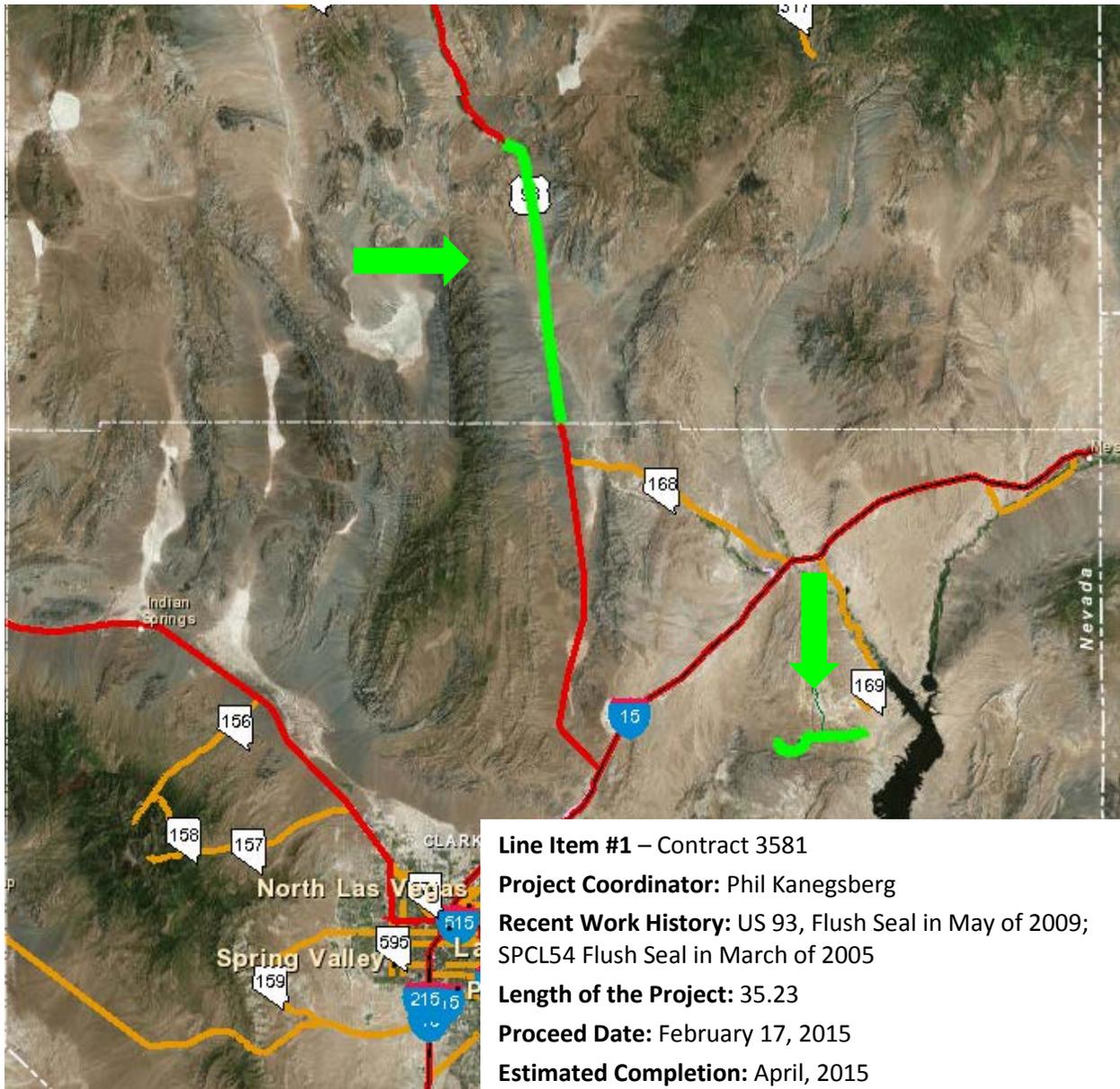
# A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION  
CONTRACTS AWARDED - INFORMATIONAL  
December 20, 2014 – January 15, 2015**

1. December 4, 2014, at 1:30 PM the following bids were opened for Contract 3581, Project No. SPF-093-2(018), US 93 in Lincoln County and State Park 54 in Clark County, to microsurface existing roadways.

Intermountain Slurry Seal, Inc.....	\$1,538,538.00
Sierra Nevada Construction, Inc. ....	\$1,789,007.00
<b>Engineer's Estimate</b> .....	<b>\$2,273,213.39</b>

The Director awarded the contract January 14, 2015, to Intermountain Slurry Seal, Inc., for \$1,538,538.00.



# Attachment B

State of Nevada Department of Transportation  
Executed Agreements - Informational  
December 20, 2014 to January 15, 2015

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	Project Manager	Notes
1	56414	00	TRUCKEE MEADOWS COMMUNITY COLLEGE	2015 RESIDENT ENGINEER ACADEMY	N	15,975.00	-	15,975.00	-	12/29/2014	6/30/2015	-	Cooperative	BARBARA STEARNS	12-29-14: PROVIDE LOGISTICAL HELP AND COMMUNICATION TRAINING FOR THE 2015 RESIDENT ENGINEER ACADEMY, WASHOE COUNTY. NV B/L#: EXEMPT
2	19613	02	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	84,234.00	-	84,234.00	-	6/19/2013	6/30/2015	12/30/2014	Interlocal	MANJU KUMAR	AMD 2 12-30-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 TO ALLOW FOR SATISFACTORY COMPLETION OF THE TASK. AMD 1 05-13-14: EXTEND TERMINATION DATE FROM 08-01-14 TO 12-31-14 TO ALLOW FOR SATISFACTORY COMPLETION OF THE TASK. 06-19-13: CONDUCT A RESEARCH PROJECT TITLED: "FIELD TEST OF SLOW MOVING TRAFFIC ALERTING SYSTEM ON FREEWAYS IN LAS VEGAS," CLARK COUNTY. NV B/L#: EXEMPT
3	50614	00	UNIVERSITY OF NEVADA, RENO	CONDUCT BENEFIT COST STUDIES	Y	125,000.00	-	125,000.00	-	1/6/2015	6/30/2015	-	Interlocal	HAIYUAN LI	01-06-15: CONDUCT BENEFIT COST STUDIES FOR THE DEPARTMENT TO HELP ALLOCATE THE LIMITED RESOURCES MOST EFFECTIVELY AND EFFICIENTLY, DOUGLAS, CLARK, WASHOE, PERSHING, AND ESMEERALDA COUNTIES. NV B/L#: EXEMPT
4	55614	00	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	124,073.00	-	124,073.00	-	1/6/2015	10/31/2016	-	Interlocal	MANJU KUMAR	01-06-15: CONDUCT A RESEARCH STUDY TITLED "TAKING BRIDGE INNOVATION INTO THE FIELD," STATEWIDE. NV B/L#: EXEMPT
5	58114	00	RTC SOUTHERN NEVADA	DBE/SBE MARKETING	N	24,000.00	-	24,000.00	-	1/1/2015	12/30/2015	-	Interlocal	TRACY LARKIN-THOMASON	01-09-15: FUND A PORTION OF RTC SOUTHERN NEVADA'S MARKETING CAMPAIGN GEARED TOWARDS HELPING DEVELOP SMALL BUSINESS AND DISADVANTAGED BUSINESS ENTITIES IN TRANSPORTATION, CLARK COUNTY. NV B/L#: EXEMPT
6	00915	00	HERBST DEVELOPMENT LLC	PARCEL I-015-CL-041.757	Y	2,300,000.00	-	2,300,000.00	-	1/12/2015	2/1/2016	-	Acquisition	TINA KRAMER	01-14-15: ACQUISITION OF PARCEL I-015-CL-041.757 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20011027043
7	01015	00	SPRINGBOK INVESTMENTS, LLC	PARCEL I-015-CL-041.882	Y	97,650.00	-	97,650.00	-	1/12/2015	2/1/2016	-	Acquisition	TINA KRAMER	01-14-15: ACQUISITION OF PARCEL I-015-CL-041.882 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
8	01115	00	WESTCOM CENTRAL CREDIT UNION	PARCEL I-015-CL-042.110	Y	205,000.00	-	205,000.00	-	1/12/2015	2/1/2016	-	Acquisition	TINA KRAMER	01-14-15: ACQUISITION OF PARCEL I-015-CL-042.110 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
9	57414	00	2500 NORTH BUFFALO	PARCEL I-015-CL-040.864	Y	320,000.00	-	320,000.00	-	12/30/2014	12/31/2019	-	Acquisition	TINA KRAMER	01-05-15: ACQUISITION OF PARCEL I-015-CL-040.864 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
10	01315	00	ANDERSON VALUATION GROUP	ACQUISITION OF PARCELS	Y	85,000.00	-	85,000.00	-	12/2/2014	12/31/2016	-	Appraisal	TINA KRAMER	01-14-15: REAL ESTATE APPRAISAL AND POTENTIAL EXPERT WITNESS SERVICES FOR ACQUISITION OF PROPERTIES IN CONJUNCTION WITH PROJECT NEON, CLARK COUNTY. NV B/L#: NV20041285225-S
11	50314	00	SILVER STATE CLASSIC CHALLENGE	OPEN ROAD EVENT SR318 & 490	N	10,000.00	-	10,000.00	14,500.00	12/30/2014	5/17/2015	-	Event	SANDY SPENCER	12-30-14: OPEN ROAD EVENT ON SR 318 AND SR 490 IN MAY 2015 IN WHITE PINE, LINCOLN, AND NYE COUNTIES. \$4500 RECEIVABLE FOR NDOT COSTS, PLUS \$10,000 DEPOSIT. NV B/L#: NV19941074192

12	07513	01	NV ENERGY	PROJECT NEON UTILITIES	Y	2,413,313.84	630,352.16	3,043,666.00	-	3/8/2013	12/31/2019	1/5/2015	Facility	TINA KRAMER	AMD 1 01-05-15: INCREASE AUTHORITY BY \$630,352.16 FROM \$2,413,313.84 TO \$3,043,666.00 DUE TO AN ABANDONED STEEL REINFORCED CONCRETE TRANSMISSION FOUNDATION BEING ENCOUNTERED IN THE FIELD RESULTING IN ADDITIONAL COSTS. 03-08-13: ADJUST AND/OR RELOCATE MULTIPLE CIRCUIT TRANSMISSION, DISTRIBUTION, COMMUNICATION LINES, AND RELATED APPURTENANCE ALONG US95 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19831015840
13	57114	00	UNION PACIFIC RAILROAD	RAILROAD BRIDGE-PROJECT NEON	Y	25,000.00	-	25,000.00	-	12/29/2014	12/31/2019	-	Facility	TINA KRAMER	12-31-14: PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF RAILROAD BRIDGE, G941, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19691003146
14	00615	00	TANG LLC	PARCEL I-015-CL-041.543	Y	36,200.00	-	36,200.00	-	12/16/2014	11/15/2020	-	Lease	TINA KRAMER	01-14-15: LEASE, DEMISE, AND LET PARCEL I-015-CL-041.543 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20031149539
15	56714	00	LANE GARDNER	COLD SPRINGS 3	N	6,050.00	-	-	6,050.00	12/23/2014	1/31/2025	-	Lease	TINA KRAMER	12-23-14: LEASE OF COLD SPRINGS MAINTENANCE HOUSE #3 TO NDOT EMPLOYEE IN CHURCHILL COUNTY. NV B/L#: EXEMPT
16	54214	00	MARIO GARCIA	PARCEL U-095-CL-078.146	Y	3,236.85	-	-	3,236.85	12/8/2014	12/31/2015	-	Property Sale	TINA KRAMER	01-05-15: SALE OF PARCEL U-095-CL-078.146, CLARK COUNTY. NV B/L#: NV20121357812
17	57714	00	BELL REAL ESTATE	RECONSTRUCTION IMPROVEMENTS	N	-	-	-	-	1/5/2015	12/31/2019	-	ROW Access	TINA KRAMER	01-05-15: NO COST AGREEMENT FOR ACCESS TO PROPERTY FOR CONSTRUCTION AND RECONSTRUCTION OF THE HIGHWAY AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS RELATED TO SR 648, WASHOE COUNTY. NV B/L#: NV20001068798
18	03313	02	INFO TECH, INC.	EDOCS	N	422,800.00	-	422,800.00	-	2/11/2013	6/30/2015	12/30/2014	Service Provider	DEB MCCURDY	AMD 2 12-30-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 FOR ADDITIONAL ASSISTANCE WITH FINAL IMPLEMENTATION OF THE SOFTWARE. AMD 1 12-23-13: EXTEND TERMINATION DATE FROM 06-30-14 TO 12-31-14 DUE TO THE NEED FOR ADDITIONAL TESTING TO THE FINANCIAL INTERFACE AS WELL AS AVAILABILITY OF INFO TECH'S MOBILE INSPECTOR SOLUTION. 02-11-13: IMPLEMENT THE ELECTRONIC CONSTRUCTION DOCUMENTATION SYSTEMS, STATEWIDE. NV B/L#: NV20121317852-R
19	12514	01	JACOBS ENGINEERING GROUP	DESIGN PREP 95 BOULDER CITY	Y	289,999.75	-	289,999.75	-	7/14/2014	6/30/2015	12/31/2014	Service Provider	TONY LORENZI	AMD 1 12-31-14: EXTEND TERMINATION DATE FROM 12-31-14 TO 06-30-15 FOR CONTINUED SUPPORT THROUGH EXTENDED ADVERTISEMENT PERIOD FOR CONTRACT 3579/3580. 07-14-14: PERFORM DESIGN, CONSTRUCTABILITY REVIEW, AND PLAN PREPARATION FOR US 93 BOULDER CITY BYPASS PART 1, PACKAGE 3, CLARK COUNTY. NV B/L#: NV20081035082-R
20	01215	00	SLATER HANIFAN GROUP	CIVIL ENGINEERING SERVICES	Y	250,000.00	-	250,000.00	-	12/16/2014	12/31/2016	-	Service Provider	TINA KRAMER	01-14-15: CIVIL ENGINEERING SERVICES ARE NECESSARY FOR ACQUISITION OF PROPERTIES FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20031430130-S

21	30211	01	STANTEC CONSULTING, INC	LANDSCAPE ARCHITECTURE DESIGN	Y	198,832.00	50,800.00	249,632.00	-	9/12/2011	12/31/2016	12/31/2014	Service Provider	LUCY JOYCE	AMD 1 12-31-14: INCREASE AUTHORITY BY \$50,800.00 FROM \$198,832.00 TO \$249,632.00, AND EXTEND TERMINATION DATE FROM 12-31-14 TO 12-31-16 DUE TO THE SPLIT OF THE ORIGINAL PLAN/BID SET FROM ONE TO TWO BID PACKAGES. 09-12-11: LANDSCAPE AND AESTHETICS DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE US 95 PACKAGE 2 AREA, TO INCLUDE THE RIGHT-OF-WAY AREAS ADJACENT TO THE INTERCHANGES, CLARK COUNTY. NV B/L#: NV20101021081-R
22	46114	00	BUDGET DRILLING	PLUGGING OF WELL	N	8,262.50	-	8,262.50	-	12/24/2014	12/31/2015	-	Service Provider	TINA KRAMER	01-05-15: PLUGGING OF A WELL UNDER PERMIT 18140, CERTIFICATE 5115, CLARK COUNTY. NV B/L#: NV20121032781-Q
23	51914	00	ACC, INC	DBE PROGRAM ASSISTANCE	N	100,000.00	-	100,000.00	-	12/31/2014	6/1/2016	-	Service Provider	TRACY LARKIN-THOMASON	01-05-15: ASSIST WITH PROCESSING DBE CERTIFICATIONS AND DBE/SBE CONTRACT GOALS; TRAIN STAFF ON DBE CERTIFICATION PROCESS AND RELATED DUTIES, STATEWIDE. NV B/L#: NV20141750218-S
24	55214	00	LOGISTICAL SOLUTIONS, LLC	SAND OIL SEPARATOR	N	133,561.25	-	133,561.25	-	12/23/2014	1/31/2019	-	Service Provider	PAULINE BEIGEL	12-23-14: Q1-012-15: TO PROVIDE SAND OIL SEPARATOR SERVICE FOR DISTRICT I IN CLARK, LINCOLN, AND NYE COUNTIES. NV B/L#: NV20081496193-Q
25	55814	00	RICK'S FLOOR COVERING	CARPET REPLACEMENT IN HQ	N	9,275.00	-	9,275.00	-	1/6/2015	2/13/2015	-	Service Provider	DJ CHANDLER	01-06-15: REMOVAL AND REPLACEMENT OF CARPET IN THE ADMINISTRATIVE SERVICES' OFFICES AT HEADQUARTERS, CARSON CITY. NV B/L#: NV20001249736-Q
26	56014	00	VOGUE LAUNDRY AND CLEANERS	LAUNDRY SERVICES	N	208,737.60	-	208,737.60	-	1/9/2015	1/31/2018	-	Service Provider	SANDY SPENCER	01-09-15: Q3-011-15: FURNISH, LAUNDRY, PICK UP, AND DELIVER CLOTHING IN ELKO, LANDER, HUMBOLDT, EUREKA, AND WHITE PINE COUNTIES. NV B/L#: NV19591001005-Q
27	56514	00	ARIZONA CIVIL CONTRACTORS	DECORATIVE ROCK	N	196,000.00	-	196,000.00	-	1/13/2015	6/30/2015	-	Service Provider	JENNIFER MANUBAY	01-13-15: Q1-005-15: PLACE DECORATIVE ROCK ON WASHINGTON AVENUE AND I-15, CLARK COUNTY. NV B/L#: NV20071271340-Q



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

## MEMORANDUM

January 29, 2015

**To:** Department of Transportation Board of Directors  
**From:** John Terry, Assistant Director – Engineering/Chief Engineer  
**Subject:** February 9, 2015 Transportation Board of Directors Meeting  
**Item #8:** Briefing on Las Vegas Boulevard/Tropicana Avenue Escalators and Elevators on Pedestrian Overpasses – Informational item only

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### **Summary:**

AB 595 (2007 Legislative Session) allocated a portion of the room tax for use on transportation projects. NDOT has worked with the Las Vegas Convention and Visitors Authority (LVCVA) to spend the remaining \$19.6 million on rehabilitation of the Las Vegas Blvd/Tropicana Ave. Pedestrian Overpasses. This item was presented to this board in October 2013. NDOT selected the Construction Manager At Risk (CMAR) delivery method and received approval of the CMAR contractor at the April 2014 meeting. This is an update on the project and discussion of issues and agreements needed to continue the project.

### **Background:**

In one portion of AB 595, (2007 Legislative Session), funding from room tax revenue was to be spent on transportation projects in the Resort Corridor. NDOT has worked with the LVCVA to develop the I-15 Express Lanes and I-15 South D/B projects. Both projects were funded by an LVCVA \$300 million bond sale, both are complete, and LVCVA has made all payments under the terms of the two agreements. \$19.6 million remains and NDOT and LVCVA have a newly executed agreement to expend the remaining amount on the LV Blvd/Tropicana Ave. project.

### **Analysis:**

The existing pedestrian overpasses, escalators and elevators at LV Blvd/Tropicana Ave. were constructed in 1994 and were the first such pedestrian facilities constructed on the LV Strip. NDOT currently maintains all aspects of the pedestrian structures and the maintenance has become very expensive, especially the escalators which have proven to be inadequate for continuous, outside operation. NDOT will be designing and constructing the new escalators, elevator machinery, etc. to minimize future maintenance costs. NDOT is working with the resorts on the design and construction at the four corners and coordinating closely with Clark County to turn over the upgraded facilities at completion. NDOT has hired Jacobs for the design, Atkins for independent cost estimating and the CMAR contractor Whiting-Turner.

The Tropicana Hotel proposes improvements to their corner of the project including incorporation of the pedestrian overpasses into a retail mall expansion. NDOT has been working with the Tropicana Hotel on an agreement, coordinating with the other three corner

properties on their needs, and working with Clark County on an agreement to assume ownership and maintenance of the remaining corners until the Tropicana expansion project can be completed. These efforts to finalize agreements and the scope of the construction project have caused delays. Project development has been put on hold until the agreements and scope can be finalized. NDOT is working on the agreements and will restart the project development. NDOT will present a project status update to the LVCVA Board on Tuesday, February 10, 2015.

**Recommendation for Board Action:**

For information only.

**Prepared by:**

John Terry, Assistant Director - Engineering



## MEMORANDUM

January 23, 2015

**To:** Department of Transportation Board of Directors  
**From:** Rudy Malfabon, Director  
**Subject:** February 9, 2015 Transportation Board of Directors Meeting  
**Item #9:** Proposed Enhancement to Department's Bonding Policy – *For possible action*

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### **Summary:**

NDOT's Bond Issuance Policy currently states, "*NDOT will not issue bonds unless the pledged motor vehicle taxes are at least twice the combined maximum debt maximum debt service of annual principal and interest (of both existing and proposed bonds) for any year.*" Staff recommends the Board approve the proposed enhancements to the Department's bonding policy as written by Bond Counsel in the attached Bond Issuance Policy and presented at the January 12, 2015 Transportation Board meeting. This entails an increase to the Additional Bonds Test ("ABT") on the senior lien highway revenue bonding program from 2.0 times (x) to 3.0x Maximum Annual Debt Service ("MADs"). Under the new proposed test, NDOT may only issue senior lien highway revenue bonds if the pledged motor vehicle taxes are at least three times the combined maximum annual debt service (principal and interest) on the then outstanding and proposed senior lien bonds. The increased test provides additional protection to investors, thereby maintaining and potentially strengthening the Department's credit ratings.

### **Background:**

NDOT received \$100 million in bond proceeds for project NEON in March 2014. Prior to issuance, NDOT presented a P3 procurement model for Project NEON to the rating agencies. NDOT has prudently managed its bond portfolio to maintain a cap on its maximum annual bond payments of \$100 million well below the 2x coverage ratio resulting in an AAA credit rating from Standard & Poor's in February 2014. Fitch Ratings gave the Department an AA+ rating and Moody's an Aa2 rating. The proposed modification to the policy would place the Department in a strong position to make the case for a possible rating upgrade from Fitch and/or Moody's and at a minimum, maintains the Department's current strong ratings as we add an additional \$500 million in debt going forward for project NEON. NDOT, in coordination with the Treasurer's Office and their Financial Advisor, Public Financial Management, Inc. will be updating the rating agencies in February 2015 on what affect, if any, the change from a P3 finance model to a Design Build Bond procurement for Project NEON may have on

NDOT's planned bond issuances. It is anticipated that bonding for Project NEON will be viewed favorably by the rating agencies.

**Analysis:**

*Rationale for Policy Modification*

- Increasing the ABT may secure and potentially improve credit ratings on the senior lien bonds.
- Higher ratings potentially lowers borrowing costs.
- NDOT's projected borrowing needs and annual debt service costs result in coverages higher than the proposed 3.0x annual coverage test.
- The improved covenant does not reduce NDOT's ability to meet future project funding needs.

The combined gas tax and special fuel tax revenues for Fiscal Year 2014 were in excess of \$266 million. The current 2x MADs policy would allow the Department to propose maximum annual bond payments of up to \$133 Million; half of the combined fuel tax revenues. However, despite the policy, NDOT has prudently maintained a cap on its maximum annual payments of \$100 million resulting in strong credit ratings. A 3x MADs policy would reduce the maximum annual bond payment level on senior lien bonds to \$89 million. Currently, the largest bond payment the department is scheduled to make is \$68.7 million in 2016, which is well below the 3x coverage level. Since NDOT maintains its debt service well below the 3x coverage level it may be a beneficial step for NDOT to modify the Bond Issuance Policy to reflect its current bond issuance practices.

**Proposed Actions Moving Forward:**

- As always, all future transactions will be brought before the Board for approval.
- New bond issuances planned for fiscal year 2016 and 2017 may be affected by the new policy and any resulting rating agency upgrades.
- Size of a specific transaction will be determined at the time of Board approval.
- The appropriate use of Department dollars – e.g., debt reduction, new roads, maintenance, etc. – remains an ongoing policy decision for the Board and is independent of this discussion.
- Should the Department need or desire to issue bonds that result in annual debt service coverage below 3.0x, it may elect to do so on a subordinate lien at minimal cost to the Department.

**List of Attachments:**

- A. Proposed Modified Bond Issuance Policy
- B. Current Bond Policy Memo

**Recommendation for Board Action:**

For possible action

**Prepared by:**

Robert C. Nellis, Assistant Director – Administration



BRIAN SANDOVAL  
Governor

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
1263 S. Stewart Street  
Carson City, Nevada 89712

RUDY MALFABON, P.E., Director

In Reply Refer to:

Date: February 9, 2015  
To: Assistant Directors, District Engineers and Division Heads  
From: Rudy Malfabon, P.E. Director  
Subject: Bond Issuance Policy

---

**This policy is effective upon approval of the Transportation Board and supersedes the previous policy dated April 3, 2007.**

This policy is for the issuance of bonds by the Department of Transportation to fund transportation projects that require supplemental funding to expedite completion. NDOT has been successful in delivering projects sooner and at reduced costs to the driving public by issuing Bonds. The following analysis is a tool in NDOT's decision making process prior to recommending a Bond issuance to the Transportation Board. The Accounting Division is responsible for the coordination of the Bond Analysis.

1. **Bonds versus Pay-A-You-Go Cash Funding.** NDOT will analyze the tradeoffs associated with debt funding projects versus cash funding. The tradeoff analysis would consist of but not limited to:
  - a. Economic and other benefits of accelerated project completion. Tradeoff scenarios for delaying the project versus bond issuance utilizing estimated future costs (i.e., construction and right of way).
  - b. Current fund balance and anticipated highway fund expenditures and revenues.
  - c. Current interest rate and investment environment.
  - d. Construction bidding environment and anticipated construction and right of way inflation.
2. **Cash Flow Projections.** Cash flow projections for the duration of the bonds, utilizing various scenarios for issuance and payback should be prepared. Bonds issued shall not exceed the amount that can be reasonable expected to be paid with future unrestricted highway fund revenues and federal funding. Considerations of the net proceeds for coverage shall include the payments of principal, interest and any redemption premium on the bonds.
3. **Bond Size and Structure.** Bond size and structure considerations will be analyzed. Areas of consideration should include:
  - a. The term of proposed bonds.
  - b. Impact of bond payments on NDOT's future program.
  - c. Current interest rate environment and market constraints.
  - d. Funding constraints.
  - e. Legal constraints.
  - f. Debt ratios based on revenue projects and existing and anticipated bond issues.
  - g. Highway Fund balance and cash flow projects.
  - h. Anticipated need for future debt.
  - i. Anticipated structure of proposed debt.

All bonding will be conducted in accordance with applicable NRS, in particular 408.273 “Issuance of Bonds”, the State Treasurer’s bonding procedures, and existing bond covenants.

The Transportation Board of Directors must approve and adopt a resolution requesting that the State Board of Finance issue bonds.

Legislative budget authority to receive the bond proceeds must be secured.

The State Treasurer is responsible for the bond issuance. The State Treasurer’s office is involved in discussions relating to the sale during the entire process of developing and selling a bond issue. The State Treasurer’s office will designate individuals, and/or consultants to handle the formal and official aspects of bond sales as well as providing needed financial and bond counsel consultation. These individuals may include bond counsel, disclosure counsel and the bond financial advisor. The bond counsel provides an opinion as to the legality and tax-exempt status of the bonds. The disclosure counsel prepares the preliminary and final official statements for bond issues. The bond financial advisor prepares a financing schedule and structures the bonds. The official statement will include such information as; the terms, redemption, purpose, financial information directly related to the bond, information about NDOT, and the State of Nevada. In addition, the bonds will be subject to the ratings by national bond rating agencies (i.e., Standard & Poor’s, Fitch and Moody’s).

NDOT bonds will not be secured by the State’s general fund and/or ad valorem taxing power. While there is no statutory debt limit for NDOT bonds, the amount of debt is a function of various factors, including NDOT bond funding constraints, maintaining a favorable bond rating, meeting the additional bonds test and input from the State Treasurer and bond financial advisors. NDOT will limit bond issuance if the bond rating on NDOT bonds falls below the “A” level by a national bond rating agency. **NDOT will not issue senior lien (i.e., first lien) bonds unless the pledged motor vehicle fuel taxes are at least three times the combined maximum annual debt service (principal and interest) on the then outstanding senior bonds and on the senior bonds proposed to be issued. NDOT may consider issuance of second lien (subordinate) bonds if that is advantageous. Second lien bonds will not be issued unless the pledged motor vehicle fuel taxes are at least two times the combined maximum annual debt service (principal and interest) on the then outstanding senior bonds, then outstanding second lien bonds and on the second lien bonds proposed to be issued.**

The types of debts can include revenue bonds, grant anticipation revenue vehicle bonds (GARVEE), temporary bonds, notes, warrants, and interim debentures not exceeding 5 years as provided in NRS 349.318 to 349.328.

**The borrowing term will not extend past the useful life of the project being financed or the maximum term allowed by State law.** The term of bonds will be determined by consultation by NDOT with the State Treasurer’s office, bond financial advisors and bond counsel. All bonding will be conducted in the best interest of the State’s transportation needs present and future.

NDOT will follow the State Treasurer’s arbitrage rebate policies. NDOT, with assistance from Bond Counsel and the State Treasurer’s office, will review current Federal tax law as it relates to spending requirements prior to bond issuance to insure full compliance. Federal tax law compliance certification will be contained in the Federal Tax certificate in the final transcript of proceedings for each bond issue. Pursuant to the request of the State Treasurer’s office a projection of expenditures of the bond proceeds will be provided by NDOT.

The Accounting Division is responsible for maintain the bond issue documentation and maintaining the NDOT Bond Reference Manual.



JIM GIBBONS  
Governor

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
1263 S. Stewart Street  
Carson City, Nevada 89712

Item #9 Attachment B

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

April 3, 2007

To: Assistant Directors  
District Engineers  
Division Heads

From: Susan Martinovich, Director

Subject: Bond Issuance Policy

---

This policy is for the issuance of bonds by NDOT to fund transportation projects that require supplemental funding to expedite completion.

All bonding will be conducted in accordance with applicable NRS, in particular 408.273 "Issuance of Bonds", the State Treasurer's bonding procedures, and existing bond covenants.

The Department of Transportation in the past has been successful in delivering projects sooner and at reduced costs to the driving public by issuing Bonds. The following analysis is a tool in NDOT's decision making process prior to recommending a Bond issuance to the Transportation Board. The Accounting Division is responsible for the coordination of the Bond Analysis.

1. **Bonds versus Pay-A-You-Go Cash Funding.** NDOT will analyze the tradeoffs associated with debt funding projects versus cash funding. The tradeoff analysis would consist of but not limited to:
  - a. Economic and other benefits of accelerated project completion. Tradeoff scenarios for delaying the project versus bond issuance utilizing estimated future costs (i.e., construction and right of way).
  - b. Current fund balance and anticipated highway fund expenditures and revenues.
  - c. Current interest rate and investment environment.
  - d. Construction bidding environment and anticipated construction and right of way inflation.
2. **Cash Flow Projections.** Cash flow projections for the duration of the bonds, utilizing various scenarios for issuance and payback should be prepared. Bonds issued shall not exceed the amount that can be reasonable expected to be paid with future unrestricted highway fund revenues and federal funding. Considerations of the net proceeds for coverage shall include the payments of principal, interest and any redemption premium on the bonds.
3. **Bond Size and Structure.** Bond size and structure considerations will be analyzed. Areas of consideration should include:
  - a. The term of proposed bonds.
  - b. Impact of bond payments on NDOT's future program.
  - c. Current interest rate environment and market constraints.
  - d. Funding constraints.
  - e. Legal constraints.

- f. Debt ratios based on revenue projects and existing and anticipated bond issues.
- g. Highway Fund balance and cash flow projects.
- h. Anticipated need for future debt.
- i. Anticipated structure of proposed debt.

The Transportation Board of Directors must approve and adopt a resolution requesting that the State Board of Finance issue bonds.

Legislative budget authority to receive the bond proceeds must be secured.

The State Treasurer is responsible for the bond issuance. The State Treasurer's office is involved in discussions relating to the sale during the entire process of developing and selling a bond issue. The State Treasurer's office will designate individuals, and/or consultants to handle the formal and official aspects of bond sales as well as providing needed financial and bond counsel consultation. These individuals may include bond counsel, disclosure counsel and the bond financial advisor. The bond counsel provides an opinion as to the legality and tax-exempt status of the bonds. The disclosure counsel prepares the preliminary and final official statements for bond issues. The bond financial advisor prepares a financing schedule and structures the bonds. The official statement will include such information as; the terms, redemption, purpose, financial information directly related to the bond, information about NDOT, and the State of Nevada. In addition, the bonds will be subject to the ratings by national bond rating agencies (i.e., Standard & Poor's, Fitch and Moody's).

NDOT bonds will not be secured by the State's general fund and/or ad valorem taxing power. While there is no statutory debt limit for NDOT bonds, the amount of debt is a function of various factors, including NDOT bond funding constraints, maintaining a favorable bond rating, meeting the additional bonds test and input from the State Treasurer and bond financial advisors. NDOT will limit bond issuance if the bond rating on NDOT bonds falls below the "A" level by a national bond rating agency. NDOT will not issue bonds unless the pledged motor vehicle taxes are at least twice the combined maximum debt service of annual principal and interest (of both existing and proposed bonds) for any year.

The types of debts can include revenue bonds, grant anticipation revenue vehicle bonds (GARVEE), temporary bonds, notes, warrants, and interim debentures not exceeding 5 years as provided in NRS 349.318 to 349.328.

The borrowing term will not extend past the useful life of the project being financed. Per State law, the borrowing term will not exceed 20 years. The term of bonds will be determined by consultation by NDOT with the State Treasurer's office, bond financial advisors and bond counsel. All bonding will be conducted in the best interest of the State's transportation needs present and future.

NDOT will follow the State Treasurer's arbitrage rebate policies. NDOT, with assistance from Bond Counsel and the State Treasurer's office, will review current Federal tax law as it relates to spending requirements prior to bond issuance to insure full compliance. Federal tax law compliance certification will be contained in the Federal Tax certificate in the final transcript of proceedings for each bond issue. Pursuant to the request of the State Treasurer's office a projection of expenditures of the bond proceeds will be provided by NDOT.

The Accounting Division is responsible for maintain the bond issue documentation and maintaining the NDOT Bond Reference Manual.



## MEMORANDUM

January 23, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015 Transportation Board of Directors Meeting  
**Item #10:** Equipment in Excess of \$50,000 – Fleet Replacement –  
For possible action.

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### **Summary:**

This item is to request Transportation Board approval of procurement to replace fleet vehicles.

### **Background:**

NRS 408.389 states that the Department shall not purchase any equipment which exceeds \$50,000, unless the purchase is first approved by the Board. The total purchase of these vehicles is \$1,500,000 from FY 2015, which is a significant amount and warrants consideration and approval by the Transportation Board. The three Districts would be allocated \$500,000 each. An explanation of vehicles priced over \$50,000 is provided.

Replacement equipment was included and approved in the biennial Legislative budget, Attachment 1, and no additional budget authority will be required for these purchases.

The replacement criteria for fleet vehicles is shown as Attachment 2 and is based on age and/or mileage. Each class of vehicle has specific replacement criteria, however the Department has discretion in identifying vehicles to be replaced. For example, if a vehicle remains serviceable with acceptable maintenance costs, it will remain in service even though it exceeds the replacement criteria. If a vehicle is experiencing excessive repair costs, it may be replaced before the criteria is met in order to achieve our mission objectives.

The proposed list of vehicles for replacement is shown in Attachment 3. In addition to the vehicle information and the requested replacement class, maintenance costs from 2011 thru 2014 captured by our Equipment Management System are shown. The vehicle maintenance costs included all parts and labor and any outsourced repair cost (fuel costs are not included.)

**Analysis:**

Class 13 & 15 Vehicles (Heavy Duty Trucks)

There are 6 units of these classes being requested for replacement; all will exceed \$50,000 per unit.

Class 13 and Class 15 vehicles are utilized year-round. In the winter they are used for snow removal and de-icing, and hauling of salt/sand. Summer usage includes transportation of chips, crushed rocks, shouldering material, plant mix, gravel, asphalt, concrete, gravel, and transporting equipment.

Class 54 Tractor with Attachments

There is 1 unit of this class being requested for replacement which will exceed \$50,000.

Class 54 vehicles are used for vegetation management. Part of vegetation management is used to increase visibility and sight distance to reduce hazards to the traveling public.

Class 63B Programmable Message Boards.

There is 1 unit of this class being requested for replacement; this unit is under \$50,000.

Class 63B units are for incident management and traveler information. These portable message boards are placed in work zones or incident zones to inform the traveling public of information on alerts, emergency traffic control, for accidents, road closures, and other emergency situations. During routine highway maintenance projects, message boards are placed in the appropriate work zones to inform the traveling public of traffic control perimeters. These boards are also utilized in conjunction with local agencies, such as NHP, to provide information on public safety campaigns.

**Cost Analysis** (see Attachment 4 “Cost Analysis Excel Sheet”)

**List of Attachments:**

1. Biennial Legislative Budget
2. Equipment Replacement Criteria by Vehicle Class
3. List of Replacement Vehicles by Districts
4. Cost Analysis Excel Sheet

**Recommendation for Board Action:**

The Department recommends approval of the purchase of replacement fleet vehicles with an estimated value of \$1,500,000 for FY 2015.

**Prepared by:**

Kevin Lee, District Engineer

NEVADA DEPARTMENT OF TRANSPORTATION  
 BUDGET ACCOUNT 201-4660  
 BUDGET REQUEST FISCAL YEARS 2013-2014 AND 2014-2015  
 ENHANCEMENT

**Attachment 1**  
 AGENCY REQUEST  
 AUGUST 31, 2012

NDOT OBJECT	OBJECT TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	FY 2014 REQUEST	FY 2015 REQUEST
E710	REPLACEMENT EQUIPMENT		
EQUIPMENT - CATEGORY 05			
05-8280	MOBILE AND FLEET EQUIPMENT	\$ 5,000,000	\$ 5,000,000
<p>As required by the Budget Instructions, expenses associated with the routine replacement of existing equipment are included as an enhancement decision unit. Purchases such as trucks, automobiles and large graders are referred to as licensed equipment. Each year the department replaces a portion of the licensed mobile and fleet based on cumulative miles or hours (meter reading), age, cost of repairs, parts availability, life cycle cost analysis, condition and district equipment needs. Attached is a detailed list of licensed equipment needing replacement.</p>			
<b>ENHANCEMENT - REPLACEMENT EQUIPMENT - E710</b>		<b>\$ 5,000,000</b>	<b>\$ 5,000,000</b>

ATTACHMENT 2  
EQUIPMENT REPLACEMENT CRITERIA BY VEHICLE CLASS

Criteria for NDOT licensed equipment replacement are based upon number of miles or hours, age, and/or downtime, excessive repair/recapitalization cost and parts availability.

Mileage, hour and age criteria for replacement are as follows:

<u>Class</u>	<u>Description</u>	<u>Miles/Hours</u>	<u>Months</u>
01	Sedans	100,000	96
	Purchased after FY03	120,000	120
01A	AWD Passenger Vehicles	100,000	96
	Purchased after FY03	150,000	120
03	3/4 Ton Pickups	150,000	96
	Diesel Powered	200,000	144
04	Vans	150,000	96
	Diesel Powered	200,000	144
05	1/2 Ton Pickups	150,000	96
10	Survey Units	150,000	96
10	Diesel Powered	200,000	144
11	Misc. Utility Trucks	150,000	96
	Diesel Powered	200,000	144
11A	Aerial Lifts	150,000	96
	Diesel Powered	200,000	144
11B	Crane Trucks	150,000	96
	Diesel Powered	200,000	180
11C	Lube Trucks	200,000	180
11D	Compactor Trucks	150,000	96
	Diesel Powered	200,000	144
11E	1 Ton Dump/Garbage Trucks	150,000	96
	Diesel Powered	200,000	144
11F	Service Trucks	150,000	96
	Diesel Powered	200,000	144
11G	Attenuator Trucks	150,000	96
	Diesel Powered	200,000	180
12	Single Axle Dump Trucks	200,000	144
	Purchased after FY03	250,000	180
13	Tandem Axle Dump Trucks	200,000	144
	Purchased after FY03	250,000	180
15	All Wheel Drive Dump Trucks	200,000 or 5,000hrs	180
21	S P Road Brooms	8,000	120
24	S P Pickup Brooms		72
25	Water Trucks	200,000	180
	Purchased after FY03	250,000	240
41	Mowers		180
54	Industrial Tractors		240
54A	Skid Loaders		240
63B	Programmable Message Boards		144

**ATTACHMENT 3  
FY 2015 DISTRICT EQUIPMENT REPLACEMENT**

CLASS	Unit No	CURRENT Age (Years)	Fuel Type	ODOMETER Dec 2014	UNIT AVG YR MNT COST Dec 2011 THRU Dec 2014	CLASS AVG YEARLY MAINT COST	DESCRIPTION REQUEST	ADJ CLASS	EST. COST	REPLACEMENT CRITERIA MET
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**DISTRICT I**

13	0197	14	Dsl	217,490	\$8,418	\$8,715	HEAVY DUTY DUMP TRUCK w/plow	13	\$230,000	MIL & AGE
13	0259	14	Dsl	207,587	\$8,212	\$8,715	DUTY DUMP TRUCK w/swap loader bed and sander	13	\$270,000	MIL & AGE

**DISTRICT II**

15	1910	24	Dsl	184,514	\$8,254	\$15,615	AWD HEAVY DUTY DUMP TRUCK	15	\$250,000	AGE
15	0592	22	Dsl	210,050	\$18,887	\$15,615	AWD HEAVY DUTY DUMP TRUCK	15	\$250,000	MIL & AGE

**DISTRICT III**

12	0502	12	Dsl	183,132	\$2,566	\$4,800	HEAVY DUTY DUMP TRUCK replace w/Class 13	13	\$215,000	AGE
13	0604	13	Dsl	273,705	\$7,576	\$8,715	HEAVY DUTY DUMP TRUCK	13	\$215,000	MIL & AGE
54	1981	27	Dsl	5,772	\$2,192	\$3,936	TRACTOR	54	\$60,000	AGE
<b>63B</b>	<b>2712</b>	<b>19</b>	<b>Dsl</b>	<b>10,880</b>	<b>\$1,022</b>	<b>\$1,059</b>	<b>PORTABLE MESSAGE BOARD</b>	<b>63B</b>	<b>\$20,000</b>	<b>AGE</b>

UNITS HIGHLIGHTED IN ORANGE MAY NOT BE REPLACED UNLESS THERE IS ENOUGH COST SAVINGS







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

## MEMORANDUM

Date: January 30, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015 Transportation Board of Directors Meeting  
**ITEM #11:** Briefing on Pedestrian Safety Efforts and List of Potential Safety Projects –  
*For possible action.*

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### **Summary:**

The safety of our transportation system users is of critical importance to the Nevada Department of Transportation. Due to recent increases in the number of pedestrian crashes, the Department is seeking to expedite pedestrian safety projects in the urban areas using State Highway Funds.

### **Background:**

A portion of the Department's federal allocation of funds includes approximately \$21 million to be used on safety projects. A requirement to use that funding is that the projects must be included in the Strategic Highway Safety Plan, a data-driven plan to identify and prioritize emphasis areas to improve safety on our transportation system. Federal safety funds have been allocated each year and spent on the following critical emphasis areas:

- Lane Departures
- Impaired Driving
- Intersections
- Pedestrians
- Motorcycles
- Occupant Protection

These safety projects must be scheduled in advance, then federal funds are programmed. The available federal safety funding has been committed for the current federal fiscal year.

With the recent increase in serious injury and fatal pedestrian crashes, there is interest on the behalf of the Local agencies and the Department to expedite pedestrian safety improvements. NDOT's Traffic Safety Engineering section has several projects in the design phase to improve crosswalks at numerous locations. These projects were scheduled for the 2016/2017 construction seasons based on Federal Safety funding availability. With the use of State funds, these projects can be expedited in lieu of using Federal funds, subject to Transportation Board approval.

### **Analysis of Proposed Pedestrian Safety Locations:**

Pedestrian crash data was pulled and sections of roadways were identified in both Washoe and Clark Counties to identify additional pedestrian safety projects. The Traffic Safety Engineering section has also coordinated with the Local entities to establish a list of known problem

crosswalks that will be reviewed for applicable pedestrian enhancements. Work will begin on these locations immediately through in-house design services or through amending the professional services agreement for the Traffic Safety Engineering “Safety Management Plans” or the “Safety Engineering Design Services” consultant currently in place.

**Analysis of Availability of State Highway Funds:**

At the January 2015 Transportation Board Meeting, the Director recommended up to \$10 million in pedestrian safety improvements. This analysis shows why this funding is available.

At the end of the previous federal fiscal year, the Department received \$11.2 million in additional obligation authority from FHWA. This allowed the Department to offset the expenditure of \$11.2 million in State Highway funds as reimbursement with federal funds occurs.

The availability of State Highway funds is also based on an analysis of cash flow. The current State Highway Fund balance, less existing commitments, is as follows:

Current Balance (01/30/15)	\$322 Million
Less NEON ROW Bond Balance	(\$87 Million)
Less Desired Minimum	(\$95 Million)
Less State Liability for Upcoming Projects	(\$84 Million)
	<hr/>
	\$56 Million

The desired minimum cash balance is based on six weeks of contractor payments (12.5% of project annual capital expenditures) and one month of other payments (8.3% of projected non-capital expenditures).

Based on this cash flow analysis, the proposed pedestrian safety projects can be funded without exceeding the Department’s current capital improvement budget. Although the State Highway Fund also funds other Department expenses, such as Operating, Payroll, Equipment, etc., this analysis does indicate availability of funding for the proposed pedestrian safety projects.

**List of Attachments:**

- A. List of identified locations where pedestrian safety projects can be expedited using state funds, up to \$10 million.
- B. Photos of Pedestrian Safety Measures
- C. Strategic Highway Safety Plan website: <http://www.zerofatalitiesnv.com/>

**Recommendation for Board Action:**

Approval of proposed strategy/projects for implementation.

**Prepared by:**

Ken Mammen, Chief Traffic Safety Engineer  
Sondra Rosenberg, Assistant Director, Planning

## Immediate Pedestrian Safety Projects and Strategies

### Northern Nevada:

#### 1. **N. Virginia St:** at Wall Street (near Bonanza Casino) Moraine Way, and Talus Way\*

- Currently conducting a Signal Warrant Analysis. Install a traffic signal at Wall Street with advanced warning flasher for southbound traffic, based on engineering judgment of Director.

At existing crosswalks at Moraine Way, Talus Way and Hoge Road; the following strategies are being evaluated and the most effective strategies will be implemented:

- Pedestrian refuge islands,
- Pedestrian activated high level warning or traffic control devices,
- Pedestrian Advance Warning Sign (with LED's),
- Improve street lighting at existing crosswalks (possibly solar and/or pedestrian activated).

- \* Washoe RTC is currently planning to install pedestrian activated high level warning or traffic control devices at No. Virginia and Talus Way. NDOT will coordinate our efforts with the RTC.

*Long-term strategy: Evaluate the corridor for Road Diet/Complete Street, which may provide a safer corridor for bikes/pedestrian as well as the potential for slowing down the vehicles on this corridor. Also review bus stop locations and install lighting at the bus stops.*

#### 2. **Sun Valley Blvd:** at Skaggs Circle, Gepford Parkway, and 6th Ave

- These locations have been identified in a RTC corridor study for pedestrian activated high level warning or traffic control devices and median refuge islands.
- Improve street lighting at existing crosswalks.
- NDOT is coordinating with Washoe County on the design.
- Can be expedited with State funds.

#### 3. **Kietzke Lane**

- Safety Management Plan (SMP) is complete and locations are being identified for immediate action, in addition to measures that require more time to implement (need right of way, utilities, removal of parking, etc.)
- Pedestrian safety facilities may include marked crosswalks; crossing and advanced crossing signing; pedestrian oriented pavement messages; pedestrian refuge islands with two stage crossings and pedestrian activated high level warning or traffic control devices at the following locations:

- Kuenzli Street
- Lewis Street
- Prosperity Street
- Roberts Street
- Taylor Street
- Apple Street
- Snowbird Lane

*Long-term strategy: Work with businesses and the City of Reno and Washoe RTC to implement the recommendations in the SMP which include removing on-street parking, extend sidewalk and add*

*protected bike lanes, corridor-wide street lightning plan, upgrading pedestrian signal heads, and roundabouts.*

**4. SR 28: Pedestrian Improvements in Incline Village near Village Blvd**

- Relocating crosswalk, ADA compliant pedestrian ramps, install flashing beacons, overhead LED street lights, install new advanced pavement and signing
- Project is at 100% design and is scheduled for construction in August, 2015

**Southern Nevada:**

**1. Boulder Hwy @ Sun Valley Drive:**

- Install a Danish-offset that will be hard-wired, overhead pedestrian activated high level warning or traffic control devices. The Danish-offset will be on the northern approach of the intersection as is the existing pedestrian crosswalk.
- Design is at 60% and on the Traffic Safety project list for 2016/2017
- Can be expedited using State Funds

**2. Charleston Boulevard (Hillside Place to Burnham Ave):**

- Provide bulb-outs at Hillside and Burnham and a Danish-offset at 17th Street, a Danish-offset at Lamont Street, median fencing, and modifications to the median. Both of the Danish-offsets to be installed on Charleston Boulevard will be wireless pedestrian activated high level warning or traffic control devices.
- Design is at 60% and on the Traffic Safety project list for 2016/2017
- Can be expedited using State Funds

**3. Lake Mead Blvd (Civic Center Drive to Pecos Road):**

- A complete street design (follows Southern Nevada Strong initiative) to include raised median, additional mid-block crossing, ADA improvements, lane narrowing to widen sidewalk, and pedestrian activated high level warning or traffic control devices.
- Design is at 30% and on the Traffic Safety project list for 2016/2017
- Can be expedited using State Funds

**4. SR 160 @ El Capitan and Ft Apache:**

- Traffic signal, pedestrian crossing signals, and crosswalks and sidewalk improvements.
- Design will be very similar to SR 160/Cimarron traffic signal project, which was approximately \$1,000,000

## PHOTOS OF PEDESTRIAN SAFETY MEASURES



**DANISH OFFSET**



**MEDIAN REFUGE ISLAND**



**BULB OUT**



W11-2  
Pedestrian

Sign image from the Manual of Traffic Signs <<http://www.traffic-sign.us/>>  
This sign image copyright Richard C. Moeur. All rights reserved.

**PEDESTRIAN ADVANCE WARNING SIGN**



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

## MEMORANDUM

February 2, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** February 9, 2015 Transportation Board of Directors Meeting  
**Item #12:** Old Business

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### **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 February 2, 2015 - *Informational item only.*  
Please see Attachment C.

### **List of Attachments:**

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated February 2, 2015 - *Informational item only.*

### **Recommendation for Board Action:**

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF January 23, 2015						
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	3/11/13 1/14/14	\$ 1,400,000.00	\$ 3,400,000.00	\$ 805,156.66
				\$ 2,000,000.00		
				\$ 3,400,000.00		
Chapman Law Firm	NDOT vs. Carrie Sanders 8th JD - A-12-664693-C Project Neon - Las Vegas NDOT Agmt No. P192-12-004	6/12/12 - 6/12/15	6/12/12	\$ 541,800.00	\$ 541,800.00	\$ 150,171.97
Chapman Law Firm	NDOT vs. Gendall 8th JD - A-12-666487-C Project Neon - Las Vegas NDOT Agmt No. P325-12-004	8/21/12 - 2/21/15 Amendment #1	8/21/12 8/19/14	\$,541,800.00 Extension of Time	\$ 541,800.00	\$ 111,870.10
Chapman Law Firm	NDOT vs. Roberts 1981 Decedents Trust 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004	10/23/12 - 9/30/16 Amendment #1	10/23/12 9/12/14	475725 Extension of Time	\$ 475,725.00	\$ 389,701.82
Chapman Law Firm	NDOT vs. MLK-ALTA 8th JD - A-12-658642-C Project Neon - Las Vegas NDOT Agmt No. P508-12-004	1/14/13 - 1/14/15	1/14/13	\$ 455,525.00	\$ 455,525.00	\$ 241,652.12
Chapman Law Firm	NDOT vs. Highland Partnership 1980 8th JD - Project Neon - Las Vegas NDOT Agmt No. P507-12-004	1/14/13 - 1/14/15	1/14/13	\$ 449,575.00	\$ 449,575.00	\$ 407,356.97
Chapman Law Firm	NDOT vs. Highland 2000-I, LLC 8th JD - A-12-671915-C Project Neon - Las Vegas NDOT Agmt No. P501-12-004	1/14/13 - 1/31/16 Amendment #1	1/14/13 1/21/15	\$ 449,575.00 Extension of Time	\$ 449,575.00	\$ 616.77
Laura FitzSimmons, Esq.	Condemnation Litigation Consultation NDOT Agmt No. P510-12-004	12/16/12 - 12/30/14 Amendment #1 Amendment #2 Amendment #3	12/16/12 8/12/13 1/22/14 5/12/14	\$ 300,000.00 \$ 850,000.00 \$ 750,000.00 \$ 800,000.00	\$ 2,700,000.00	\$ 563,366.06
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 - 1/31/16 Amendment #1	1/22/13 1/22/15	\$205,250.00 Extension of Time	\$ 205,250.00	\$ 70,821.12
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 - 1/31/17 Amendment #1	2/27/13 1/23/15	\$275,000.00 Extension of Time	\$ 275,000.00	\$ 44,440.85
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 Amendment #1	2/27/13 5/12/14	\$ 275,000.00 \$ 275,000.00	\$ 550,000.00	\$ 219,901.45
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 - 1/31/17 Amendment #1	2/27/13 1/23/15	\$ 275,000.00 Extension of Time	\$ 275,000.00	\$ 184,126.92
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	2/27/13	\$ 200,000.00	\$ 200,000.00	\$ 69,634.18
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 - 2/28/15	4/19/13	\$ 175,000.00	\$ 175,000.00	\$ 136,144.90

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF January 23, 2015						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Varela, Lee, Metz & Guarina, LLP - Novation Agreement 2/28/14 from 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	4/30/13	\$ 275,000.00	\$ 275,000.00	\$ 59,870.66
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	5/31/13	\$ 290,000.00	\$ 290,000.00	\$ 187,071.06
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	6/6/13	\$ 250,000.00	\$ 250,000.00	\$ 196,466.92
Snell & Wilmer	Meadow Valley Public Records, K3399 NDOT Agmt No. P273-13-004	7/18/13 - 7/30/15 Amendment #1 Amendment #2	7/18/13 7/29/14 12/9/14	\$ 30,000.00 \$ 50,000.00 \$ 90,000.00	\$ 170,000.00	\$ 75,674.46
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 6/30/15 Amendment #1	7/17/13 In Process	\$ 280,000.00	\$ 280,000.00	\$ 2,447.45
Chapman Law Firm	Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004	7/25/13 - 7/30/15 Amendment #1	7/25/13 4/28/14	\$ 200,000.00 \$ 250,000.00	\$ 450,000.00	\$ 102,689.57
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	7/25/13	\$ 70,000.00	\$ 70,000.00	\$ 10,456.48
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	9/1/13	\$ 250,000.00	\$ 250,000.00	\$ 196,448.08
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	9/7/13	\$ 280,000.00	\$ 280,000.00	\$ 253,544.49
Chapman Law Firm	NDOT vs. LGC, 231, LLC 8th JD NDOT Agmt No. P561-13-004	12/20/13 - 12/15/15	12/20/13	\$ 453,650.00	\$ 453,650.00	\$ 394,255.01
Laura FitzSimmons, Esq.	Risk Management Analysis for Project NEON Costs for Risk Management Analysis NDOT Agmt No. P006-14-004	1/13/14 - 12/13/17 Amendment #1	1/13/14 8/21/14	\$ 900,000.00 \$ 310,000.00	\$ 1,210,000.00	\$ 235,088.02
Chapman Law Firm	McCarran Widening 2nd JD - Various Temporary Easements NDOT Agmt No. P142-14-004	5/14/14 - 5/30/16	5/14/14	\$ 200,000.00	\$ 200,000.00	\$ 137,590.43
Armstrong Teasdale, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/30/16	5/14/14	\$ 250,000.00	\$ 250,000.00	\$ 245,570.00
Sylvester & Polednak	First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/30/16	7/17/14	\$ 280,000.00	\$ 280,000.00	\$ 254,557.11

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF January 23, 2015						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Carbajal & McNutt, LLP	Las Vegas Golf & Country Club 8th JD A-14-705477-C Project Neon NDOT Agmt No. P362-14-004	9/8/14 - 8/30/15	9/8/14	\$ 375,000.00	\$ 375,000.00	\$ 370,644.70
Kemp, Jones & Coulthard	Walker Furniture Project Neon NDOT Agmt No. P431-14-004	10/13/14 - 11/30/14	10/13/14	\$ 350,000.00	\$ 350,000.00	\$ 333,677.54
Lambrose Brown	Grant Properties Project Neon NDOT Agmt No. P433-14-004	10/14/14 - 10/30/16	10/14/14	\$ 275,000.00	\$ 275,000.00	\$ 275,000.00
Lambrose Brown	Sharples Project Neon NDOT Agmt No. P434-14-004	10/16/14 - 10/30/16	10/16/14	\$ 275,000.00	\$ 275,000.00	\$ 275,000.00
Laura FitzSimmons, Esq.	Project Neon Eminent Domain Actions NDOT Agmt No. P480-14-004	11/10/14 - 11/30/15	11/10/14	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00
Varela, Lee, Metz & Guarino	Sequoia Electric K3409 NDOT Agmt No. P526-14-004	10/16/14 - 10/30/16	10/16/14	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Lambrose Brown	Paralegal Services - Project Neon NDOT Agmt No. P547-14-004	11/20/14 - 11/30/16	11/20/14	\$ 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	6/30/12	\$ 77,750.00	\$ 77,750.00	\$ 76,340.00
					\$ 77,750.00	\$ 76,340.00

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

\*\* The firm of Varela, Lee, Metz & Guarino, LLP took over the Pacific Coast Steel vs. NDOT Case as of 2/28/14 from the firm of Watt, Tieder, Hoffar & Fitzgerald.

Contracts Closed Since Last Report:

Laura FitzSimmons, Esq.	Project Neon - Eminent Domain Actions Interim Agreement NDOT Agmt No. P270-14-004	8/25/14 - 11/10/14	11/10/14	\$ 100,000.00	\$ 100,000.00	\$ 5,268.00
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Monthly Litigation Report to the Nevada Department of Transportation - January 23, 2015				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
<b>Condemnations</b>				
NDOT vs. Chavez, Dawn R.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. City of Los Angeles, et al.	Eminent domain - Boulder City Bypass	\$ 50,774.00	\$ 2,777.92	\$ 53,551.92
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 16,079.50	\$ 242.96	\$ 16,322.46
NDOT vs. Fitzhouse/Westcare	Eminent domain - Project Neon	\$ 69,900.00	\$ 33,028.94	\$ 102,928.94
NDOT vs. Gendall Trust	Eminent domain - Project Neon	\$ 360,826.30	\$ 69,103.60	\$ 429,929.90
NDOT vs. Hackler, Connie L.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. Highland Partnership 1980, LLC	Eminent domain - Project Neon	\$ 36,761.25	\$ 5,456.78	\$ 42,218.03
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 115,825.00	\$ 14,540.82	\$ 130,365.82
NDOT vs. Jenkins, Carrie, aka Carrie Sanders	Eminent domain - Project Neon	\$ 291,797.75	\$ 99,830.28	\$ 391,628.03
NDOT vs. Jensen, Allan B.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 77,125.00	\$ 13,748.08	\$ 90,873.08
NDOT vs. LGC 231, LLC - (Holsom Lofts)	Eminent domain - Project Neon	\$ 56,868.75	\$ 2,526.24	\$ 59,394.99
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 4,332.75	\$ 22.55	\$ 4,355.30
NDOT vs. Manaois, Randy M.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. Marsh, Nita, et al.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. Miller, Bruce B.	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	\$ 186,198.45	\$ 27,674.43	\$ 213,872.88
NDOT vs. Railroad Pass Investment Group	Eminent domain - Boulder City Bypass	\$ 151,950.00	\$ 178,148.55	\$ 330,098.55
NDOT vs. Smith Family Trust, et al	Eminent domain - Project Neon	\$ 24,425.00	\$ 2,030.51	\$ 26,455.51
NDOT vs. Stanford Crossing, LLC	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. Turner, Ronald Lee	Eminent domain - McCarran Widening *	\$ 46,051.25	\$ 16,358.32	\$ 62,409.57
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 198,525.78	\$ 32,033.37	\$ 230,559.15
<b>Inverse Condemnations</b>				
54 B LLC	Inverse condemnation	\$ 43,668.53	\$ 9,864.55	\$ 53,533.08
AD America, Inc. vs. NDOT (NEON)	Inverse condemnation - Project Neon	\$ 501,778.43	\$ 113,562.82	\$ 615,341.25
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Eastman, Brandon vs. NDOT	Inverse condemnation - Project Neon			
First Presbyterian Church of LV vs. NDOT	Inverse condemnation - Project Neon	\$ 24,325.00	\$ 1,117.89	\$ 25,442.89
JYTYJK, LLC dba Wireless Toyz vs. NDOT	Inverse condemnation - Project Neon	\$ 29,630.25	\$ 9,224.85	\$ 38,855.10
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 237,497.00	\$ 8,187.87	\$ 245,684.87
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	\$ 83,151.08	\$ 2,872.10	\$ 86,023.18
<b>Cases Removed from Last Report:</b>				
None				
* McCarran Widening fees and costs are under one contract.				

Monthly Litigation Report to the Nevada Department of Transportation - January 23, 2015				
Case Name	Nature of Case	Outside Counsel to		
		Fees	Costs	Total
<b><u>Torts</u></b>				
Ariza, Ana, et al. vs. Wulfenstein, NDOT	Plaintiff alleges wrongful death			
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury			
Francois, John A. vs. NDOT	Plaintiff alleges negligence and personal injury			
Harris Farm, Inc. vs NDOT	Plaintiff alleges negligence and personal injury			
Heme, Sandra Lee vs. County of Clark; NDOT	Plaintiff alleges negligence and personal injury			
Jorgenson & Koka, LLP	Plaintiff alleges negligence causing property damage			
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			
Richard, Eboni vs. NDOT	Plaintiff alleges negligence causing personal injury			
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury			
Woods, Willaim and Elaine	Plaintiff alleges wrongful death			
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage			
<b><u>Contract Disputes</u></b>				
None currently in litigation				
<b><u>Personnel Matters</u></b>				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment - discrimination			
Cerini, Cheri	Petition for Judicial Review			
<b>Cases Removed from Last Report:</b>				
None				

2/2/2015

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		
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals	
1/31/2015	2	2	1/31/2014	1	1	1	1
MONTH	26	26	MONTH	14	14	12	12
YEAR	26	26	YEAR	14	14	12	12

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

COUNTY	2014 Crashes	2015 Crashes	% CHANGE	2014 Fatalities	2015 Fatalities	% Change	2014 Alcohol Crashes	2015 Alcohol Crashes	% Change	2014 Alcohol Fatalities	2015 Alcohol Fatalities	% Change
CARSON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CLARK	8	15	87.50%	8	15	87.50%	2	2	0.00%	2	2	0.00%
DOUGLAS	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LANDER	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LYON	2	1	-50.00%	2	1	-50.00%	2	0	-100.00%	2	0	-100.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	1	100.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	2	5	150.00%	2	5	150.00%	1	0	-100.00%	1	0	-100.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
YTD	14	26	85.71%	14	26	85.71%	6	3	-50.00%	6	3	-50.00%
TOTAL 14	261	----	-90.0%	284	----	-90.8%	----	----	#DIV/0!	----	----	#DIV/0!

2014 AND 2015 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2014 AND 2015, AS OF CURRENT DATE.

COUNTY	2014 Vehicle Occupants	2015 Vehicle Occupants	% Change	2014 Peds	2015 Peds	% Change	2014 Motor-Cyclist	2015 Motor-Cyclist	% Change	2014 Bike	2015 Bike	% Change	2014 Other moped,at v	2015 Other moped,at v
CARSON	0	0	0.00%	0	0	0.00%	0	0	0.00%	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	3	4	33.33%	1	8	700.00%	4	1	-75.00%	0	1	100.00%	0	1
DOUGLAS	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ELKO	0	0	0.00%	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	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LANDER	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LYON	0	1	100.00%	0	0	0.00%	1	0	-100.00%	1	0	-100.00%	0	0
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
WASHOE	0	3	300.00%	2	1	-50.00%	0	1	100.00%	0	0	0.00%	0	0
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	4	13	225.00%	4	9	125.00%	5	2	-60.00%	1	1	0.00%	0	1
TOTAL 14	145	----	-91.03%	69	----	-86.96%	55	----	-96.36%	8	----	-87.50%	9	----

Total 2014 285