



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
September 10, 2012 – 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. Approval of July 23, 2012 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Approval of Contracts over \$5,000,000 – *For possible action.*
5. Approval of Agreements over \$300,000 – *For possible action.*
6. Contracts, Agreements, and Settlements – *Informational item only.*
7. Public Auctions – *For possible action.*
 - a. Disposal of NDOT property located along North Lompa Lane, north of Dori Way in Carson City, NV SUR 09-09
 - b. Disposal of NDOT property located along North Lompa Lane at Carmine Street in Carson City, NV SUR 09-10
 - c. Disposal of NDOT property located along Broadleaf Lane at Alexa Way in Carson City, NV SUR 09-13
 - d. Disposal of NDOT property located along US-395 Freeway at Alexa Way in Carson City, NV SUR 09-14
 - e. Disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV SUR 09-15
 - f. Disposal of NDOT property located along US-395 Freeway at Arrowhead Drive in Carson City, NV SUR 09-16
8. Direct Sales – *For possible action.*
 - a. Disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV SUR 09-12
 - b. Disposal of NDOT property located southwest of US-395 at the Damonte Ranch Parkway Interchange, southbound off ramp, in the City of Reno, Washoe County, NV SUR 10-19
9. Approval of Administrative Modifications to the FFY 2012-2015 Statewide Transportation Improvement Program (STIP) – *For possible action.*
10. Adoption of the 2012 Nevada State Rail Plan – *For possible action.*
11. Presentation of Wind Warning System for US-395 and I-580 in Washoe and Pleasant Valleys – *Informational item only.*
12. Old Business

a. Report of Outside Counsel Costs on Open Matters – *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.*

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.

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada

Carson City
885 East Musser Street
Carson City, Nevada

Washoe County
75 Court Street
Reno, Nevada

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Governor Brian Sandoval
Lieutenant Governor Brian Krolicki
Controller Kim Wallin
Frank Martin
Len Savage
Tom Fransway
Susan Martinovich
Rudy Malfabon
Dennis Gallagher

Sandoval: Good morning, everyone. I'd like to call the State Transportation Board meeting to order. All members are present with the exception of the Attorney General who will not be participating today. We begin with Agenda Item No. 1, presentation of retirement plaques to 25-year employees. Madam Director.

Martinovich: Governor, we, at the Department of Transportation, take great pride in the work of our employees, and we have many of our employees who are retiring and after 25 years of service, some with even as much as 42 years of service. So I would appreciate it very much if you would recognize those employees from the list. Thank you, Governor.

Sandoval: Thank you. I will -- we have several, and I will read all the names -- the names of those who are not in attendance today and recognize them, and then we do have two individuals who are present. The first individual is 25 years of service, Kevin Gallio.

Martinovich: Yes.

Sandoval: Highway Maintenance Manager, District 3, and as I say, 25 years. The second individual is Joseph Roysdon, 25 years, 9 months, 14 days. Mr. Roysdon was Highway Maintenance Supervisor 1 in District 3. The next individual is Clint Borges, is that...

Martinovich: Borges.

Sandoval: Borges, thank you. At 26 years, 7 months, 13 days. Clint was a Supervisor 2, Associate Engineer in the Specifications Division. The next individual is David Manning, Transportation Planner, Analyst 4 in the Roadway Systems Division, 29 years of service. Michael Fipps, Highway Maintenance Manager, District 2, 29 years, 11 months, 29 days. I'm not sure what happened with that last day.

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Martinovich: It might have been February or something.

Sandoval: But outstanding. Anthony Booth, Highway Maintenance Supervisor 2, District 2, 30 years one day. I don't know why he let Michael Phipps -- Michael Phipps let him beat him out. The next individual is Dean Howard, Supervisor 3, Associate Engineer in the Traffic Operations, 30 years, 24 days. And the next one I think everyone will appreciate and respect, Joseph Gnibus, is that...

Martinovich: Yes.

Sandoval: Forty-two years, four months, and six days. I mean, almost longer than I've been alive. I mean, talk about service, 42 years, and that was in District 2. We do have two individuals here -- first, let's give a big hand to those folks.

Martinovich: Governor, I would like to acknowledge especially all of our employees, but especially the Highway Maintenance people. These are the guys out in the districts, out in the rural areas that have been managing, and they will be missed tremendously in their regions.

Sandoval: Yeah. As I say, it's just outstanding. I just really appreciate the service. We do have two individuals here with us today. The first individual is Pete Booth, Administrator 1, Registered Professional Engineer in District 2. Pete has given the state 26 years, 4 months and 9 days.

Martinovich: Pete, stand up and get your picture taken.

Sandoval: Pete, on behalf of the Board, I'd like to present you with this clock and we truly appreciate all your years of service, your dedication to the state of Nevada, we're very proud of what you've done for us, and wish you well in your future endeavors. Congratulations. Our next individual, and as the Lieutenant Governor just mentioned, the boss, Susan Martinovich, the Director of the Nevada Department of Transportation, 28 years...

Martinovich: Woo-hoo!

Sandoval: No. And I'm sure everyone on the Board will want to have comments, but, Susan, I want to thank you for your absolute commitment to the people of the state, to the transportation system. I think you've left an incredibly lasting legacy that people will enjoy for generations. And, you know, I know I've personally appreciated the opportunity to work with you and listen to all your ideas and how you've cared so much about the people in the Nevada Department of

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Transportation and always put them first before anything else. And I think it tells you've really established a family atmosphere here, and everyone knows that you deeply, deeply care about them and about the state.

Martinovich: Thank you, Governor.

Sandoval: So thank you very much for everything that you've done.

Martinovich: Thank you. I would like a picture with the Board. I've never had one, so...

Sandoval: Well, let's -- before you get up, I'm sure some of the other Board members probably would like to say something. Madam Controller.

Wallin: Definitely. Susan, you're going to -- it's going to be a big void having you gone because you have brought a lot of vision and innovation to the department. And I remember the first time I met you I thought you were just a breath of fresh air and I was excited to be able to work with you, and you've done a lot for the department. So I wish you well wherever you end up, because I know you're going to go somewhere else and do even more fun things and bring more innovation somewhere else, but thank you.

Martinovich: Thank you.

Wallin: And enjoy your retirement.

Martinovich: Yes, thank you.

Krolicki You can send us postcards. And I want a picture with you today, not you -- public service isn't easy and you encounter people along the journey and some people just strike you in such a wonderful way that it transcends the collegial part and the work part and you become friends, and you've absolutely done that in my world. You are just a wonderful presence, a can-do attitude. There's never been a time when I've called you, even when I caught you climbing on top of a mountain in Colorado on your cell phone, that you weren't able to just turn it around, again with competency, quickly and with a smile and that is just irreplaceable. And we've got some wonderful people who are going to try to fill those pumps of yours, we can say that, but thank you for your service, your smiles and your friendship which will long last beyond, you know, our time together, but thank you.

Martinovich: Thank you, Lieutenant Governor. One just small story, the cool thing that I love about Nevada is that you and I had been playing phone tag and I was following

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you in the car over there on (inaudible) Street, and you pulled over, and I pulled over, and we're talking on Fairview conducting our business, and then -- it was on a Saturday because he couldn't connect on the phone, and then we went on our way, and it's like this is Nevada, this is great. Thank you.

Savage: Thank you, Susan. Personally, your optimism, your dedication, and your hard work is above what I've seen in private business, and I appreciate your dedication and what you've done for the state of Nevada, and I wish you all the best in health and happiness. Thank you, Susan.

Martinovich: Thank you. Thank you.

Martin: This is my first journey into any kind of government in five years, and you are the one that helped educate me. And if what I've experienced in the joy of working with you and the openness and the clarity and the thoughtfulness is what your employees have experienced over the past 28 years, they will miss you a bunch. So, Susan, my thanks to you for help educating me about how this system is supposed to work.

Martinovich: You've done well.

Martin: Thank you. So congratulations. I wish I was retiring as well, but it ain't in the cards now, but congratulations.

Martinovich: Thank you.

Fransway: Susan, we worked together in different capacities for a long time, and I can tell you that it's been one of my biggest privileges of any person I've worked with to work with you. You have been a tremendous asset to this state and to this department. We're going to miss you a lot, particularly I'm speaking from a voice from local government, and your commitment to involve local government is beyond important to this state. And I believe because of what you have done, I believe that in the years to come that commitment will remain with NDOT. I wish you well in whatever endeavors you do, because I know you're going to -- you're certainly not going to quit living, and part of living with you is working. So, Susan, once again congratulations from all the local government who have had the privilege to work with you, and good luck.

Martinovich: Thank you. Thank you all. Thank you.

Sandoval: Let's take a picture.

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Martinovich: Yes.

Sandoval: All right. Next item is Agenda Item No. 2. Madam Director.

Martinovich: Governor, this is our presentation of awards over the last quarter, and it's one of the items that I feel very proud of the staff of the Department of Transportation because without them we wouldn't be receiving these awards, and these are some pretty big national awards. The first one we received is the Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers, and it was awarded to the Mike O'Callaghan-Pat Tillman Memorial Bridge, which is our Hoover Dam bypass bridge. This was an award that was given in D.C. just recently and we were very proud and honored to receive this for the partnership that we had with the states of Arizona and with the Federal Highway Administration, so a really good project and really great partnerships.

We also received during Bike to Work Week, which was just recently helped a couple months ago, NDOT's staff biked 1,583 miles which equated to 417 bike trips, which was the second most miles traveled. I'm not quite sure who beat us, and maybe that's good because then we'd have their tires flattened or something, but we have a lot of passionate and very dedicated people in the biking world.

We also received, and I mentioned it the last time, but felt that its worthy of mentioning again, is that we were a semi-finalist for the Employer Support of the Guard Reserve Freedom Award. And it went up to the national level, and again, we were the semi-finalists. We've really tried -- we were named as one of the 133 national semifinalists out of over 3,000 applicants for the award, so we're very proud of the service that our military members do, and we want to make sure that we support them in any way so that when they come home, they don't have to worry about anything.

And then one item that isn't on here, but at the recent WASHTO meeting, which is the Western Association of State Transportation Officials, it's the western region, 18 states, our project on 395 from Moana to the Spaghetti Bowl, the widening project, won one of the America's Transportation Award projects. There were 7 awards given out of 40 entered. Now the project will compete with the other regions, and we're hoping to be one of the top ten, but that announcement will come in September, so we'll be looking forward to that. But we are very proud of the effort and the recognition that that project also received. So thank you, Governor. That concludes the awards.

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Sandoval: And congratulations, and if you would please congratulate all the individuals at the department who are responsible as well for this, particularly number three with regard to the military. I have profound respect for them.

Martinovich: Yes, Governor. Thank you.

Sandoval: Any other comments from Board members with regard to Agenda Item No. 2? Thank you. Madam Director, Agenda Item No. 3, Director's Report.

Martinovich: Governor, a couple items. The first that happened very quickly, very fast a couple weeks ago was the MAP 21, which is the federal bill. All the past meetings I've been mentioning we're still waiting, we're still waiting. We've been going on a continuing resolution. MAP 21 was passed. MAP stands for Moving Ahead for Progress in the 21st century. I've handed out a summary. We won't go through all of that, but just a couple of the high points that I want to mention is that it's a 27-month bill. Basically it takes us to the end of fiscal year 2014, which is really good. We have two years now that we can plan and know what the funding is and what the projects are.

The funding level remains relatively the same as the final year of T21, which is great news. We just don't know how it's actually going to be reallocated. They consolidated many of the almost 60 federal programs that are in the current transportation bill into about 4, and then they created 2 others. And so we're waiting to see what the distribution is, and this chart shows a little bit of what that is. But really what we feel that does is gives us flexibility so that the states can really put the money where they feel the priorities are and not have to be so rigid in filling out those categories.

A couple other items, high points that the bill does that we think are tremendous, is it helps on project delivery. In the area, especially in the environmental, it gives the states more ability to get a continuing -- or, excuse me, a categorical exclusion. That's the lowest form of the environmental document, versus getting the (inaudible). Meaning, if we have a project that's just strictly in the right-of-way, we're not impacting other right-of-way, then we can look at getting a categorical exclusion, and that really helps the timeframe almost a year plus in project delivery. So we're very excited about that.

And then one of the other big areas is that there will be performance measures tied in with this transportation bill. And, Governor, the performance measures will align wonderfully with the efforts that you're making in regards to the budget

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efforts. And so we're working nationally with AASHTO and Federal Highways on what the nuances, what are the details of this bill, what are some of the issues on the performance measures, because, again, we don't want to -- we want to have meaningful ones that can be measured and looked at with the states. And then also, again, the interpretation, how do we coordinate with our partners, the MPOs, the counties, and so a lot of details still to be worked through, but staff is on that. And I'd like to acknowledge and thank our federal partner, Sue Klekar, the Division Administrator with the Federal Highway Association, and Greg Novak are here, so we will be working closely with them as well.

Another item, and I would be remiss if I didn't say it because of our efforts in our safety reducing fatalities, is that we are, again, watching that closely. Fortunately, compared to the last month's meeting, we've seen the number become more level with where it was last year. Still a lot of outreach to let people know, a lot of education working with law enforcement just to continually try to get the word out to keep of number of fatalities down. Currently we have 137 in the state which is really 137 too many, but we're always working and looking at ways to reduce that number.

Then also, I would like to bring up some information. We've had a lot of discussion on acquisition of right-of-way and the costs of items and the legal fees, but I'd like to give you a little story on one that we feel we're very successful at, in that there was a piece of property on Blue Diamond Highway related to State Route 160 that we widened from two lanes to eight lanes in some of the areas. And the plaintiffs demanded 7,000,500 in compensation for what they felt was closure of access to Blue Diamond Highway. And then they also demanded 5.5 million in pre-condemnation damages for a total of 13 million that they were seeking. We, with our representation by our Senior Deputy Attorney General and an individual from the Chapman law firm went through nine days of trial. And a lot of our staff were down there testifying and talking and working through the issues. And right-of-way is very complicated when you're talking traffic and right-of-way and access.

And so the verdict came down that dismissed the pre-condemnation damage and the visibility damage claim. And the access claim was reduced to a temporary taking and so the verdict was is that we owed them \$243,000, which is less than two percent of what they were demanding. So that's one instance where we feel that our money was very well spent.

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Then the final item is this Saturday, big party up on the bridge. So I encourage you all to attend. If you're riding your bike, you can be out there from 7:00 to 1:00 riding, not recklessly, but riding with reckless abandon, and 7:30 people will get to run. We'll have a course, 5K and a 10K course outlined for them. They can measure their own speed. And then from 8:00 to 1:00, just open to vehicles, open to people, open to everything. No dogs or no animals, but people and strollers, and just enjoy the day. So there are fliers about, and we just encourage everyone to make it if they come. And then on August 2 is the ribbon cutting, and, Governor, we've got an event set up for you, and so that's when we'll actually have the ribbon cutting. And we're proposing and tentatively looking at opening it to traffic on August 11 or soon thereafter. Thank you. That completes my Director's Report, Governor.

Sandoval: Thank you. I have a question with regard to the federal MAP. Was the amount of funding what we expected?

Martinovich: Yes, Governor. And it's -- actually, it's equal to, or there'll be a little bit of bump up from what we received, and there's always the question, is Nevada a donor or a donee, and the quick answer, and we've analyzed it, is that we do receive more money back than what we put in, and that will still be the case. And that all the states -- because some states do supplement some of the smaller states, but the issue is that all the states will receive at least 95 percent back of what they put in.

Sandoval: And the uncertainty surrounding it prevented us from essentially fully committing to some of these projects, and now we can do that?

Martinovich: Yes, Governor. When we're on the continuing resolutions that say only give us a month of funding or three months of funding, we're in stops and starts because as I've indicated before, I would not put out a project to bid not knowing if we were going to be reimbursed, or how much, or what the criteria was. And so this at least gives us the capability to plan and strategize and then know what projects to put out and when to put them out.

Sandoval: So there was, pardon the pun, but a backup and now...

Martinovich: Now we can move -- yes. We hadn't really been holding any -- they've been ready in a little bit, but now we know what we are going forward. The challenge is, is that the last transportation bill expired almost three years ago, and so two years in our view, Congress should start thinking about the next bill after this and

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start planning for it, and so we'll definitely -- I know that staff will definitely be working on providing some insight for the follow-up bill.

Sandoval: And did this bill omit anything that we had hoped for, or did it essentially satisfy all our expectations?

Martinovich: You know, there's still some details, but we feel it's a very good bill that provided flexibility, provided ability for project delivery, and also maintained the current funding. So we're very comfortable with this bill. We just need to see what some of the nuances are in regards to working with our partners with the MPOs. And one item I did neglect to mention, was that Congress also designated Interstate 11, between Phoenix and Las Vegas, and we're moving forward, and you'll see it in your agreement approval, with a study to really determine where should that be. We know pretty much it would be along the 93 corridor between Vegas and Phoenix, but from there where does it go outside of Vegas. Is it up the 93? Where does it hit the state line? Does it go into Washington? And so we're coordinating with other states to really see, but that designation through Congress was much more preferred than a designation administratively, because we don't have the time constraints of having to have it be a control-of-access facility. We're good here in Nevada with the Boulder bypass, and so we're set up for freeway, but past Las Vegas we are not, and Arizona is not, and it would put the states, both of us, in some pretty big straits without that Congressional delegation. So we're very excited in working with our delegates on that.

Sandoval: Thank you. Questions from Board members? Thank you, Madam Director.

Martinovich: Thank you.

Sandoval: Agenda Item No. 4, Public Comment. Is there any member of the public here in Carson City that would like to provide public comment to the Board? And we have Las Vegas and what locations do we have?

Martinovich: We have Elko. I see Elko and Las Vegas.

Sandoval: Is there any member of the public in either of those locations that would like to provide public comment to the Board?

Male: There is nobody in Las Vegas.

Lee: None in Elko at this time, Governor. Thanks.

Sandoval: Thank you very much.

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- Martinovich: And, Governor, just for information, is that internally there are 162 people watching this meeting, and externally there's 113 watching this meeting.
- Sandoval: Excellent. Our ratings are going up.
- Martinovich: Yes, they are.
- Male: Pretty soon prime time.
- Sandoval: Okay. We'll move on Agenda Item No. 5, approval of June 25, 2012 State Transportation Board of Director's Meeting Minutes. Have all the members had an opportunity to review the Minutes? Any changes to those Minutes? Hearing none, the Chair will accept a motion for approval.
- Wallin: Move to approve.
- Krolicki: Second.
- Sandoval: Motion by Madam Controller for approval, second by the Lieutenant Governor. Any questions or discussion regarding the motion? Hearing none, all in favor of the motion, please say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. Agenda Item No. 6. Madam Director.
- Martinovich: Governor, thank you. And for the Board's information, 6 and 7 are our typical items so that we can move forward with these contracts. We do not have on this Agenda the item that talks of all of the other agreements and contracts awarded because in the interest of time, so your next month Agenda will have two months' worth of information on there. But I'd like to introduce Dave Olsen. He's our Chief Accountant. Scott Cisco is off learning finance. And so, Dave, would you please present this item?
- Olsen: Okay. As Susan said, I'm Dave Olsen, Chief Accountant for the department and I'm sitting in for Scott Cisco who's unable to be here today. Agenda Item No. 6 is for a construction contract greater than \$5 million. It's for roadbed modification with a chip seal on State Route 306. It was a low bid award per statute, and we did apply a bidder's preference and the bidder's preference did not affect the award. And staff recommends approval.
- Sandoval: And when you say you applied a bidder's preference, that is because all of these were Nevada companies?

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- Olsen: Yes.
- Sandoval: Okay. Any questions from Board members? Okay. And that is the only one, Mr. Olsen?
- Olsen: That's the only one on Agenda Item 6.
- Sandoval: All right. So Chair will accept a motion for approval of the contract described in Agenda Item No. 6.
- Fransway: Governor, I would move for acceptance of Contract 3513 for bid to and awarded to Sierra Nevada Construction for \$7,477,000 plus.
- Martin: Second.
- Sandoval: Motion by Member Fransway and we have a second by Mr. Martin. Any questions or discussion on the motion for approval? Hearing none, all in favor, please say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. Agenda Item No. 7. Mr. Olsen.
- Martinovich: Governor, I just would like to provide one bit of clarification is that the bidder's preference was applied because this is a state funded only project. We do not apply bidder's preference if there's any federal money in a project.
- Sandoval: But these were all Nevada contractors so it was a wash in terms of the preference.
- Martinovich: Exactly, yes. Thank you.
- Sandoval: Please proceed.
- Olsen: Moving on to Agenda Item 7, there's a list of four agreements on Attachment A. The first item is an agreement with Louis Burcher (sp?) for the design work on the Cactus Interchange. It's a modification of adding \$400,000 into the agreement. The second item on Attachment A is for an interstate route corridor study from the Mexican border to the Canadian border. As Susan mentioned it was approved in MAP 21. It's for \$2.5 million, and of note on that agreement is one million of the 2.5 will you reimbursed by Arizona.
- Sandoval: And if I may, on that million dollars, is that in writing and it's an agreement between the state...

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Martinovich: Yes, it is.

Olsen: Yes.

Sandoval: And that was the trigger for the payment of that million dollars, do you know, the bill?

Martinovich: It will be monthly invoices.

Olsen: And it will be a reimbursement. We'll pay and then they'll pay us back.

Governor: Thank you. Any other questions?

Krolicki: Governor, if I may. Just, you know, I understand the coordination with Arizona now, but -- and you mentioned it as part of your report, as you go up towards Washington state, obviously this whole western United States should be working together...

Martinovich: Yes.

Krolicki: ...to have been alignment that is satisfactory. Do we envision any, you know, difference of opinions on where a route would enter or exit a state...

Martinovich: I wouldn't say difference of opinion.

Krolicki: ...or this project would (inaudible) coordinated throughout the western region?

Martinovich: Yes, Lieutenant Governor, is that that's part of the task of work. And we've actually created a great stakeholder working group with our efforts on the I-15 corridor, and our efforts with the vehicle miles traveled study. So we anticipate the same sort of interaction with other states, but those are definitely the questions that we need to work out. Where does it make sense? Where will it intersect at 80 in Washoe County? Where will it then leave and head up to the Nevada state line? Will it hit Idaho, or will it hit over into Oregon and Washington? So a lot of discussion and work through that, and we feel that we have to be united. And while those other states don't have funding in this, they are coming to the table and will help us later of that we're pretty sure. But we need to be united as the west because that way it sets us up to get future federal money. Just like the 95 coalition on the east coast, they have a whole coalition and funding is allocated federally just for that project. And so we're looking at setting ourselves up the same way with I-11 and/or I-15 in the western.

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Krolicki: And I'm stating the obvious, and of course it will be part of it, but just to make my -- make me feel better, you know, the economic development aspects of this design would absolutely be incorporated so the movements of goods and services, just the commerce element, would be a big part of this analysis?

Martinovich: Absolutely. You hit it right on the head. That's really the basis of why we would have a new interstate. It's for goods, people and commerce, and so that will be one of the overarching themes of when we go through this discussion, so thank you for mentioning that.

Martin: One of my thoughts on this thing, have our neighbors to the north started doing anything similar to this, or are we and Arizona just kind of out there as an island by ourselves starting the study?

Martinovich: No. We're taking the lead, just to make sure that it starts getting done, but they have been talking. They have contacted us because they want to be part of this. So they haven't started looking at it yet.

Martin: But they haven't come up with any money?

Martinovich: Not yet, but they will.

Martin: Okay.

Sandoval: We're gonna hold you to that even if you're not here.

Martinovich: They will. That's okay.

Sandoval: Madam Controller.

Male: (Inaudible).

Wallin: Yeah, exactly, yeah. Because I'd like to see them reimburse us, because it's great to have that agreement, but I'd rather have the money in the hand than wait. So I have a couple questions here. How many miles is this study encompassing, and how many miles are in Nevada, how many miles are in Arizona?

Martinovich: Well, most of -- I don't know the length, and we can get you the details, Tracy, unless you know that, but...

Wallin: Okay. Because...

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Martinovich: The segment from Phoenix to Las Vegas, obviously, the major portions in Arizona with our Boulder bypass area, but the rest of it does go right up to the top in Nevada, and we're the biggest -- we're very big.

Wallin: Yeah. Because I was trying to figure out how you came up with the million dollars that Arizona was going to pay, and we're paying 1.5 million.

Larkin: When we -- if I may, Tracy Larkin, Assistant Director of Planning. When we started going into this, we were originally looking at just the part of really looking between Phoenix and Las Vegas and on there. Arizona came in, we're also looking -- because they're looking at the ports (inaudible) they wanted to put -- they put in additional money because they wanted to go south, and then not only to the border on the north. When we look at the top, it's hard to say just a set amount of miles in Nevada because we will be looking at the 93 corridor, the I-15 corridor and the 95 corridor. And as we get up and as it splits, we're looking at a lot of the different pathways.

Most of the states on the northern side, when we look at Oregon, Washington, Idaho, when we say they're participating, at this point they're providing us additional information, because once we look at the freight and so on and the commerce moving northward or southward, basically what are the showstoppers in those area. We could say, you know, develop through 95, get them to our border, and then if there's a point on there -- a switchback or something on there that they can't fix, we've defeated the purpose of getting it up to going north. So it's not just an exact mileage, because we're looking at so many different routes, but it's really a fact finding. And as the Lieutenant Governor said, economic development and that movement of freight and commerce is the real lead behind it. The decisions won't be made until we have the data to support it.

Wallin: Okay.

Larkin: So really the other states are providing it. We're not spending a lot of time and money, as a matter of fact, very little in the northern states, but we are cooperating with them and asking them for information to support our work here.

Wallin: I guess my next follow-up question to that is, because I don't think we have the authority to spend our dollars in other states, so I just want to make sure that we're not spending Nevada dollars in other states, because I don't think by law we can do that. So I just want to have a comfort that we're not spending our money...

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Larkin: No. The total project is 2.5 million. Of that, only 300,000 is state gas funds, and that's just some matching.

Wallin: Only 300,000 is state money.

Larkin: Only 300,000.

Wallin: And the rest is coming from the feds then?

Larkin: Yes.

Wallin: Okay. Okay.

Sandoval: Any further questions on this I-11 contract?

Fransway: Governor?

Sandoval: Yes, Member Fransway?

Fransway: This is -- all this conversation is very interesting and the Board has asked questions that I intended to ask too, so obviously we're all interested in this. One comment from me, as an avenue to pursue cooperation between other states, the National Association of Counties has an organization called WIR, Western Interstate Region, and I serve on the Board of Directors for Nevada on WIR. WIR is comprised of 15 western states including Alaska and Hawaii, and transportation needs to be addressed because we do have mutual interests in commerce and in moving people. So it may be an idea to have NDOT and perhaps Arizona come to a WIR meeting and make a presentation so that we can involve the other states. And I'm sure that local government in the other states would be very interested in working with Nevada and Arizona to improve transportation. So that's an option. And, Susan, if you want, we can work together and set something up, if that'd all right, Governor.

Martinovich: That'd be great, Commissioner Fransway. Yeah, definitely. The coordination -- the more coordination the better we are, so Tracy and our Project Manager, Sandra Ronsenberg, is here, and so we will work with you in coordinating that and working together.

Fransway: Okay. Thanks.

Martinovich: Thank you.

Sandoval: Thank you. We will move on to the next contract. Mr. Olsen.

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- Olsen: Okay. The next agreement on Attachment A is with Volt Delta Resources for design development and upgrade of our 511 traveler information system to bring it up to the next generation. The fourth item is a striping agreement with 3M Company to put on striping in Clark County on U.S. 95. And staff recommends approval for all four items on Attachment A.
- Sandoval: Questions from Board members? Madam Controller.
- Wallin: I have a question on the striping contract, because I notice it's for five years, and I understand why we're doing that. Is that going to violate the new statute with the two year rebidding?
- Martinovich: No. Madam Controller, thank you, and I appreciate the opportunity to bring that up. Is that this is a performance-based contract. In our efforts to put maintenance work -- more maintenance type of work out to contracts in our agreement with the legislature, that this is one of the items that we felt would be applicable for that, and striping is an item that we would generally construct. It would generally be under construction contract, and so those are not limited to the four-year agreements. And so we feel that this one doesn't violate that. And a little more on this is it's a performance-based contract, and the six years is what they need to provide good striping for. And we're pretty excited about it, because they're going to be putting something down. And I'm telling you this because I really wanted to say these words, a component polyurea application and so...
- Wallin: All right.
- Martinovich: ... and what we will do is that every year we will measure the retro reflectivity. That's actually my very favorite word.
- Krolicki: You've reached the pinnacle, you should retire.
- Martinovich: I got it. But we will measure it, and it isn't so much that Dennis will go out say, yeah, I think that's got a good reflection back is that there actually are parameters to truly measure what the reflectivity is, and it's done on a basis. They don't get all the money up front. They get it based over a certain period of time, each of the six years, and so if it isn't meeting that, their cost to have to replace it. Also 3M is a national company, but they are using highway striping and signs that are located in north Las Vegas to do this work, and so we feel that it does not violate the four years, that it's construction work that we would do and its performance-based contract, and so we're getting the warranty. So we're comfortable with this.

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- Wallin: Okay. That's good, because I understand it now. Is this something you might think about doing in Eureka? Because I was at the county tour and one of their questions was, what are you doing about our crosswalks, and I know that when I was crossing the street, I was trying to find the crosswalk, and you couldn't see it, and they said that they put them in in October and by February it was gone.
- Martinovich: That's some of the challenge that we have with the striping is that we -- it's typically water based for us and we're out there every six months or more often to put it down, so this is part of our study to see what are the costs of this versus our internal costs, and what is the product that we're getting. So definitely, yes, there's opportunities in other areas.
- Wallin: Yeah. I hope it works because Eureka definitely needs it out there. Thank you.
- Martinovich: Yes. Thank you.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. Two questions on Item No. 4 that pertain, the first question being, is there a performance and payment bond associated within the 842,000?
- Martinovich: Rick or Anita?
- Savage: Performance and payment bond part of the 842 was the question.
- Nelson: For the record, Rick Nelson, Assistant Director of Operations. There is no bond requirements for this because we're actually retaining a lot of the money up front. The first payment of the 840 is only 40 percent. And so based on the performance of that material, then each year after that they will be a subsequent percentage of it. So we don't really need a performance bond because we're holding that money ourselves as part of the payment schedule over the duration of the contract.
- Martinovich: Because it is costing them the money up front to place this material, and so they're actually out the money in order to place it, and then they'll get the money back reimbursing.
- Savage: Okay. I understand that. I do like -- what's that? I do like to see a policy of performance and payment bonds for all projects just as an insurance for the department. And secondly, is this for maintenance and new construction, or is it just maintenance this contract?

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- Nelson: What the contractor will have to do is they'll have to go as a first order of business provide this new stripe over this section of highway, so there will be an initial application of this material, and then we'll -- like the Director says, we'll monitor it every year thereafter. And if it meets the retro reflectivity requirements, they'll get their next yearly payment. If it doesn't, they'll be required to come out and freshen it up so that it does meet that requirement in order to be paid.
- Savage: So it's on maintenance and new construction?
- Nelson: Oh, I'm sorry. Well, this section of pavement is a brand new piece of pavement on U.S. 95 from the state line to Searchlight. We chose this particular section to issue this contract on because it's basically new construction. We don't anticipate having to go out and upset the pavement with any maintenance activity, so this truly will be a test of the material to see -- or to make sure that we do get that five years of life. I hope I'm answering your question.
- Savage: Yes. For one certain strip, it's just recently constructed, and this strip is going to be maintained for five years with this contractor is my understanding.
- Nelson: That is correct. They will be responsible for the striping -- for all the striping on this stretch of pavement for the next five years.
- Savage: Okay. Thank you very much. Thank you, Governor.
- Sandoval: Mr. Lieutenant Governor.
- Krolicki: Thank you, Governor. Susan, on the contract for the 511 info system, I feel like sometimes I'm a broken record, but I'm wearing multiple hats when I sit here. With the Commission on Tourism, is this 511 system capable of -- I mean, I know it's about traffic and about safety, but it would be great if we could talk about, you know, (inaudible) days or something else happening, if there could be a tourism component. And I don't know if someone here is from Volt Delta, but it would be wonderful if we're going to be doing these things, updating these things, if we could do, you know, a tourism plug when they're listening to these things, I think that would be just a wonderful idea. And if the contract could incorporate that, that would be interesting to hear the answer.
- Inda: Good morning. Denise Inda, Traffic Operations. One of the benefits of this new system is it's the next generation, it's got more advances, it's going to be more what our travelers and our public expect. Right now we've worked with Tourism.

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They extract, they scrape the data from our system to create the great mobile app that they have, nvroads.mobi, and what that does is it provides road conditions. It's related to skiing and golfing activities in Northern Nevada. And so they scrape that data out and they provide a little mobile app about the road conditions. And what our new system is going to do is it will provide an XML feed, which is technical speak for the data just being able to pass through. They can grab it. They can drop it into whatever system. So I think one of the benefits of our new system is that we'll be more flexible in our abilities to work with groups with Tourism or other folks to get better information out through all of the methods that we have available to us.

Krolicki: And throughout the state?

Inda: Exactly. And throughout the state, yes.

Krolicki: Great, thank you.

Sandoval: Any further questions?

Martin: I have one more question. In the write-up on Item No. 4 for the permanent striping, line number four, it says the unit cost -- this has to do with on-call permanent striping for either business or non-business hours. Throughout the course of this agreement, units costs of \$5950 per hour or \$6450 per hour. Is that correct? What are we paying \$6450 an hour for? It's on page 115 of the Agenda. Do you see what I'm getting at?

Martinovich: Member Martin, we'll look into that and get back, and then prior to the end of this meeting, we'll try to have an answer for you on that item. So there might be a mistake, but we'll track it down and see what it is.

Martin: Yeah, it's got to be. We're missing a decimal point, maybe.

Martinovich: There could be.

Nelson: That does seem high, but we felt it was important to have a contingency cost in there if we need them to go do some striping that's not actually defined as part of the contract, but since they're there and they're responsible for the road. But we'll verify those costs. That seems awfully high per hour for a striping...

Martin: If it's not high, I'm going to resign and apply.

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- Sandoval: Why don't we do this, we will -- I'll take motion on Agreements 1 through 3, and hold Agreement Number 4 pending the response to Member Martin's question.
- Fransway: Governor?
- Sandoval: Member Fransway.
- Fransway: Could I address Item 1 before we do that?
- Sandoval: Yes.
- Fransway: Just for information. Why are we modifying a fixed fee?
- Martinovich: This is -- yeah.
- Fransway: I mean, a fixed fee would be agreed to by contract I would think, and to me, you don't change that in the middle of an agreement. That would be like changing the rent on a lease agreement in the middle of the stream. I'm not sure I understand why we're doing that.
- Soltani: For the record, Amir Soltani, Chief of Project Management. For this contract amendment, we did not change the fixed fee. Fixed fee has been set from day one.
- Fransway: Okay. Well, the far right indicated to me that it was being modified, that's why I asked the question. But it's not; is that correct?
- Soltani: No, sir.
- Fransway: Okay. Thank you. Thank you, Governor.
- Sandoval: Any further questions?
- Martin: Okay. I'm confused. When you said the fixed fee wasn't modified, I'm looking at \$2,563,531 as the original amount. Amended amount, \$400,000, payable amount, \$2,963,531. It looks to me like the fixed fee has been modified by this action.
- Soltani: The amendment amount was for redesign of Cactus Interchange. We were facing overall 3 to \$4 million in construction shortfall. So to save that money, we spent about \$280,000 to redesign and save about \$2.6 million in construction costs. The fixed fee has been set, and was set as part of the original contract from day one at

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ten percent. And I'm looking at that very quickly to make sure that is true. The ten percent is a fixed percent, sir, based on that it costs.

Martin: I think I'm talking apples and oranges here. Are you talking about the fixed fee at ten percent, which basically is their profit is a fixed number?

Soltani: Yes.

Martin: We're talking -- I think Member Fransway was talking about the contract value has been increased by \$400,000. And where I'm at is I need to understand why it got increased by \$400,000. What wasn't in the original \$2.5 million contract?

Soltani: The original \$2.5 million contract for the design of the entire Cactus Interchange. The adjustments for \$400,000 was for redesign of the interchange. Out of that \$400,000, \$289,000 was used -- \$292,000 was used to reduce the cost of the construction by about \$3.6 million because we were facing funding shortfalls. An additional \$110,000 approximately is left out there because we didn't know if we had to adjust our construction funding any further or not, and that money is going to be out there subject to numerous approvals and negotiation if we need to make any changes.

Martin: So the \$110,000 is a slush fund?

Soltani: Is for contingency, just in case we have to adjust the construction costs further.

Fransway: Governor, if I may, it just sounds to me like really what we're doing -- if it was fixed at ten percent, then really when we get the information to the right, it probably should have said that we're modifying the scope of services and not the fixed fee. That's what got my attention. Ten percent is ten percent of the total.

Martinovich: Yes.

Fransway: And it was agreed to. And so really it would have helped if we would have just left a fixed fee out of that on the right and modified the scope of services. So I understand now. The fixed fee really was not modified.

Soltani: No, sir.

Fransway: Okay. Thank you.

Martin: Is the -- the modifications that they made to save (inaudible), is that something they should have considered doing on Cactus in the first place?

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- Soltani: No, sir. We were facing funding shortfall towards end of fiscal year, this year, and we were asked to reduce construction costs. This was about two months ago.
- Martinovich: There were also some issues on drainage and working with the county, and then the widths of what Warm Springs was going to be and tightening up the right-of-ways. So we kind of -- you're doing -- when we're working with the right-of-way and then working with the design, there might be times where right-of-way says can you modify the design a little bit in order that we don't need to take this property or impact it as much. So that's some of the nuances that we had to do.
- Martin: Okay. Thank you.
- Sandoval: Any further questions with regard to Agreements 1 through 3 in Agenda Item No. 7? Hearing none, the Chair will accept a motion for approval.
- Wallin: Move to approve Items 1 through 3.
- Sandoval: We have a motion by Madam Controller to approve Items 1 through 3 within Agenda Item No. 7. We are going to hold Agreement No. 4 until we have the answer to some of the questions raised by Board members. Is there a second?
- Martin: Second.
- Sandoval: Second by Member Martin. Any questions or discussion on the Motion? Hearing none, all in favor, please say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. We'll move on to Agenda Item No. 8. Good morning.
- Larkin: Again, Tracy Larkin-Thomason. I'm the Assistant Director for Planning. We do have no amendments this time. Lucky me. But for the list of administrative modifications, basically these were coming to the end of the federal fiscal year, and what you're going to see here is a lot of clean up of descriptions and a movement of money into different areas so that we maximize the best use of the money in the different projects. So and for RTC of Southern Nevada, we changed the funding for I-15 at Cactus Avenue, and we're substituting state gas tax to National Highway System funding, and we're adding 3.75 million of public lands highway discretionary funds. Then we're also revising the description and the location of the Boulder City Bypass, and the description basically has changed

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from U.S. 93/95 Boulder City Bypass Phase 1 Package Two, and basically it's being changed to Boulder City Bypass Part 1 Package 2A and 2B.

We will be constructing the frontage use, utilities, retaining walls, constructing some tortoise fencing, plant salvage. We're also removing fast Project Clark 1.5 million of National Highway System funding from the FY1012, basically we're releasing that funding for that project for this fiscal year there. And then we're also moving the Project Clark I-15 from 215 to the Spaghetti Bowl from 2012, and we're moving it to FY13.

In Washoe County, we are moving the funding for -- we're moving funding for the I-5 80 at Moana Lane Interchange from the National Highway System to STP statewide, and we're increasing the funding amount there from -- to reflect a refined engineering estimate. Then on the -- for Pyramid Highway at McCarran, we're moving funding from the National Highway System in 2012 and spreading it out in 2013 and 2014, and then moving 7 million of STP Washoe to the state gas tax fund in FY 2013.

We're also showing -- incorporate some fuel tax category for the FY2013 fuel tax projects. These are projects that use local funds, so basically are incorporated in our program, but we have no jurisdiction over the projects. And then in Carson City, we're adding the purchase of one bus for the Carson City Jump Around Carson, JAC, the fixed route service in the amount of 220,000 of FTA funds. Any questions?

Sandoval: Questions from Board members? No questions. Thank you. Very thorough, yeah. Having no questions, the Chair will accept a motion for approval of amendments and administrative modifications to the FFY 2012-2015 statewide transportation improvement program.

Krolicki: Move to approve, Governor.

Sandoval: Motion by the Lieutenant Governor for approval.

Fransway: Second.

Sandoval: Second by Member Fransway. Any questions or discussion on the motion? Hearing none, all in favor, please say aye.

Group: Aye.

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Sandoval: Opposed no? Motion passes unanimously. Agenda Item No. 9, old business. And, Madam Director, when we have the answer, if you would just tip me so that...

Martinovich: Governor, I have it now.

Sandoval: Okay. Why don't we move back then to Agenda Item No. 7.

Martinovich: Thank you. And what that is, is that that's an on call for the striping, and really we anticipate that -- those numbers are correct. But what that number incorporates is traffic control, it incorporates the materials, it incorporates the application, it incorporates all the costs to go out there and do it. So if there's a fire and they need to fix that striping, they will get out there, they will do it. As soon as they're on scene, then they charge us that much per hour. It's capped at 40,000. So at the 6,000 per hour, really there aren't a lot of hours built in there, but, again, it's on extreme emergency and that's all inclusive of everything that they need to fix that location. So that's what those costs are. And they -- again, they won't be used if they aren't needed, so we will have the control over that, but we needed to have a way to have them get back and do things that are beyond their control. They, you know, in fairness to them, we can't have them responsible if an RV burns up on the side of the road.

Martin: The reserve amount of five percent of the 842,000 is not included within the 842; is that correct?

Martinovich: It is -- that is correct.

Martin: It is included within the 842?

Martinovich: Yes.

Martin: Okay. Thank you. I move for approval of Item No. 4.

Sandoval: Member Martin has made a motion for approval of Agreement No. 4 within Agenda Item No. 7. Is there a second?

Wallin: Second.

Sandoval: Second by Madam Controller. Any questions or discussion on the motion? Hearing none, all in favor, please say aye.

Group: Aye.

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- Sandoval: Opposed no? Motion passes. That completes Agenda Item No. 7. We finished 8. Agenda Item No. 9, old business.
- Martinovich: Thank you, Governor. I won't go through these, except I would like to give Chairman Savage the opportunity to comment. Agenda Item 9A is a briefing by the Construction Working Group. There's been a couple meetings so far, and the issue items that this group -- and Member Savage is the Chair, and Member Wallin is also on the group as well as Member Martin. And so those are the items that we're working on. The group meets every other month, and then we'll report quarterly to this Board on issues and findings. So, Member Savage, I don't know if you had any comments or questions, but...
- Savage: Thank you, Susan. Governor, we've had two meetings. They've been very successful, very workshop oriented. We are going to have a meeting next month as well, August 24. We've had very good input from NDOT staff, collaborative information from everyone throughout both private as well as NDOT. And it's a working group that I think is gonna be very informative to this Board and support up to the department. So every other month we'll be meeting, Governor.
- Sandoval: Thank you for taking a leadership role, Len, on this. And it's really helpful because you take on some issues that you can really mete out and use your expertise that is very helpful to me, for sure, because I'm not involved in the industry and I'm not as familiar with some of the issues that you confront, and you can really take the time that's necessary on these issues to ask the questions and be able to report back to the entire Board. So I want to thank you and Madam Controller and Member Martin for doing that. Any questions from Board members with regard to Agenda Item 9A? Please proceed.
- Martinovich: Governor, the other item is the report of outside counsel costs that if there are any questions, our Senior AG, Dennis Gallagher, would be happy to answer. Then report on the maintenance of fleet, and this was just in follow up to some of the questions that we received during the last meeting regarding the approval of our replacement of the fleet. And then the one item was a question that the Controller had regarding the CD roads on the 215, and, yes, those are permanent, but the impact and the benefit that it has on the I-15 corridor is tremendous and it's just going to be a learning process for people to get used to using those CD routes. And that being said, we are having a ribbon-cutting for the design bill project in August, and we'll get information out to you on that I think, Governor, it is on your schedule, and that we'll be letting you all know that date as well for that project. Thank you.

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- Sandoval: Questions from Board members? I have one on the legal fees. Are we still paying bills on the first one with regard to Ames Construction?
- Gallagher: Governor, Ames Construction is still on the list. We're just waiting to make sure that all expenses have cleared out. It's done. We're just waiting for those last invoices, and I'm looking forward to it dropping off this list as a monthly reminder to the Board.
- Sandoval: Yeah. I'm sure you're tired my...
- Gallagher: It was a long case and, you know, it's been discussed already, but it should be falling off. I think we're waiting for that invoice so we'll close it off and there may be one or two more get dropped off for the same reason.
- Sandoval: Any other questions with regard to Agenda Item No. 9? We will take a five minute break before we move on to Agenda Item No. 10. Why don't we take a little more than five minutes. We will be in recess until 10:25. Thank you. The Board's in recess.
- Sandoval: I'll call the meeting back to order. Agenda Item No. 10, selection of Director for Nevada Department of Transportation. Madam Director, do you have any preliminary comments?
- Martinovich: Governor, thank you. The Board write-up addresses a lot of the background. And I'd like to ask Amy Davey, she is with the Administration of Personnel, and Amy will go through a little bit of the preliminary information, and then we'll just kick it off. So Amy.
- Davey: Good morning, Governor Sandoval, members of the Board. For the record, I am Amy Davey, a Personnel Officer with the Division of Human Resource Management. I first would like to inform you that Captain Jason Cosby has withdrawn his application from consideration this morning. Earlier Mr. Rakesh Tripothi (sp?) also withdrew, so you have today four candidates for consideration for the position of Director, Nevada Department of Transportation.
- You've received summary information regarding the background verification that we conducted on the candidates. We've allowed 35 to 40 minutes for candidate interviews, with each Board member asking one interview question. Follow up questions for the purpose of clarifying information are also appropriate. You've been provided with a copy of the interview questions recommended by members

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of the Board. If you wish to make notes during the interview, please feel free to do so, and I also have note paper available if you need some.

When a candidate enters the room to be interviewed, and they will be coming in in alphabetical order, they'll be interviewed in alphabetical order, they will be provided with a copy of the questions as they enter the room. This will allow them to refer to the questions you ask as they proceed through the interview. Many of the interview questions are multipart. This will provide the candidate with a reference to ensure they fully answer each of your questions. Then the question sheet will be collected from them as they leave the room.

Our process this morning is to ask you to rank each candidate after each interview by a vote of the Board, and I think that process has been provided to you in your Board packet. At the conclusion of the first round of interviews, the top two candidates will have been identified and will be invited back for a second-round interview. It's anticipated that first-round interviews will be concluded somewhere around 1:30 p.m. At this time, a break will be taken to allow for preparation of second interviews. Candidate one and two will remain in the conference room downstairs and the other two candidates will be released.

During second-round interviews, each Board member will have the opportunity to ask one question of his or her choice. The question chosen by the Board member will be asked of both candidates. I've been tasked with being the timekeeper for the interview process, so I'll be attempting to, as discretely and respectfully as possible, maintain the timeframes allowed, about 35 to 40 minutes for each interview. If you're ready to proceed, I'd be happy to notify the first candidate, or bring them in. Do you have any questions?

Sandoval: Questions from Board members on the interview process?

Martin: I have one. When these people started dropping off, why didn't we go to the next candidate down and bring them into the mix?

Davey: That's a good question, Member Martin, and I would ask Director Martinovich to speak to it, but I would think that it was because we had publically announced these candidates. We had allowed a fair amount of time for these candidates to prepare to provide us with references. With Mr. Cosby withdrawing his application as of Friday, I don't think it would have afforded enough time to go through the process again of a public announcement and having that person prepared to interview. Did I miss anything, Director, or is that...

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Martinovich: No. You hit it on the head. Thank you.

Davey: Okay.

Sandoval: Member Fransway?

Fransway: Thank you, Governor. Yes. The ranking that we are going to be following through the process, would that be ranked from one to ten, or how will we do that?

Davey: Actually, Member Fransway, the way that we have set this up to work, as each candidate comes in, you'll interview that candidate. With the first individual there will be no need to rank that person. When the second person comes in, you will take a vote as to your number one candidate. So you will have had two interviews, you will vote your number one candidate. When the third person comes in, at the conclusion of their interview, you will then vote for your number one and your number two candidate. When the fourth person comes in, again, you will vote for your number one and your number two candidate. That's the only ranking that we're talking about. So you will be actually voting and ranking, we're calling this a running raking system, as you go, so that at the end of all four interviews, you will have candidate one and candidate two that you have voted on. There's no numeric ranking system in terms of the interview. It's just where the candidate is placed in that interview process.

Sandoval: And if I may, I think Member Fransway is asking how do -- is it up to each individual Board member to decide how -- I mean, if you want to use a one to ten, you can do that, and I may use a different system.

Davey: Yes, sir.

Sandoval: The Controller may use a different system.

Davey: Yes, sir.

Sandoval: There's no requirement for uniformity as to how we rank each of the candidates, but afterward we will deliberate and then I would accept a motion from somebody, and depending on the outcome of that motion, we'll determine who the -- who is ranked where.

Davey: Yes. That is correct. It would be according to your own discretion, how you selecting candidate one and candidate two.

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Fransway: Okay. Thank you.

Martin: Okay. I got a follow up one.

Davey: Yes.

Martin: So we're not going to go through and Member Fransway says candidate number one, I say candidate number two, and Len says candidate number two, and the Governor says candidate number one, and we're not going to vote it that way? We're going to have a deliberation and come up between the five -- between us who the top one is, or are we actually...

Davey: You're going to vote for your number one candidate, and then you're going to vote for your number two candidate. With candidates one and two, obviously you won't vote until the second candidate concludes their interview. You will vote for your number one selection. When three comes in, at that point you will again vote for number one, and then you will vote for number two. So you have the opportunity to vote for the first position and the second position at every -- after every interview beginning with candidate number three.

Sandoval: So, for example, if Member Martins says I like -- we interview -- we listen to the first two and Member Martin says I like candidate two, I would make a motion for candidate two over candidate one, and there may be a second, there may not be.

Davey: Yes.

Sandoval: But if there is a second, then we would vote.

Martin: Ah, thank you.

Sandoval: Is that...

Davey: Yes.

Wallin: But what if we have a tie? What if three of us want number one and three of us want number two?

Martinovich: Then pick somebody to arm wrestle.

Krolicki: Governor, you know...

Sandoval: Well, we should answer that question.

Martinovich: Yeah.

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- Davey: Yes. And I've spoken with Senior Deputy Attorney General Dennis Gallagher about this, and I think he can provide some...
- Gallagher: Governor, in the unfortunate situation that a tie is incurred, we won't have a majority vote, so it will be up to the Board members to reargue it, redeliberate until we get at least a majority vote from four members on a candidate.
- Sandoval: But what if -- and I think it's good to ask all these questions now, but if one and two were a tie, they could stay in because number three might be more -- have more support amongst the Board.
- Gallagher: Yeah. As a Board you could certainly do that.
- Krolicki: We're looking for white smoke, and I think the Governor should vote twice in the case of tie.
- Gallagher: Believe me, Lieutenant Governor, when I found out my boss wasn't going to be here and realized there would be six members, my blood pressure went up.
- Sandoval: Is that on the record?
- Krolicki: I guess my, you know, I don't want to over think it, you know, we're just trying to pick two people as finalists before we get to the final stage. I guess my question is the running ranking process, you know. We've lost two applicants, so we only have four, this would really only affect the third person if you -- I mean, the third person, maybe we'll lose one of the -- one of those three, but would it simpler if we -- it looks like an engineer designed this process with all due respect. Just we listen to all four and as a motion at that point pick the top two. You know, I yield, but it just seems like we're making something complicated when, you know, we're getting to two people out of four.
- Davey: I think so. I think we'd have less chance of a tie if we did that. And sometimes, you know, I don't know about you, but when I do interviews and I interview somebody, I say, wow, I really like them, and then later on after I've seen everybody, I might change my mind on that one that I thought was my top one.
- Sandoval: So, Ms. Davey, will that upset this process if we were to just listen to all four?
- Gallagher: Governor, if I may. I think it's important for the Board to remember how this item was placed on the Agenda, and we must follow the Agenda.
- Sandoval: Yeah. That's...

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- Fransway: Governor?
- Sandoval: One moment, Member Fransway. I think if that is the way it's been presented on the Agenda, that is the way we have to conduct the meeting. I just -- I understand what the Lieutenant Governor is proposing, but that's been in -- that'll be the expectation of each of the applicants, and I think we've got to move forward with that.
- Gallagher: And, Governor, I do note for the record, the Agenda does say selection of a Director, but also included in the public materials was the memo outlining the process, and I believe that the Board should stick with that. If the Board's not comfortable with it, of course the alternative would be to amend the Agenda, repost it for a future meeting, and I don't know that there is or is not any appetite for that.
- Sandoval: That wouldn't be my choice. Member Fransway?
- Fransway: Governor, then the way I understand it, when we're all done with the second interview, you as Chair will call for a motion and one of us will make a motion. If the motion passes, we will have a new Director?
- Sandoval: Yes.
- Fransway: That's simple as that.
- Gallagher: When it's all said and done, yes.
- Sandoval: When we get to the final two.
- Fransway: That's correct. Okay.
- Wallin: Governor, just -- may I? One comment that I would like to see after we go through this process, if we take some time maybe not this meeting, but at another meeting, talk about lessons learned so we put a process in place going forward, you know.
- Sandoval: Well, I will say this, and I think I said it at the last meeting, we're carving...
- Wallin: Yeah.
- Sandoval: ...a new path here, and it has all been in the name of transparency and getting as many -- as much input as possible. I mean, historically, the selection of the Director has not happened this way, and so I would be the first to concede that,

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you know, we are, as I say, charting a new path here, but I think at the end of the day it is a good process. It gives all the applicants an opportunity to be heard and vetted, not only by everyone in the audience, but by this Board. There was the -- we had 20 plus applicants before. We had a great committee that reviewed those and made a recommendation to us, so I'm very confident in the process. Yes, in the future hopefully we won't have to do this in my time, moving forward, and I think that's part of why I've wanted to be so thorough about this, because we want to have a Director that we have complete confidence in and has the buy-in both internally and externally. But if there are lessons to be learned and hopefully we can take those and if indeed we have to do this again, we will have learned from this process.

But, Ms. Davey, I want to thank you for all the hard work that you've put into this in shepherding this process forward. And as I say, there's always going -- there are always going to be questions and, well, maybe we might have thought about this or that, but when you really step back, I think this is -- has been the way to go, and I've heard some very positive feedback in terms of how we've conducted this search and how we're making the selection. So any further questions or comments before we proceed? Everybody understands how we're going to do this? All right. Then, Ms. Davey, if you would ask the first candidate.

Davey: Our first -- yes. Our first candidate will be Mr. Malfabon.

Sandoval: And just for the benefit of the Board members, I'm going to ask Mr. Malfabon and all the other candidates to make a preliminary statement, and then we'll go into questions after that, and then ask him to make a concluding statement when we're finished.

Martinovich: We want to make sure they have no (inaudible).

Sandoval: Mr. Malfabon, if you want to take a moment to look at the sheet. And then what I'm going to ask you do once you're ready is to make an opening statement, and then each of the members will be asking you the questions that are on the sheet there. Are you ready to proceed?

Malfabon: Stand here?

Sandoval: Yes, please. And good morning, Mr. Malfabon. Congratulations on being one of the four finalists. You're familiar with the process. I'm going to ask you make an opening statement if you like of five minutes or less, and then each of the

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members will be asking the questions that were just provided to you. So with that, I respectfully ask that you please proceed.

Malfabon: Thank you, Governor. Good morning, Board members. For the record, Rudy Malfabon. I probably don't have to do that, but, you know, as this opportunity come up, I asked myself why do I want to be Director of the Department of Transportation. And it came to me that it wasn't because of personal ambition. It was because I care about NDOT and I want it to be successful, and I care about the State of Nevada. I would like NDOT to be an integral plan of your plan, Governor, for economic development for the state. I think that that's the only way because transportation is such a part of business in Nevada. It's the only part that we can help you be successful is to look at ways to help businesses be attracted to Nevada, help the businesses that are here to do well. I think we have to look to the future, look at limited funding, and I think I have some good ideas on how to address some of the challenges that we're going to face in the coming years.

Sandoval: Thank you very much. We will proceed with Madam Controller.

Wallin: Good morning, Mr. Malfabon.

Malfabon: Good morning.

Wallin: Ethics are a key factor for leaders in public service. Can you tell me about a time when your ethics were challenged at work and how you dealt with it, and what specifically will you do to ensure high ethical standards in the Department of Transportation and the protection of public trust?

Malfabon: I think there was a time when my ethics were challenged when I worked in the Construction Division as an Assistant Chief Construction Engineer, and we had an emergency when their flooding on I -- on I-80, pardon me, in Reno by the Helms Pit. I was put in the charge of the reconstruction of the interstate that washed out. Huge vertical cliff right at the edge of the median, so the whole half of the interstate had washed out. We worked quickly to get Granite Construction hired through a low-bid process through an emergency contract, and I was overseeing the field operations of the construction.

I had to look at the safety of the contractor's employees and our personnel as we reconstructed that portion of the interstate. I was accused of allowing the contractor to do some things that were not fair, not right. Basically, because of that vertical cliff which was in danger of imminent failure and collapsing, I had

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agreed to allow the contractor to dump the material over the side, not to place it like we normally would such as on I-580 freeway extension where you compact it in layers and bring it up. It just would have been an awful tragedy to see a loss of life on that emergency contract.

So I felt that that was the proper thing to do, and I was accused of being in bed with the contractor, and basically told that individual, no, this is why. It was a safety issue. I asked him how would we could have -- how could we have done it differently? It was just too precarious a situation with the possibility of collapse as that face of that ledge thawed out, because it was in the winter time. So I felt that I explained that. I've never, you know, I kind of felt my blood rising up to be accused of being unethical because I've got a lot of integrity personally, and I see that the integrity of the department is also key to me.

I think what specifically I would do to ensure high ethical standards in the Department of Transportation, we've obviously adopted an ethics policy, and, Governor, we pretty much modeled it off of what you did. I think that we have to be cautious of what others see, and as a leader of the department, you have to start with yourself and how people view you. If they see you going out to a bunch of golf trips or something that's unethical as far as acceptance on behalf of somebody that's a contractor or a consultant, you have to be aware of that. You have to see that -- I'm not going to defend that I didn't do anything wrong. You don't want to be in that situation because I think it's important to have people trust you and feel that you're ethical at all times.

So I think that we would kind of communicate to our employees at every level, what does this ethics policy mean? Does it mean that you could still have lunch with your contractor on your construction project? I think so. It's an important part of building relationships with your contractors and discussing work-related issues. Does it mean that you should accept certain gifts? I think that there's criteria in there that establish what's acceptable and what's not. We have to tell our employees what's acceptable and what's not, and hold them to that. Hold them accountable, so that if they do exceed those limitations, we take action on it quickly, and not to use it as an example, but as a learning experience for all of our employees so that we have the utmost respect of our co-workers, of our other government departments, and the public, and our Board.

Sandoval: Thank you very much. Mr. Lieutenant Governor.

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Krolicki: Thank you, and thank you, sir, for being here. I know this is just a lovely experience. You're doing fine. NDOT is experiencing funding shortfalls, and the Director is going to need to prioritize projects and allocate the allocation of funding. Two questions. Describe a similar situation you have been in and how you made your decisions. And secondly, how would you prioritize projects at NDOT and determine the distribution of funding?

Malfabon: I think that the similar situation is just as we speak, with the uncertainty -- although we have a two-year federal transportation bill, there's not enough money coming into the federal highway trust fund to keep going. And as Susan mentioned, Congress needs to start now just to get something finished and agreed to by all parties in two years from now. So I think that it's important to look at how we prioritize our projects. I was pleased to discuss with Bill Hoffman, Assistant Director of Engineering, how it's coming along, and what criteria that we're using, because I've always felt that NDOT could do better at prioritizing projects.

What I saw in the past was because we're very focused on project delivery, we do it well, and we maximize the use of federal funds so that we never leave any federal money on the table. I think with the consolidation of programs under MAP 21, the new federal transportation bill, we're going to do even better because it's going to give us some flexibility. But I think that when we prioritize projects, we have to look at certain criteria. Benefit cost is one. We also have to look at such criteria as is it -- what's the risk. You know, when I look at Project Neon, I see a lot of risk there, and I need to understand that as Director, and everybody's that senior in the department has to understand the risk in such projects as that.

We have to look at some other factors such as what's the -- is it going to improve the flow of traffic? Congestion is a major issue, primarily in Las Vegas, but also along the interstate and on I-580, 395 in Reno, Washoe County. We have to look at how our projects improve congestion, but also we have to look at the issue of preservation. My belief is that we need to spend more money on preservation. We have to look at the state system as not just Las Vegas, not just Reno where mainly our capacity improvement projects occur, such as interchanges and widening of the freeways. We have to look at how are we holding the system together. And I think that we need to talk to our maintenance folks, talk to our districts, and find out where -- get the input from them where they see a problem in our roads.

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I saw when we were trying to spend money on some priority projects, we try to select something that's going to go out quickly and now we're at the point where there's a lot of stuff that's coming due for preservation treatments, overlays. I think that we need to do some more with low cost treatments such as the -- you've seen and approved contracts for microsurfacing surface treatments on the roads, but we also have to try some new innovative methods such as cold (inaudible), but warm asphalt mixes, try some innovation so that we can spread that money around. But we're going to have to look at certain categories of funding, maximize those. And I think that we have to also look at the distribution of funding between Las Vegas and Reno, make sure that we have a certain amount of money that's going to those areas right off the top. And then within those funding categories, bridge, safety, preservation, interstate maintenance, we have to make sure that we maximize the federal dollars within those categories.

So I think that we -- in closing, we can do a better job, and we're working on it. I was pleased to hear from Bill Hoffman that we are having some criteria. I think that we have to have some discussions about those criteria. I'm familiar with question ten funding in Southern Nevada where they looked at are there other agencies pitching in money on these projects. I think that should be considered when we're setting funding priorities. Is it just state funds going to it, or is it a combination of federal, state and local funds? So that should play into that funding -- or prioritization strategy.

Sandoval: Mr. Malfabon, if you're selected as the next Director, what will your goals be for the first 6 months, 12 months and 36 months of your tenure?

Malfabon: In the first six months, Governor, what I see is that obviously to fill some key positions within the Director's office. If I get selected, I'm going to have to fill the Deputy Director of Southern Nevada position and the Deputy Director up here. If I fill those positions from existing staff in the Director's office or in senior management, I have to look at how we're going to fill those positions too. And when it's an appointed position, it's a lot easier. Basically, I can talk to those candidates, look from the outside as well as within. I have some ideas about some of the candidates within. I know their strengths and their weaknesses, but I would look at very quickly filling those positions and discussing them with you prior to that, Governor, since you would have some say in that. But I would hopefully fill those positions before the Board meeting, as far as the Deputy positions if I'm selected.

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Respectfully, I really didn't see it as a Board approval item. I know that this was a very open process for selecting the Director, but I would also talk to each of the Board members about these candidates for Deputy Director positions and find out what kind of -- I would tell you what I feel their strengths and weaknesses are, and you've had dealings with these candidates too if they're internal candidates, so get your feedback on that too. So it wouldn't be done in a vacuum, but I would try to do that within the first few months as far as the Deputy positions.

The other thing that I would do is to communicate what the future of NDOT is from my perspective, the vision, and I kind of on purpose skipped over that in the opening statement because I wanted to discuss it here. I feel that NDOT has to be very aware of this funding situation. At the federal level, as I mentioned, what we learned at the WASHTO conference, the Western State DOT's conference that was held recently in Colorado, it's something that the ASHTO and WASHTO folks have been saying for a while is that there's got to be a correction in the funding. Either the federal government has to raise more revenue to maintain those levels of funding that the states get, or else they're going to have a big correction in the amount of revenue that's received and disbursed back to the states, and then eventually there'll be a course correction. But we need to plan for that type of event where maybe Congress is not going to raise the gas tax. It's a very hot potato, political issue. People are concerned, and rightly so, of tax policy and how it affects our recovery as a nation, and as a state. So I think that we have to plan at NDOT for the possibility of a reduction in funding -- a drastic reduction for that year. If Congress doesn't act on this issue of revenue and address that, then there will have to be a course correction at the federal level with disbursements of transportation funding. So I would communicate that to our organization.

The other thing is I think that we need to be leaner. I think that the department was set up wisely so for project delivery, and we had a very successful run with project delivery. Huge projects getting out of time and on budget. We increased the size of some portions of NDOT, but in the future, I think that what we need to do is NDOT the -- what's the organization of NDOT going to look like if we put more money in preservation and less money on capacity because we don't have enough funding? Obviously that ties to another issue of funding and where could we get more funding, but if we don't, what are we going to look like as an agency? Where do we have to contract? Where do you have to reduce the size of the organization? Where we can we gain efficiencies from the use of technology?

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So that's one thing that I would do, and I'm not going to do this alone, Governor and Board members. What I would do is because I'm known as a collaborator and a team builder, and what I would do is ask not just senior management, but the people in the trenches. I think growing up with my father as a -- he was a Marine Corps Master Sergeant. He taught me, you know, you respect the guys in the trenches as well as the senior officers and the commanding officers. You respect those folks and you get their input. So I think that we need to -- before we make a decision to downsize certain areas or to move our resources to another area, we need to have that kind of input across the department. So I would propose having a -- forming a team, a cross section of the department so what we have all those areas represented at the table and we discuss those tough issues in order to look at a leaner organization. In some areas of the organization, I think we have to actually increase the amount of staff there and the amount of resources.

So that's another thing that I would accomplish in the first six months is forming those teams so that we can lay out what our challenges are, and then put ourselves up to a schedule to come up with some solutions, take those to the Board periodically to let you know how it's going. But I'm really big on looking at what are the actual causes of our challenges, what are the possible solutions. What I see that occurs at NDOT sometimes is we jump to a conclusion, a solution, and I'm going to be a little bit critical about one. It was the movement of all those right-of-way agents up to Carson City. I didn't think it was a good time to do that. Part of the thing is, you know, from my father's counseling, he probably taught me to respect authority a little bit too much, because I should have said -- been a lot more vocal. By the time that I heard about that, it was already a done deal, but I felt that as we're embarking on the huge purchase of right-of-way on both Boulder City Bypass on the stage one project, and Project Neon, I think that that was not -- we didn't have a good plan in place. We still have to fill those positions, and we're in the midst of a huge procurement of right-of-way on that project. So I think that we could have done better at planning that move. I think that it's not that customer service oriented for the people -- the owners of the property that are affected.

The first 12 months obviously we're going to be working along -- working with our contractors, our consultants on informing them about our programs, what's going to be changing, where do we need more assistance from them. We do a lot of things at NDOT, and in some cases we're falling behind. We need to do better at project close out. Is there any kind of effort that needs to be brought to bear

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from the consultant community to help us to address the project closeout process, to address the number of reviews that we have to do on our contractors to ensure that they're performing what they're supposed to do on prevailing wage and Title 6 programs. We find that with the limited staff, as I've been over the Civil Rights Program, that we're just falling behind in some of those areas.

We also have to identify what areas do we have to have some policies and procedure manuals written up, because I see a lot of, well, we've always done it that way, and we need to identify what process improvements are needed. If you look at some other states, we're going to look at some -- identify where some innovations are available, and they're already doing it in other states. I heard at WASHTO conference about the over dimensional permit process. So we could at that as an area, get with those other states, and that's one thing that we would want to do in the first 12 months. Find out what's working, what's off-the-shelf software. We don't want to develop something from -- you know how software development goes. It's just millions of dollars and sometimes you don't get what you want out of it.

So 36 months, I would hope that we've worked well in the -- and in the initial 6 to 12 months, we would definitely work with you, Governor, and Mr. Hill on the economic development plan to show where transportation is an investment where we can help businesses. As I said in my opening statements, I think that in that 36-month period, we would have established the performance measures and get with those business owners, with those elected officials, because we're working in the same room with the cities, the county and Southern Nevada to develop that economic development plan. And as they go forth with setting up that structure, we need to be part of that and know -- understand what business needs in order to help heal Nevada's economy.

So the other thing is -- and within that 12 to 36 months period, is we're gonna be receiving guidance from the Federal Highway Administration. They've been great partners, but we need to improve our planning process so that we can help the local public agencies such as the cities and the counties to deliver their program. What I see often is that we enter into agreements with them, and we pretty much leave them to their own devices to deliver the projects. They've been struggling with layoffs. I see that we have the expertise, we have the maMPOwer, and we can help them to deliver their programs a lot better.

The other thing is to improve the writing of agreements. It's not so much -- what I've seen in the local public agency agreements is, it's not the process of getting

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the signatures and getting the administration done on the document, it's how do I write it, how do I get agreement, how do I negotiate that with the county or the city when it's joint funding, or RTC's, MPOs, metropolitan planning organization, is another one that we can do. But I've heard a lot from them, and my preparation for this interview was talking with those local agencies and finding out what are their challenges. And definitely they don't like NDOT just kind of sitting back and then saying we have to spend the money because you guys are too late, and we have the expertise to help them, and I think we should.

Sandoval: Thank you very much. Member Savage.

Savage: Thank you, Governor. Mr. Malfabon, as Director of NDOT, what percentage of time and effort would you allocate to the five categories that are listed below as a percentage basis? And then you can further explain your style or philosophy as to the necessary outcomes or goals that you may want to achieve.

Malfabon: Well, definitely leadership is the key. I think that leadership really is -- I'm going to cheat a little bit and say that's 100 percent of the time because everybody's always watching you as the Director. They're using you as a role model. They're expecting you to explain for vision, and I think Susan's done a great job at this. She's communicated more than any other Director before her has with our staff, with our managers and with the Director's office members. I think that she's expressed her vision and it was focused on project delivery and we've done exceptionally well.

The thing is, leadership -- our employees are watching everybody in the front office, and especially the Director to set the tone for the department. We talked about ethics, you know. They want to see that their Director is doing everything to show that they're ethical, and I'm not saying that we have been unethical, but there's a perception, you might have seen that in some of the materials or some of the discussions you've had with other people is that sometimes we want to avoid that perception entirely. I think that leadership is the most key responsibility for the Director, and expressing that vision, and I think it's 100 percent of the time.

Now, I think that also in Nevada, it's -- that political part is, you know, I think that if you ask people what party or, you know, what affiliation is Rudy, they'd probably be hard-pressed to tell you because I am -- I have tried very hard to be apolitical. But I also understand that Nevada is a very political environment, and we have to work together. And I appreciated the fact that, Governor, that you did not paint yourself into a corner when you were dealing with the budget issues like

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other candidates have done. I respect you for that and I think that that's wise to do because these are tough problems to deal with as far as funding and how we spend the money. And I think that you've done well to show that you work across party lines.

I think that that's the same thing that this department has to do is to be apolitical, but political is a big part of what we do. And we have to understand that what Commissioner Fransway is concerned about, and he's raised it before as a County Commissioner is important to us, that we have to be aware of what's important to a city across -- or a little town even, as they're looking at bringing in -- maybe attracting a solar energy plant or a cement plant back in the day when tribe was looking at that in Moapa, we have to say, here's how we can help you, here's some tips on what to do. Obviously, we can't do all the work for these, but we can do a lot more communication. I see the political as including those local entities, the metropolitan planning organizations, which are the RTCs of Southern Nevada, Washoe County, Lake Tahoe and Carson City, working with those, working with NACO, working with those county commissions.

I've done a lot of those presentations to the county commissions throughout the state. Member Wallin has graciously agreed to attend a lot of those meetings, and I really appreciate that. But you can see that there's different issues that come up in different areas as we go there. Is it about access, is it about safety, is it about something that's snowplowing on the California side, and we bring those issues back, we find a solution. Susan's always been really good about finding solutions to some of these problems that some of our agencies -- our sister agencies face. But I think that the political is going to be a big part of that because we have limited funding. They have even less, and we have to work with them and also be aware that there's, you know, the government issues -- governance issues with the legislature, there's that issue going on between the legislature and the legislative branch and the executive branch. We have to be aware of that, but we have to understand also that there's a lot of new members of the legislature coming in January, and NDOT has to do a better job of communicating to those new members so that right after the election we start reaching out to them, here's what we do, not just wait until the first opportunity when we have our hearing on NDOT's program and NDOT's budget. But talk to them in advance.

So I would say that as far as a percentage, you could probably look at leadership, like I said, it encompasses everything that we do, but political is probably going to be about to 20 to 25 percent as we enter into the legislative session. And upwards

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-- what I would do is definitely rely on my experts. Scott Sisco has experience in administration. He's getting some education on alternative financing this week, so it will be interesting to see what he brings back, but he's gonna be our go-to person for the budget stuff, and we'll have him side-by-side with us when we're testifying.

The other thing is to -- in the political side I think is to make the case for additional funding for the department. I know, Governor, that you have your concerns about the effect on businesses and how it would stop our economic development in its tracks, and the recovery, but we need to at least still communicate to people, because I think that a lot of people don't understand how much they pay for transportation and how it's an investment. They know also that they're running into orange cones everywhere they drive nowadays, so there's -- they don't feel there's a problem, so we have to communicate what the actual situation is to them, and do that in concert with the other agencies that deliver transportation throughout the state.

As far as management, that's a key part of the job, but I think that we kind of give overarching guidance to our managers. I would leave a lot of that to our assistant directors of engineering, operations, planning and administration. Typically what I would do is to give that guidance to say that we need to cut our budget within so much. I would make sure that they not just make decisions on the fly about how to cut, but they're getting with their direct reports and the people below that that are affected. The people that are really affected when we start budget cuts are the people in maintenance and the construction operations in the field, and traffic operations in the field. So you definitely want to involve headquarters managers, but also the district staff and management in those decisions. But I would say that management's probably a lot less -- from the Director's perspective, it's -- the management that I would do is really more about watching the cash flow with our financing and finance folks, administration folks, so that we can make sure that we manage our work program well, that we are quick on our feet to move money around, but we're also working with the locals on that, and that we're making sure that we don't drastically dip down like we have been doing on some of the cash flow situations recently.

We're looking to also work more with the Federal Highway Administration for some of these large settlements that we've had to get that money back, having some of that interaction with them so that they don't need to take months on end. They can actually get with our experts and get that reimbursement quickly. So I'd

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say management's probably going to be a quarter of a percent, but it's only really focused on financial stuff, and leave the technical stuff, that's another area there that it's going to be pretty much left to the technical experts. I think that overall you give general guidance and then oversight, again, is just a major part of the job, but it's something that you depend on your Assistant Directors to manage. That was a long one.

Savage: Thank you.

Sandoval: All right. Member Martin.

Martin: Yes, sir. As a project manager with Jacobson, and in your history with NDOT, I'm in the construction industry as well, and we all have had these projects that nobody wants to talk about. Can you kind of tell us maybe a project that is the one case that really went south and what your role was in the successful completion of that project?

Malfabon: There's one that comes to mind, and it's F Street. In this case, I mentioned that we are very good at project delivery. We would do things to accelerate projects, get them out quickly. Basically what I saw happen on F Street is we had no clue about some of the history there. We relied on local political elected officials to give us some guidance, and they didn't. I know that they have a different perspective, but I can tell you that our project manager felt that he did his best. I watched the video of it where he briefed the council in Las Vegas, and some things got -- they got misunderstood. I think when we had our public meetings on F Street, which was part of a larger project, the public didn't understand. They didn't show up to the meeting, and we took it to say that, okay, they must be happy. They saw the ad in the paper.

I think that what we have learned from that is -- I was involved in initial contacts with the west side community, primarily African-American community, and they were very angry that they didn't know about this. We got off the defensive. We got to where we -- how can we fix this. We talked with the community, we talked with the elected officials, both locally and at the state level on how to address this. Because we felt that what our solution was, was basically an engineering solution. We didn't understand some of the history and why they took it so emotionally about losing access. We actually thought that it was a better method of addressing the traffic in that area and eliminating some of the cut-through traffic that was putting some of the residents at risk and their children, because there was a park right by there. But they didn't like it, so we worked with them.

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We had a lot of meetings with them. Jenica Finnerty has done a great job at staying on top of that project. But we had to show them we're not discriminatory. We didn't mean to cut off access here. This is actually a solution that we had, but we know -- we understand you didn't come to the meetings. We understand people's time is precious. Sometimes they don't have time, but we changed our methods of public outreach after that to have more emails, more discussions before the elected officials, more community meetings, and work through -- recognize that you have to work through the churches. That's where a lot of the African-American community gets their information. Work through the homeowner's associations to get that kind of information out. So I think that in the end, we changed our processes for outreach and involvement of the public during the construction design process, and we're having a successful project come out for advertisement soon.

Sandoval: Thank you. Member Fransway.

Fransway: Thank you, Governor. Thank you, Mr. Malfabon, for your interest in filling this important position.

Malfabon: Thank you.

Fransway: Will you please tell us about a time you were tasked to complete a controversial goal or project, and you had resistance from others. What specific action did you take to overcome that resistance, and how were you able to influence others to accomplish that goal?

Malfabon: I would say that one of the examples would be the quote or informal bid process. What I saw was that from the district perspective, they didn't know when their contracts were coming out. They felt that headquarters was a black hole for understanding where their project was, and then the project would appear in the district for advertisement, and it wasn't exactly what they had submitted or what they needed. So what we did was get everybody together from the districts, District Engineers, the people that actually do the administrative work in the districts to deliver district contracts, which are smaller contracts, and the administrative services folks to talk about, okay, this is a process that the AGC went to the legislature to increase it to 250,000. Let's take advantage of this so that we can get informal contracts out quickly, and also have more contractors that traditionally do work for NDOT get involved in this, so more competition, eventually better bid prices.

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We hashed over a lot of things, identified issues, but this team effort really came up with a lot of issues to address. We addressed them, we kept track of them. And then eventually when there was a process that came out of it, it didn't work because it was a bit cumbersome. It was too many -- too much steps in this process. So we went back and we changed it and made the districts responsible. I gave them guidelines, I gave them a lot of flexibility, but I wanted to make sure that the contractors were not saying you're picking the same contractor each time, because this (inaudible) formal bid process is not advertised in the paper. We collect at least three -- we said three to nine bids from people, and in some districts they always ask nine contractors to submit a bid.

So we wanted to identify what are the challenges. We found solutions. We tweaked the process and I think that was a good success. We still have to keep tweaking that process, but I think that we have worked well with the districts and with admin services to find a solution, and we deliver usually about 12 to 13 projects a quarter using this method, and some of them are upwards of \$250,000 in value. It doesn't sound like a lot, but it does help us to achieve some goals of getting more contractors into our system and understanding how to bid contract work with NDOT, and sends that opportunity around throughout the state.

Sandoval: Thank you, Mr. Malfabon. Would you like to make a very brief closing remark?

Malfabon: Yes. I think that I understand what the responsibilities are for the Director of NDOT. I know that there's a lot of things in NRS, but it's bigger than that. I think that communication is the key. I think that I'm a good communicator, both in writing and verbally. I'm looking forward to the legislative session, even if I'm not selected as a Deputy Director, to communicate with some of those freshman Assemblymen and State Senators to explain what NDOT is, what we do, what our needs are, and also working with Mr. Hill and all the partners in the economic development plan for the Governor to make sure that Nevada gets back on its feet.

I think that people understand where I'm coming from. They know that I'm a person that values relationships. I still have friends from high school that I stay in touch with. They're my best friends. People from college, people -- when I worked at WASHDOT, that's ten years ago, but I still stay in touch with those folks, and I just value relationships so much, that I want to be known for someone that can bring people together, even people from different camps with different opinions, and they're butting heads, but we can come out together with a solution. So I'm really good at that.

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I know that when I have to be tough I have to be tough, and part of it is relying on performance measures, and making sure that we hold our employees accountable, and that I hold myself accountable to the Board. When I bring something to the Board, I'm not going to just give you one side of it. I'm going to give you the good, the bad, pros and cons, and I'm going to give you my recommendation and why, and then let the Board deliberate that and ask -- you've asked some great questions throughout this refreshing time of a Board really paying attention to the Agenda items that come before you. I think at first we were kind of, wow, they're really paying attention now, and we better have some answers, and I think it's a good thing and it shows transparency in government, and I think it builds public trust, Governor. I think that was a good move.

And I know that Kim Wallin always has questions and they're great questions, but it's not just Madam Controller, it's everybody on the Board has a responsibility to the public and to the Department of Transportation to ask those types of questions. I'm looking forward to your deliberations, and hopefully I'm selected. I think it's just like the Oscar nominations, it's just an honor to even be considered. But I love the department, and I love Nevada, and I would love to serve you in that capacity, Governor.

Sandoval: Thank you very much.

Malfabon: Thank you.

Davey: Ms. Martini will be your next interview candidate.

Male: (Inaudible).

Davey: Yes. Ten minutes, yes. And I've got one that says five.

Sandoval: Good morning, Ms. Martini.

Martini: Good morning, how are you?

Sandoval: I'm very well. If you want to take a moment to sit down and review the questions.

Martini: Okay.

Sandoval: We offered that to Mr. Malfabon before we commence asking questions. So once you're finished reviewing that sheet, I'll ask you to make a brief opening statement and then we will begin with the questioning portion of the interview.

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Martini: Okay.

Sandoval: Are you ready to proceed?

Martini: Yeah. Okay.

Sandoval: Do you wish to make an opening statement?

Martini: Yes, I would. Thank you. Governor, Members of the Board, Madam Director, it's an honor and privilege to be here to compete for the position of Director of NDOT. I've been with NDOT for eight years. I have 30 years of experience, a master's degree and a bachelor's degree, and the bulk of my experience is actually from Oregon. And I think that a lot of the experience in Oregon is very timely at this point in time because of the economic situation that's facing Nevada right now. A bulk of my time was always pinching pennies. And I think the lessons that I've learned and the interface with locals and my experience on some of the Governor's committees would serve Nevada well now. So I'm happy to serve in whatever capacity I can, however, and have been happy to do so so far.

Sandoval: Thank you very much. Controller Wallin.

Wallin: Good morning, Ms. Martini.

Martini: Good morning.

Wallin: Thank you for applying. First question here. Ethics are a key factor for leaders in public service. Can you tell me about a time when your ethics were challenged at work and how you dealt with it? And secondly, what specifically would you do to ensure that high ethical standards in the Department of Transportation are met and protection of the public trust?

Martini: It's an interesting question, and one that's very close to my heart. In my 20s there used to be a manager whose favorite question was, what would you do if your internal values and your beliefs differed from the organization that you worked for? And my background, the way I was raised, the CAT Cadets Creed out of the U.S. Air Force that I learned, and even though Oregon did have problems from time to time, my life at Oregon DOT pretty much matched what I believed.

When I came to NDOT, there were some practices that I disagreed with, and within the first year or two, I found several things that were happening. One of my folks at Christmas time brought in a Christmas card that he had received from one of the vendors with five \$100 bills in it, and I said, no, you can't keep it.

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What I found was that it was pretty standard practice for contractors to give packages, call them meat packages, the value amount would probably be one to \$200. Fine china, trips, this was kind of normal practice.

And the very first thing I did was I sat down with my direct reports and said this isn't appropriate, because even if -- and I know them. Even if you don't believe that getting these gifts would reflect on perception, it does. You can't go on a trip with a contractor that you're responsible for overseeing and expect that people aren't going to think that you're going to be biased in some way, even though you're not. It isn't a matter of honesty, because honesty varies according to person. If there was a \$100 bill sitting right there, it would probably stay sitting there forever, but honesty doesn't -- means other things when you're say putting your taxes together.

So I put out an email to everyone in my district and I said here are the guidelines. Number one, you get no personal gifts, particularly anything of value, and I said about \$100 is the value. I checked, of course, before I did this to see if there was anything specific there, and other than the state guidelines, there's wasn't. The next thing is, yes, you go to conferences, you got to classes, and there's times when -- golf games, for instance, when everyone is participating. So if you're in a situation where everyone is participating, and you're participating equally, and it isn't putting you in a situation of receiving something specific, then it's okay. And, of course, every Christmas, not as much as we used to, but we get the bagels, and the candy, and the fudge, and things like that from the consultants. I said, as long as that goes into the break room, and as long as everyone gets to participate, and no one gets it just because of their position, then, you know, then it's okay. So that's the kind of guidance I put out for my district when I first started.

Sandoval: Mr. Lieutenant Governor.

Krolicki: Thank you, Governor, and thank you, Ms. Martini, for being with us today. I know this is not the easiest exercise. NDOT's experiencing funding shortfalls as we certainly know, and the Director will need to prioritize projects and allocation of the funding. Two questions. Describe a similar situation you have been in and how you made your decisions. Secondly, how would you prioritize projects at NDOT and determine the distribution of funding.

Martini: You hopefully -- I see the blue packets. You should have received what I call a case for change. And part of that is talking about the transportation funding and

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future transportation funding, and the way the transportation plan gets put together. And before I answer the question specifically, I really would like to set the stage because my comments I don't want to have come across as critical of Nevada. I mean, for 20 years this was the fastest growing state in the nation. NDOT was under pressure to put out projects just as fast as they could, and so a lot of successes came out of that. But as went along, there's a certain amount of cost that went into the production of those plans and specifications and putting out projects and, you know, so they may not have always been the most cost effective, and there wasn't a particular need to prioritize because they had to go out just as fast as they were ready to go.

Well, now we're facing a different economic climate, and the real question is, is the future going to look like 2006, or is it going to look like 2012? There are a lot of Nevadans, and there are a lot of people here at NDOT that believe that the current recession is an interruption, merely a glitch. We're going to get back to that high growth. And so I have to look at that. On a personal sense I go, okay, that would be great because my house is now worth half what I paid for it. I would love to see it get back to what I paid for it. But realistically, will it any time soon?

So I looked at the economic drivers, and that's in the first part of the packet that I gave you. What exactly is going to be driving economic conditions in Nevada? And what I see is the 1980s through the 2000s, nationally and globally, were driven by demographics. The baby boomers, of which I think we're all the tail end of the baby boomers, are, you know, that was the productive years of their life. Now moving into retirement. That was also the time period where single income went to double income in most families which was big production. And the next biggest one and probably the most critical one was money. We globally financed our future on debt, collateral (inaudible) debt, derivative debt, et cetera. So along came the recession.

So in Nevada what does that mean? Unless there's a game changer, you know, we may become the, you know, the world's greatest producers of widgets, but right now we depend on gaming and tourism. Gaming and tourism depends on discretionary income. Discretionary income is down and is going to be down for a while. Nationally we are experiencing a bit of a recovery, but if you look at the June and July indicators, they're actually down. There's some fears that we'll go back into another recession. Globally you turn on the news and you get what's happening in the European debt crisis, et cetera. So then we have a bright spot

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which is mining. That's great. In the eastern part and central part of the state, that is chasing the wages and the cost of living, so that piece is there. But as you move forward, the cost drivers into double digits I just don't believe are there unless, like I said, there's a game changer of some kind.

The other thing is, is that Nevada's a great place for retirement, but the retirees are not bringing the wealth that they did before. I mean, there's \$7 to \$10 trillion of wealth that has disappeared. So they may be coming to Nevada, but they'll be coming with a need for services. So I think moving forward that this isn't a short term two-year, three-year, five-year thing. I think it is a longer term. Japan never thought that it would be in a 20-year recession with less than two percent GDP. But Nevada may be facing something like that.

And so when it comes back to the transportation, we've been doing a lot of big billion dollar projects, but I believe that you can't build your way out of congestion. And we have done a lot around enhancing the operation of the current system, and then we have the big billion dollar projects. But in the middle, there are congestion relief tools that we haven't been using just yet. I mean, for instance, we'll widen a highway, but -- and spend millions doing it, but we don't do a lot about protecting the capacity of that highway once we've widened it.

So to be specific to your question, first thing is I want preservation of the system, and this is more than doing more paving projects and taking a look at the bridges, those type of things. Want to be able to maximize federal monies. I want to be able to look at other grants in other areas for funding that we traditionally haven't used. I want to be able to leverage private money to go into transportation. The next piece of it is preservation of the capacity. Now, also in your packet, and I know that it is a long-term thing and not a short-term solution, but I am suggesting that the role of the Department of Transportation be expanded. It is -- we are about operating, you know, designing, building and operating highways, but, you know, we could also be a policy tool for state government, and that's around growth management and access management, and actually, integration of government services.

So here's what I pose when we're looking at our transportation projects. Really, what should the state be paying for? The federal funds, the state funds, they're basically geared to preserving what we already have. There's usually not a lot of money that goes into capacity. Yes, we get earmarks, but they rarely pay for the whole project. Actually what happens is the 10 percent we get, the 90 percent we

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have to go get out of existing funds. Who's responsible for the services that come from expanded growth? And I don't say growth is bad, it's very good. Economic prosperity comes from it, but it needs to be managed. It needs to be at a level where the responsibility for the expansion goes along with those who are expanding it, and that they know that that's what they're going to need to expect. So locals do it around system development, but I think there needs to be a framework.

In the meantime, we need to take our access management guidelines, and we need to stiffen them up a little bit. We need to start applying them, and we need to start looking at the overall growth management. So that's an area that I would be advocating in front of the legislature.

Sandoval: Thank you, and congratulations for being in the final four.

Martini: Thank you.

Sandoval: My question is this. Describe what your goals would be if you're selected as the Director the first 6 months, 12 months and 36 months after taking the position.

Martini: Okay. Well, I believe I'm in an interesting position because while I am eight years with NDOT, I'm not an insider. I'm kind of an outsider. But I've actually been at the -- embedded at the heart of where things happen. So I know what things need to be adjusted and changed. So the first thing that I would look is internally around some of the things that we would be doing. We have a legislative session coming up. Obviously it's preparation for the legislative session, but I can assure you of this, is that when I go to the legislature, it will not be to ask for more money. As a matter of fact, I would even make the pledge that we can reduce our costs by four percent in the next biennium and put that money back on the road because there's opportunities for those type of savings coming up. So it'd be a realignment.

One of the things that I'm asking for is travel-to-man management and travel-to-man modeling, and we do that. I mean, I'm not saying that we don't do that, but there's two things that we don't do when we're looking at that, and number one, that's looking at the network, and number two, that's trying it to region economic models. So I wanted to get a real picture of what's before us and where our needs are.

And then finally, I'm going to borrow from my past, but we went through a process at Oregon DOT in which we did some reengineering, and I in no way am

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conceiving of how big it was at ODOT, however, it did put into place a prioritization process based on need and based on criteria. And the thing that I like most about criteria-based selection of projects is that while you'll never eliminate the political piece of it, it will always be there and you need to bow to that. It does give you an avenue in order to say, okay, how does that meet our criteria, and there's a piece of it also where, okay, understand that your project is very important to you, great. How about since it's not really meeting this criteria, here's a criteria where we could be talking about leveraging private money in order to do projects.

And the final piece of that is the -- our interface with local governments. We have a great relationship with the two RTCs, but my experience in going onto county tours is that come and say -- we come in and we say, okay, here's our projects, here's our plan and they ask for something. And sometimes we can't deliver, so we should say so. Sorry, we can't do that. But year after year they're asking for the same thing. I want to devote some money not to telling them what their project is, but to letting them have a project that would enhance their transportation.

So those are the things that I would be putting together from six months to the year. And then if we're not ready to go in February for the legislative session around some of the access management and some of those other things, I'd really like to be able to do it for the next -- be prepared for the next legislative. One thing I forgot. Obviously when you're talking about system development, it really has to include the RTCs the rural counties and communities.

Sandoval: Thank you. Member Savage.

Savage: Thank you, Governor. Thank you, Ms. Martini. Question number four. As the Director of NDOT, there's five categories listed below. What percentage of time and effort do you feel that would be allocated to each of the following areas? And then you can on further to explain your style and philosophy of obtaining those outcomes in each. Thank you.

Martini: Okay. When I think about the hours that I've spent in class learning about leadership, communication, management, et cetera, they're probably in the thousands. But over the years I've come down to a few key things that I believe in that really, really resonates with people. I tend to be a little bit like the Sergeant, the one you start out hating, and in the end love, but I do believe in accountability. So to me it boils down to three things. The first one you've

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already mentioned. I want to see in myself what I expect out of a leader, and that is I want a strong moral compass. I want to know that that person is not in it for themselves. They're not following their own agenda, that they are doing it because they believe that this is what we need to be doing, and that there is no gap between what they're saying and what they're doing.

There was a recent poll among 500 Wall Street executives, and results were that 24 percent of them said that illegal or unethical behavior was not only acceptable, it was necessary in order to get ahead, and I think that's BS. It doesn't really belong in Wall Street, but it definitely doesn't belong in state government.

The second piece, again, I've talk about a little bit the conviction. Transportation is important. It is the lifeblood of a society. I've believed that all my life. I believe that I work for the taxpayers, and so I really want to see the conviction that this is important. And all the times in my life, and I could tell lots of war stories, but you know what I love best about transportation and DOTs, is maintenance, because you have the people, you have the skills, you have the equipment and you just go out and you do it.

We just had some flooding on U.S. 93. Super 2 brought in the pictures and said, here, this is what it looks like. Half the road's missing. Two days later, here's the pictures. It's fixed. It just happens (inaudible). The express lane poles, the other Super 2 said I need to have the express lane poles taken down. Well, when do you want it? I go, this weekend. Okay. We'll do it. It was done. So that's what I like about it.

My favorite story, I-5, Roseburg. The entire freeway, northbound lanes, just about a week before Thanksgiving 1996, Google it if you want, it's called the Roseburg sinkhole, went into the river. Double -- there was semi-trailers, doubles, in the bottom, and one kind of hanging off the top. Got the call at three o'clock in the morning. We went out. We didn't hire a contractor. We hired contractors, but not as an overall contract. We did it out of maintenance. In 78 hours, I-5 was back open to traffic and we did it ourselves. So when things need to get done, in my career I've always had the reputation of getting things done, and that's what I believe leadership would be about.

So the next piece of that is, is that -- actually, I'll use a vernacular. I really want to see a leader with some stones, and I apologize. I was trying to come up with a politically correct, but you know what, you advocate, you negotiate, you collaborate. You have some patience and you do it again, and you keep on

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working that. But at some point in time you just have to fight the noble battle. You have to stand up for what's right, and so what I want out of a leader is the knowledge, deep in my gut, that they're willing to do that and they're willing to go out of line in order to stand up for what's right.

Around management, I think management is a little bit like General Eisenhower at the -- right before D-Day. All of the planning that went into it, the weather was iffy, and they had done a -- some feinting sort of movement to see if the Nazis were going for it. They didn't quite know. But in the end he said, you know, once it was launched, the soldier, the corporal, has more influence on the outcome of this than I do. So management is about giving the people the tools they need to do their job, to empowering them to make the right decision. And if they make a mistake in doing -- in making those decisions, saying, okay, how do we learn from that? Don't ever punish people from stepping out there, trying to do what's right and failing, because sometimes you fail. So that's what I think it is about management, but again, I have to reiterate, I believe in accountability.

When I got to District 1, I did a lot of discipline. I probably do more discipline in six months than I did in my entire career previously. There were some real issues that we had to deal with. And I think for the most part, except for this murder this past weekend, it's taken care of. But you know what, accountability and discipline in my mind is the gift you give to good employees because there's no more morale buster than to do your absolute best and see somebody else that's not and getting away with it.

Around technical, I'm an engineer. Am I gonna feel like I need to dabble? Yes. I'm going to do my absolute best to keep from dabbling, but my expectation out of the technical experts is that they not only recognize that their input is critical to the quality of a project, they have to be -- understand the other things. They have to understand the cost and the timeliness. So maybe some education is necessary.

Politically, prior to NDOT, my last five years with Oregon DOT, about 60 to 70 percent of my job was political. It was outreach to the delegation, mostly it was around committees of the Oregon legislature, our Oregon League of Counties, or the Association of Counties, League of Oregon Cities. What was interesting is that in my area I had the Chairman of the Transportation Commission, the Speaker of the House, the President of the Senate, the President of the League of Oregon Cities and the President of the Association of the Counties, so I spent a lot of time with the commissioners in that area. So I understand that, and that's --

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would probably be about 40 percent. And then oversight, I think that that's setting the example, and moving forward and setting out good expectations.

Sandoval: Thank you very much. Member Martin.

Martin: Thank you. Thank you, Ms. Martini.

Martini: Thank you.

Martin: In your career, in all of our careers, we've all had a project that went horribly bad or had the potential go horribly bad. Give us an example of a project in your career that had went horribly bad and how you participated for it to be a successful delivery, not only for the DOT you worked for, but also (inaudible).

Martini: Okay. Sometimes the really bad things are the little things, and this is the part that really is still tender in my heart. We had flooding that lasted a week or more, and there's a highway that goes from Roseburg to the coast, it's called Highway 38. There's also 138. And on the entire stretch of that road there were over 300 slides. Not only was the road sliding into the river, but, you know, the mountain was sliding on. And I think PBS even did a national broadcast on the type of flooding that we had. We were talking about situations where the entire mountainside came down and wiped a home off its foundation. Well, obviously, the road was closed. But it's 100, depending on how you go, it's 100, 150 miles around. There's no other way to get there, plus there's people who live in that area. So the pressure was on to get it back open.

And we were in a situation where the emergency responders had gone down in order to rescue some people and had gotten stuck themselves. And so we had a line of traffic that was on the highway, logging trucks, some cars, and they were trapped overnight, and a mudslide came down and basically wiped them out. The only one that survived was a little car -- I saw it after we pulled it out. It was just crumpled like a tin can. And the logging truck, the only reason that the driver survived was because he went into the cab and rolled up at the bottom of the cab.

So with all of this going on, and yet on the other side the pressure to get the road open, I had crews working night and day out there. We had Peter DeFazio, who's a Senator, go down through the area. And we were making great strides and it was open, but it was really iffy. You didn't -- it was still raining. There was still mud coming down. The river was topping its bank. You didn't know what was going to come up the next day. So I went out there and there was this one area that was having a mudslide, and it was coming onto the roadway, and do we open

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the road or we don't, do we open the road or we don't, do we open the road or we don't. And finally decided I am on way too much pressure to get this road open, so here's what we're going to do. I want the plows -- I want rock plows put on the trucks, and I want everybody out here so that all of these slides -- that there's never more than 15 minutes that goes by without a truck being there to take care of it. Okay. So that was in the afternoon and I left.

That night a car was headed westbound towards the coast, and they came up to a slide, and they couldn't cross it, so the young man decided to turn around. And so there was he, his wife and his two babies. Okay. Can't cross the mudslide, turned around and was going to go back the other way. And while he was in the process of a rain-soaked dark highway, a truck driver came through from the other direction, went through the mudslide because he could get through. He didn't even slow down. He hit the car and they went into the river. And when we pulled -- the young man got free and he swam out, but when we pulled the car up, there was the lady had died, the mom had died and the two babies had died. And I still have the picture of the baby clothes hung up on the weeds and the brush above the river. To this day, I go, should I have opened the road? Maybe I should have kept it closed a little bit longer. Maybe they would be alive today.

Sandoval: Thank you. Member Fransway.

Fransway: Thank you for your interest in this (inaudible) position.

Martini: Thank you.

Fransway: And thank you for (inaudible). Could you please tell us about a time you were tasked to complete a controversial goal or project despite resistance from others, and what specific actions you took to overcome that resistance and how were you able to influence others to accomplish that goal?

Martini: Okay. Well, I think I have talked about Oregon way too much, so I'm going to talk about Nevada. When I came to District 1, one of the things that was in place is a program called Stand By, and basically what that is, is our 24-hour response. The employees take home -- they have called home storage, as you're aware of, and in the SAM manual, it's very -- it has four specifics as to why you would have home storage, and one of them would be for the convenience of the department. So under that is what the standby was based on. But in the Las Vegas area, almost 30 pickups deployed, and all of the supervisors in the outlying areas had pickups, and there was no real criteria.

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So the first thing that I wanted to do was take a look at where we're at, and I got a lot of resistance, primarily from my staff. Well, this is the way it's always been. Well, you can't do that, you know, that's our pickups. So what I tried to do is put it into criteria. So I wrote a criteria and I submitted it and I talked to the other -- my peers, the other two District Engineers, and we had input and had review and around it went. And the way things operated in the other two districts was different than it operated in District 1, so it didn't always fit, but we did get consensus around the criteria and we submitted it to Susan, Madam Director, and she looked at it. Of course, it wasn't the first, you know, the top thing on her plate of things to do, but eventually it was put into place and we put it into place. And then there was a big outcry, so the criteria got put off to the side. The pickups got given back.

But, you know, I still didn't think it was right. My assistant didn't think it was right. And so then we went in and we did the facts and figures. How many times were they actually going out? Was there a different way that we could assign the pickups so that we were not spending so much money? Because I have to tell you, in a year's time, we had pickups -- individuals that would never go out, or maybe once or twice a year. That's at a large cost. And then as we weren't replacing pickups, it was even important to reduce the costs even more. Now we have a program where their standby rotation comes along and we're down to about a dozen pickups that they constantly turn over. So we've reduced it significantly, by more than half. Is everyone delighted with process right now? No. But they accept it, and it's working, and in my opinion, we have a better level of service now than we did before.

Sandoval: Thank you very much. Would you like to make a closing statement?

Martini: Thank you. As you probably can tell by my tone of voice, I take this seriously. I believe in what we do. And I just want the opportunity to continue to do what I've always done, which is serve the public, because I think that's what we all do, and I take a lot of pride in service to the public. And every employee that I've ever dealt with, from Oregon to Nevada, they know they make a difference. The snow plow driver, you respond after a flood, or you're designing that bridge, you make a difference in people's lives, and I think the opportunity to do that is a lifelong lesson. Thank you.

Sandoval: Thank you very much, Ms. Martini.

Martini: Oh, you're probably going to want those back, aren't you?

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Davey: At this time, Governor and Members of the Board, there's an opportunity for you to discuss the candidates that you've seen so far, and then to select your candidate that you would put in number one position. So that's what we'll be doing now is selecting and voting for that number one position between the two that you've seen so far.

Sandoval: Thank you. I didn't see Member Fransway leave the room, so I'll wait until he comes back. There he is. So Ms. Davey said this is an opportunity for the Board members to comment on the applicants. Obviously they were both very strong, and I was very impressed with each of their presentations. I think that each of them provide strengths in different areas which is going to make this even more difficult. But I invite comments from Board members on their feelings. Madam Controller.

Wallin: I guess I'll start. This is very hard, because both of them have a lot of skills, both of them are very qualified, and I've been flip-flopping back and forth. It's like, oh, I like that, I like that. I guess, for me, I like what Mr. Malfabon had to say because he was focused on tying the transportation plan into the economic development plan, and I think that's critical here in, you know, in the state if we're going to move ahead and move forward. So that was probably one of the high points on that. I like the -- so that was something that came through quite a bit of what he was going to do. To me it was important. I liked him liking the transparency of the Board, talking about giving us both sides of -- all the sides of the project and then make his recommendation. I think that's good as well.

With Ms. Martini, you know, it sounds like she's got quite a bit of experience from up in Oregon at a higher level it seems. She kind of, you know, her goals, you know, to reduce costs, I was really impressed that she said that she could to legislature and reduce costs by four percent. That's very impressive. And interfacing with the counties better. I know that I've gone out on the county tours as well that, you know, the ask for the same a lot and we tell them, well, we'll try to get it to you, but they have been coming through. I will say that the tours I've been on this year, they've been able to tell people, you've got it, it'll be done next month or whatever. So they have changed in that sense. So those are my comments with her. If I had to vote, I'd probably be leaning towards Rudy because of the economic development.

Sandoval: Thank you, Madam Controller. Mr. Lieutenant Governor, what are your comments?

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Krolicki: I'll pass right now.

Sandoval: All right. Member Savage?

Savage: Thank you, Governor. I think both candidates are very strong candidates. I thank them for their time and dedication to the department. Mr. Malfabon has 29 years of experience, 24 within NDOT, and Ms. Martini 8 years within NDOT and almost 24 years with Oregon department. Mr. Malfabon's communication, his integrity, his business model, his collaborative views of working with people, I feel he's a good listener, and I like his comment about being apolitical. In his write-up within our book he doesn't pretend to be a bureaucrat, and I know he brings a lot of integrity to the department. That's very important. I think he walks his talk. I think he's proven himself. His cash flow comments, budget being a very, very high priority, are very critical to the department. His customer focus as well as the economic investment to transportation in the state of Nevada are all very, very strong points for Mr. Malfabon. And Ms. Martini, again, a very, very strong candidate. Her dedication to the department and the state of Nevada for the last eight years has been very diligent in all respects. And at this time I would have to lean towards Mr. Malfabon. Thank you.

Sandoval: Mr. Martin.

Martin: Thank you, Governor. The thing that stuck out about Ms. Martini for me was that -- the strong moral compass statement that she made, and that's extremely important in this position no matter if it's Ms. Martini or the other three candidates, and that is -- that was the one that she seemed to be the most passionate about. She certainly had a lot of hands-on experience from her explanations and answers to the questions. As far as -- and I'm sorry, but I got used to calling him Rudy for the last five or six years down there, so it was just me and him at the table most of the time. Rudy has a deep sense of passion for NDOT. I sensed in Ms. Martini a deep sense of passion for transportation across the Board which is very, very admirable, because that is what their job is. In order to be good, you have to be passionate about it.

I did -- as was previously mentioned, I did like Rudy's comments about tie-in the success of the Department of Transportation to the economic recovery plan because I see that -- as the economy recovers, I see that as an additional funding source for NDOT. When he listed out his six month goals, he was very concise about it. He said that he's going to fill key positions, both candidates within and without. He said I already know, and as Ms. Martini probably knows too, the

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strengths of the internal, and he also has had the wisdom to look outside of the department as well, which I think at any point in time if we focus ourselves on the internal, you keep doing what you've been doing just expecting different results, and that is the first step towards insanity as far as I'm concerned.

So Rudy's long-term goals and Ms. Martini's long-term goals were both admirable. I did like Rudy's long-term outlook and then his statement about the apolitical. In all the years I've had a lot of discussions while we were sitting down there south when it was him and me sitting at that table, and I didn't think about it before, but he's absolutely right. I had never -- when that microphone's off, we talk about a lot of different issues, and I have never watched him go right, go left, he's always kept his conversation apolitical, and I think that's an admirable trait. So with that, thank you.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. You know, both of these candidates came up and they said how honored they were to make it to this point and to be seeking this position. Well, with these types of candidates, Governor, I'm the one that's honored to be able to interview these people, and these particular candidates both have extremely strong commitments. I believe that they have extreme moral character. The experience that they have is very valuable in whatever role they take in NDOT, particularly Mr. Malfabon. I'm impressed with the fact that Mr. Malfabon has overseen the District Engineers of each district. That makes me believe that he understands the urban needs and the rural needs. I believe that Mr. Malfabon's statement that he works with local governments and feels that they are a very important integral part of state transportation as a whole is genuine.

I believe Ms. Martini, her statement about a strong moral compass is right from the heart, and the fact her experiences and her emergency situations in the state of Oregon I believe that they stick with her to this day, and I believe that if those situations exist in this state, she will deal with them well.

As I look at both candidates, I have to decide which would be my preference, and I believe that it would be Mr. Malfabon. He has the experience and the integrity, as does Mr. Martini, but I believe that Mr. Malfabon has the unique ability to work with his entire staff, all the way from high level down to the folks that, as he said, are in the trenches. So Mr. Malfabon would be my number one choice between the two.

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Sandoval: Thank you. Mr. Lieutenant Governor, any comments?

Krolicki: You know, it's -- again, I so much appreciate the transparency and process, and I know we've got two extraordinarily qualified people who are aspiring to this position, and we're very lucky, so I (inaudible). But I -- in some of this conversation, I mean, I still feel like it's the final selection as opposed to sequencing. So I do have comments that I would make, but I think I'm going to hold them until we really, you know, are making a decision for excluding or continuing or actually choosing. But I don't disagree with what I've heard. Leadership is going to be terribly important. It's one thing to have it, people need to follow it, but I would be very comfortable with what I'm hearing as the ranking as Mr. Malfabon number one and Ms. Martini being number two.

Sandoval: Thank you, Mr. Lieutenant Governor. And just looking through my notes, obviously as I said before, I was very impressed with both of them. And one thing that I saw with Mr. Malfabon was more of a consistent thread through his presentation in terms of what his vision is for the future of this department and how it interfaces with the state, what his leadership style would be and how it fits into that.

One thing that I was looking for, he was not unwilling to be overly critical of some things that are happening now, and I think that shows how he would behave later on, because we're going to need somebody who is going to be -- as we said, have strong leadership and be able to be in some difficult situations and not be afraid to speak their mind. And I too was real impressed with his observations with regard to economic development. He did say in his closing that he would be tough, that accountability is important, that it's important to interface with the legislature, particularly coming up with 2013.

With regard to Ms. Martini, same thing, no question, she's tough. I was impressed with that. I think sometimes it is good to have some of that outside experience and bring some of those perspectives, but I didn't see some of that consistency that I saw with Mr. Malfabon in terms of his overall view of what he was going to do. I think it was Member Savage or Member Martin who mentioned, you know, the question with regard to the 6 months and the 12 months, and he knew exactly what he was going to do on the first day, and exactly what he wanted to see in 3 years.

So I, you know, I kind of agree with the Lieutenant Governor, it's difficult not to get into the details, but I think that we owe it to each of the applicants to get

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detailed and perhaps as we move on we won't be repeating some of the things that we've just talked about. But those are my observations. And again, between two very strong candidates, my support would be with Mr. Malfabon.

Martinovich: So, Governor, we would like an action, a motion and an action, please.

Sandoval: So with that, if there's a member of the Board who would like to make a motion in terms of who their first candidate would be and their second candidate would be in terms of ranking between Ms. Martini and Mr. Malfabon.

Fransway: Mr. Governor, I would move that Mr. Malfabon be our first choice at this point.

Sandoval: Member Fransway has made a motion that Mr. Malfabon at this point would be our first choice. Is there a second?

Martin: I'll second it.

Sandoval: Second by Member Martin. Any questions or discussion on the motion? Hearing none, all in favor, please say aye.

Group: Aye.

Sandoval: Opposed no? Motion passes unanimously. Ms. Davey.

Davey: Would you like to proceed with interviewing Mr. Nelson next?

Sandoval: I'll ask -- I'll take the temperature of the Board. Do you want to proceed or would you like to take a ten-minute break? All right. We will be in recess until 12:30 p.m. Board members, are you ready to proceed? Could we bring Mr. Nelson in, please. Okay. Mr. Nelson, we'll give you an opportunity to review those questions. We've provided the other candidates an opportunity to review those and take a moment. Thereafter, I'll ask you to make a brief opening statement and then each of the members will be asking those questions on the sheet. So feel free to take a seat if you'd like to review those questions.

Nelson: Oh, that's okay. Thank you. I'll just stand here.

Sandoval: Please proceed, Mr. Nelson.

Nelson: Good morning. For the record, my name's Rick Nelson. I'm the Assistant Director of Operations for the Nevada Department of Transportation. And first of all I'd like to take the opportunity to thank the Board for allowing me the opportunity to discuss my qualifications for Director and answer these questions.

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I'd like to also state that I really believe NDOT's a good agency. We've come an awful long way in the way we do our business, the way we interact with our stakeholders and the way we interact with the Board, and I'm really looking forward to the opportunity to continue participating in our activities, hopefully as the Director. But I think it's important to remember, to know that transportation is extremely vital to the economic health of the state, and as the Department of Transportation, we play an extremely important role in those activities that deal with it. We can either make it or break it, and I think that's something that's very important to follow through on. Also I'd like to just mention that I believe I can move the agency forward to meet the future needs of the department. And with that, I'll be ready to answer your questions, Governor.

Sandoval: Thank you, Mr. Nelson. Madam Controller.

Wallin: Good afternoon, Mr. Nelson. Thank you very much for submitting your application and being part of the final four as they say here. The first question is, ethics are a key factor for leaders in public service. Tell me about a time when your ethics were challenged at work and how you dealt with it. And next question, what specifically will you do to ensure high ethical standards are enforced and met at the Department of Transportation, and the protection of the public trust?

Nelson: The issue of ethics is something that is extremely important for the Department of Transportation for -- if not for any other reason, but for the fact that there is so much money involved in our business. We have an opportunity to reach out and interact with a variety of constituent groups which could in fact present an opportunity to tread over those boundaries.

When I was the District Engineer in Reno, we had a situation, it wasn't with me personally, but I was personally involved, and it had to do with our relationship between a group of our inspectors and a contractor. And it was actually quite a serious situation. The contractors were in fact providing gifts and presents to different employees, and it was a situation that I had to deal with from a supervisory role and also from a -- well, it was a personal role, because, you know, I knew these individuals fairly well.

The difficult thing in wrestling with ethics questions is seldom does it start where you're standing there and someone comes and wants to give you a big gift or a big present or offer you a trip. It starts very small and gradually builds and you become accustomed to the situation and then, you know, it grows out of hand. I

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think one of the important things to talk about with respect to ethics is the fact that you have an ethics policy, you -- I think you need to provide guidance to your employees so they can recognize when issues of ethics become, you know, become an issue. How do you recognize when a friendly gift from someone you know and have a personal relationship with turns into a request for a favor or even worse?

We -- I had an opportunity to work on developing an ethics policy for the department. We brought a small group of individuals together, one from every section. We looked at all the ethics policies that were out there from different state agencies and the federal government. We sat around, we debated them. We put them into a policy that was circulated through the department. And I think the operative concept here is we talked about it. We spent time talking about it. What constitutes ethical behavior? What constitutes unethical behavior? And I think that's one of the things that I would do as director would be to continuously have that dialogue about what's ethical, what's not ethical, and give people an opportunity to learn how to avoid those kinds of situations.

It's really hard to say no. Saying no to someone is very difficult, but when you're dealing with ethics, it's very important to stop it before it ever gets started. And I think probably the biggest key is, one, you have to define that policy so the ground rules are set to give them some advice and assistance on how to interpret ethics, and then, you know, talk about it, then you have to enforce it. You have to reinforce it all the time. It's a discussion you always have to have.

Sandoval: Thank you very much. Mr. Lieutenant Governor.

Krolicki: Hello, Mr. Nelson. Welcome this afternoon. I know this isn't the most pleasant experience, but, you know, it's a pleasure to have you here. Congratulations for making it to this spot and for all you've done for NDOT. My question has to do with money. I'm stereotyped here. NDOT is experiencing funding shortfalls and the Director will need to prioritize projects and allocation of the funding. Two questions. Describe a similar situation you've been in and how you made your decisions relating to that funding. How would you prioritize projects at NDOT and determine the distribution of the funding?

Nelson: The allocation of funding or budgeting is, in my opinion, not so much how much money do we give to each of the activities that are in front of us, but it's a discussion about which of those activities support our core mission, which are vitally important to us, and then you go about trying to fully fund those activities.

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Those activities that aren't part of the core function or vitally important, quite honestly, maybe those shouldn't be funded at all.

One of the difficulties comes when you try to do everything for everybody, you end up not doing anything very well. And so when I was the District Engineer in Reno for many years, there were lots of situations where staff would come and have ideas and concepts and thoughts for innovation and to try new things. The first question you have to ask yourself is does this support the mission? Is this vital for us to move forward to advance our core functions? And if that's the case, then you go about trying to fully fund those.

One of the things that we struggled with when I was a district, new standards come out all the time. You've got new sign standards for example through the MUTCD, or you've got new barrier rail that you have to fund and change out for safety sake. Going through the prioritization process, again, you have to say what's critically important and should be funded, and what's not important and should not be funded.

One of the things about prioritizing projects here at NDOT that I think is really important is the fact that we should advance projects that provide us the greatest value. And when I say that, there's certainly will benefit cost piece that us engineers like to get our hands around numbers and that sort of thing. There's also intrinsic value in projects, and I think this comes into play when we're dealing with local units of government and our stakeholders.

In putting a program together, I think there's three things that you need to look at. Of course one is financial sustainability. In other words, do we have an opportunity to build this project, but at the same time not interfering with future administrations ability to establish their own program. There's environmental sustainability. In other words, are we going to make some improvements to the environment or not. We talked about that a little bit this morning with MAP 21. And then there's societal sustainability that needs to come into play. You know, as a parent it's easy to say, this is what you're going to do, I'm the boss and this is the way it's going to be, as opposed to what kind of projects are important to you, what kind of projects are important to the region, and that's how you get at that intrinsic value.

And so the really hard part is balancing those three legs of the stool, if you will, the financial, the environmental and the societal needs in developing prioritization for your projects. The key to that is reaching out to the stakeholders. You have to

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be able to lay a series of projects in front of your stakeholders and give them an opportunity to consult and to contribute what's important for them. We've got a big backlog. We've got a big laundry list of projects that are needed. We need to pull that input in from the locals to sort of break those ties so we're meeting those needs.

Just to sort of finish up with the distribution of funding because that's a very difficult -- a very difficult proposition. We've got federal colors of money, if you will. There's certain things we can spend money on and certain things we can't spend money on. Those have to be in balance. It's important for us to leverage all of our federal funds. It's also important that we get those projects that are the most valuable for the state from an economic point of view. Back to my opening statements, transportation is a vital component of the economy here in the state. We have to make sure those needs are balanced. And we also need to make sure that the people we're providing those mobility solutions to want those mobility solutions.

Sandoval: Thank you very much. Will you please describe your goals for the 6 months, 12 months and 36 months if you were selected as the Director?

Nelson: Having that initial plan I think is really important. What I've done is I've been thinking about what I would do if I were Director. It's very easy to get caught up in, you know, I've been here for 29 years, and if I were the boss, I'd fix this and I'd fix that and I'd fix the other thing. But, for me, the three segments that I would focus on in the first period, the first six months, is actually a look inside. If you read Jim Collins (inaudible) one of the first things he talks about is first two then what? I think we need to look inside our agency initially. Of course I would interview our key executive staff. I would get their views, their opinions. We'd need to appointment a Deputy Director, Chief Engineer. That becomes an extension of the Director and probably one of the most important appointments to make. And then the third thing would be to appoint my replacement as Assistant Director of Operations.

The other thing I would do in the first six months would be to create an executive council, if you will, a group of senior advisors. I had a person that was very important to me once say there's nothing as dangerous as an idea if it's the only one you have. And that would be one of the key roles of pulling this very small executive group together. Not only would it be assistant directors, but we would reach into the agency into some key positions within the agency. What their job would be, would be to again creating the stop doing list. You know, from a

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bureaucracy point of view, we've got a lot of policies and procedures and things that were created one event happened and we promised ourselves we would never let it happen again, so we create a policy for that. So one of the first things this group would be tasked with was start creating our stop doing list.

We also would look at core functions. Core functions are something that's extremely important to the department. We talked about it with respect to the budgeting question. And so we need to identify those core functions. Duplications that are taking place, and what I would propose would be to create a first round of organizational adjustments to deal with bureaucracy, to deal with streamlining. I hate to use the word streamlining because it sounds like we're cutting things out, but quite honestly, if we're doing things that don't particularly add value to the core function, maybe we should think about stop doing those.

And the last thing would be to identify our current reality. There's state funding issues. That was certainly a question. There's federal funding issues that we need to wrestle with. What are the implications of MAP 21? How do we leverage that to our advantage? And then the other thing we would do would be to take a look at our annual work program. The important thing I would do through this whole process would be to identify a series of performance measures. And I don't mean the AB 595 performance measures that we already do, but I think there's some very fundamental performance measures at a very high level that take a look at our performance at providing that mobility option.

So coming out of that, the executive team would be in place. We take a look at the financial situation. We take a look at the organization. And the other thing we would begin to work on in that first six month period is the way we reach our stakeholders. They don't communicate the way we communicated with telephones and even email is sort of out there. We need to look at other ways to reach out.

So the second period -- the second period would be to build on relationships. So the first period is to look in, the second period is to look out. We've got the legislature coming into town. It's going to be an extremely difficult legislative session I think. For one thing, when you look at legislators that make up the Senate and Assembly Transportation Committees, and my legislative background for the four sessions that I've been fortunate enough to participate in, government affairs, you know, we're going to see a big turnover in legislators. I think it's important for us to reach out to the legislature to advance our policies and our

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programs. We need to build relationships with them. We've got new legislators coming to town.

And so things kind of grind to a halt here within the agency while the legislature is in session because it's important for us to be engaged there, but we also need to reach out to our stakeholders and develop those relationships with our stakeholders, the cities, the counties, the locals. We need to refocus the development of our program from consultation to coordination and cooperation. In fact, I think that's one of the tenants that's going to show up in MAP 21. It's not enough to take a list of projects to our stakeholders and say here's what we're going to do for you. It's going to be more important for us to go and say, how do we develop this series of projects to meet your needs and to meet our needs? So the big piece of the second period has to do with relationships. It's important to begin that dialogue.

It's also in this period that we would begin to implement our first cycle of core function realignments, if you will, where we would look at those duplications that were identified before. We would look at opportunities for the stop doing list, and we would implement those in the second period. As we go through that iterative process, you make a small adjustment, you measure the outcome, you make another set of adjustments and it becomes an iterative cycle. The worst thing you can do is come in and say we're going to make all of these changes, and you get halfway there and you don't implement things and you fail and you kick it off again.

The third period is the action period. We'll probably go through a second or third round of this core function realignment. You go through evaluations. You sort of autopsy what has happened, make adjustments, continue that moving. The other thing is we get deeply involved in our mobility performance measures. You know, our mission has to do with, you know, having the best transportation system. I would contend that that's a very good mission statement because I helped craft it, but in reality what it means is mobility, and we need to provide mobility to the state. Transportation system is just one way to do that, and so I would look at refining some of our performance measures with respect to contracting, moving those activities forward.

One of the things that would probably occur in the second period has to do with creating a transparency and accountability plan. We've had a lot of benefit I think from the current Transportation Board with respect to transparency and accountability. And quite honestly, personally, I've been sort of reacting to that.

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Every Board meeting I take note of the questions that are asked and I try to be prepared for the second round. Apologize for the striping thing this morning, but I think what we need to do is take an active approach to transparency and accountability. We should develop a plan for transparency and a plan for accountability, and we should work that plan and move it forward. I think there's a lot of opportunities to do that. And so in the third period, what we would be doing would be implementing that plan, evaluating it, taking more steps and moving forward. Thank you.

Sandoval: Thank you. Member Savage.

Savage: Mr. Nelson, thank you. Question number four, as Director of NDOT, what percentage of time and effort would you allocate to the five categories below? And furthermore, explain your style and philosophy to achieve those outcomes.

Nelson: This is the addition question, right?

Savage: The what question?

Nelson: See if I can add it up?

Savage: Yeah.

Nelson: I think probably the most important activity that the Director can do for the agency is provide leadership. And I would see putting majority of my time towards that activity, and I'm going to say 40 percent. Now, I guess one could argue is this on day one or is this in the second period or the third period, because I see those roles kind of changing a little bit.

Management is kind of the system, if you will. I like to address our leadership class. And of course one of the questions we always get is what's the difference between supervision, management and leadership, and my philosophy in that regard is you manage things and you lead people. And so when it comes to management, in my mind what that means to me is that's managing this system we call NDOT, the bureaucracy. And I would propose probably putting something on the order of 20 percent in that area, particularly at the beginning where we're going through this process of evaluation and course corrections and adjustment.

On the technical side, I'm going to put ten percent on that because we've got a tremendous amount of dedicated staff to handle those technical issues. I think it's

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important that you be able to weigh in particularly on the difficult technical issues, but in my mind, we have to rely on those professionals that we have sitting with us at the table to deal with those technical issues.

On the political front, I think that's another one of the very important activities that the Director provides, is interfacing in the political arena, particularly as we're coming up into the legislative session. And I think this is one where I've written down 20 percent, but in this first period that we talk about, this first planning horizon, that's going to be a lot heavier. There will be a lot more weight put on that as we develop relationships with the new Senators and Assemblymen that come on board. But in general I think the NDOT Director should be the face of NDOT, should be the person interacting in the political arena to advance our vision and our mission, and answer questions and help them when we can.

Oversight, I'm going to put ten percent on oversight. It's probably going to be a bit higher at the beginning as we work these issues and move them forward, but I think when we reach a steady state, it's probably on the ten percent range. And the reason I say that is because I think leadership is going to take a lot of those activities. You know, you could say, well, which bucket do I put it in? Do I put it in the leadership bucket or do I put it in the oversight bucket? But I think if you're doing a good job of leadership, you probably don't have to do quite so much on the oversight.

Now, the style of philosophy, I think that my style is to -- well, I believe in situational leadership. One size doesn't fit all when it comes to leadership. When you look at an agency the size of NDOT with all the employees that we have and the diverse activities that we provide, as a leader, you need to be able to apply the leadership principles in order to get your folks to respond and to succeed. For example, if you have someone who's a self-starter that's motivated, that can move things forward, the last thing you want to do is micromanage those folks. You'll drive them crazy. Conversely, if you have someone that's maybe new to the scene, trying to get their legs underneath them, you know, you may need to spend more time coaching and helping them move forward, checking their intermediate progress and so on. The mission of leadership is for your people to succeed, you know, not to beat them into submission or set them up for failure. So from a style point of view, I think there's lots of different techniques and approaches and you need to tailor that approach to the people you're leading.

Savage: Thank you.

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Sandoval: Thank you very much. Mr. Martin.

Martin: Good morning. Good afternoon now. Thank you very much for your interest in pursuing this directorship. A very big job (inaudible). Rick, in your career, all things considered, there's always a particular project that had the possibility of going south, or that did go south by the time you got involved with it. Can you give us an example of that project, and what specific actions you took to make sure that NDOT met their goals (inaudible)?

Nelson: Well, the one that comes to mind is the I-580 project between Reno and Carson City. When people ask me what's the worst project you've ever worked on, that's the project I say. And when they say what's the best project you've ever worked on, that's the project I say. That project kicked off just as I came into the Director's office in 2003. And when we started that project, I think we made the selection of who the resident engineer was, who the construction management crew was going to be, and I think we did a wise job at doing that. In fact, it was the first time that we ever allowed resident engineers to sort of compete for a project. All of them that wanted that job came in and they told us how we are going to manage that job and move things forward. So from that aspect, I think we had a very good crew.

So what happened, the contractor got started, and there was a problem with a pilot truss, and they were claiming our design was bad, and they wanted a do over on the pilot truss. It was about \$5 to \$10 million worth of issue. They claimed it was a wind issue, there was safety, it could never be built, how dare we design a project like that. What I did in my position in the Director's office, we hired a series of experts to in fact confirm that our design was good, that we did follow the codes, that the design was sound and that in fact it could be built.

We argued about this for almost a year between do they need a do over or not. Ultimately they came to us and we said it can be built, it can be built safely, you must build it. They said, no, we're not, breach of contract, and we started about the process of terminating the contractor. Now, when we actually went through the termination negotiations, our Director at the time, Jeff Fontaine, handled that and I helped him, and I believe we got the best deal we could for the state. It was audited by the Department of Internal Audit and found that we had made good decisions as we went through the process. But the fact of the matter was is we had a half built project.

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And so it was right about that time that our Assistant Director For Engineering retired. And I went to Director Fontaine and said, look, if we're going to pull this project off, we need some leadership in this area, put me in charge, which he did, even though I was the operations person. We took over on the engineering side.

And what I did during that period of time was, one, we put contracts out to secure the site. I worked with the consulting firm and our internal NDOT resources to repackaging things up and put them in the new project. My role in this whole thing was as facilitator. I wasn't doing the work, but it was important that if they had an issue that needed an answer or needed to be resolved, my job was to resolve that so they could move forward, and that was a pretty stressful six months.

We also had issues that could have come up with superior knowledge. We opened our records to prospective bidders. We opened every file cabinet that we had. We set up at the pepper mill. We invited them to come in and examine all the records. We opened up the site for them to examine the site. We had prebids. And we delivered on our promise to Governor Guinn at the time that we have a contract signed before he left office. We missed our target by two weeks because it became important for us to have a second prebid conference. But my role in this whole process was to keep the ball rolling, to facilitate, to remove roadblocks so that the team that was working on this project could get their job done, and I might have pushed them a little bit as we went on through the process.

Sandoval: Thank you. Member Fransway.

Fransway: Thank you, Mr. Nelson, for (inaudible). Can you please tell us about a time you were tasked to complete a controversial goal or project despite resistance from others? And what specific action did you take to overcome that (inaudible) and how were you able to influence others to accomplish that goal?

Nelson: This brings to mind the legislative session of 2009. There was a bill introduced that changed one sentence of NRS 408 that would have eliminated the Director's discretion at self-performing work. This bill was designed, I think -- in my -- I think, to increase the amount of contracting we would do in the maintenance arena. And what we did in this situation, we had the situation with the legislature where they wanted us to quit self-performing our work, and I had the situation within department that says, wait a second, we can't contract out all of this work.

What we did was we had a lot of meetings and we had a lot of discussion. I explained to the bill sponsors why it was important for us not to lose that

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discretion, why it was important for us to continue to have the ability to self-perform some maintenance work. We had conversations with our own maintenance forces that said, you know, look, we have to respond with more contracting of maintenance. What I got back from my folks was it's, you know, by the time we do a contract and advertise and bid and award and all of this, you know, maintenance is quick. It has to be fast and nimble. So I went to the legislature and I said, you know, look, we need to have some tools if we're going to contract more out. I don't think you really want to do everything. We talked about our sovereign immunity and the kind of tort liability they might have, and the fact that the contractors business model doesn't fit contract maintenance.

And so we went back and forth, and at the end the day what we ended up with was a modified bill, it was SB 377, that did not take away our ability to self-perform work, but it did give us -- it did modify another section that allows us to contract works up to \$250,000 with three quotes. So the idea then became give us some tools to help us contract out more work, and we will. There was also a promise made that we would study contract maintenance. That wasn't put in the bill. I believe I had sufficient trust with the bill sponsors that when we said we would study it that we would, and we did. We also have been able to take great advantage of the under \$250,000 contracting to put more of that contract work out, and in fact, you've seen some of those agreements, in fact, one today.

So I think, again, communication becomes a bill role in being able to articulate why a particular action is positive or negative, and translate that into some action to everyone's benefit. We've had that legislation now for four or five years and I think we've done a great job at getting more contracts out to contractors.

Sandoval: Thank you, Mr. Nelson. And if you would provide us with a brief closing statement.

Nelson: Well, in closing, thank you very much for the opportunity to come and to talk to you about this position. It's a great honor for me after my career at NDOT and with public health service to be in a position to compete to lead an agency that we have today. I think fundamentally NDOT is a very good agency. I think there are of course some things we can do to make it better, to make improvements to build on the works that have been started. Of course I'm looking forward to the opportunity to look at our operation with some fresh eyes to advance our agency forward.

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And one last thing I'd like to leave you with, when I was thinking about what profession I wanted to get in, I did have some of those soul-searching moments when I was deciding what college to go to and what to do. One of the things that was extremely important for me was to provide some service to society. That was important for me. As I went through school, I realized that civil engineering would give me an opportunity to make a positive contribution to society at a fundamental level. What I mean by that is, when you're providing public works, when you're providing water, sewer, transportation, that's one of those unsung kinds of services that people don't realize how important it is until they don't have it.

When I got -- when I was in school, I was exposed to the American Society of Civil Engineers, an award that we just received was from that organization, and I joined that organization. It was very important to me because of the mission that they talk about, and that is to serve people. So when I joined back in 1979, I got a fob for my keychain, and I've seen this every day of my life for the last 32 years, and it says on it, I'm a people server. And that's what's important to me, and I think I can do a good job leading this agency, serving the people of Nevada. Thank you very much.

Sandoval: Thank you very much, Mr. Nelson.

Krolicki: (Inaudible) not losing your keys for 30 years.

Nelson: You know, they've been misplaced every now and then, but I've always found them.

Sandoval: Thank you.

Davey: Governor, since the next round -- in the next round of interviews, two people will progress, so what we will do now is you have placed Mr. Malfabon in first position. What we will do now is ask you to compare Mr. Nelson against that first position. After you've voted for your number one, then you will vote for your number two between Ms. Martini and Mr. Nelson.

Sandoval: Thank you very much, Ms. Davey.

Martinovich: Just a clarification, Amy, it wouldn't be necessarily against Ms. Martini and Mr. Nelson, it would be Ms. Martini against whoever doesn't get selected as number one; is that correct?

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Davey: Yes. I'm sorry. Thank you.

Sandoval: So are we to not discuss who -- so first we'll discuss who one and two are and then we'll get to three, or can we do that all at once? I just assume...

Davey: Since only two candidates will go into the second round, there won't be a need to vote for number three. You'll just continue to vote for number one and number two as we proceed.

Sandoval: Then I'll discuss who I would feel my one and two would be, correct? Okay. My one and two would be Mr. Malfabon and Mr. Nelson. Again, I was very impressed with Mr. Nelson's presentation. I would continue to keep Mr. Malfabon in my number one slot. My observation was that there was more clarity in his vision with regard to the department. I was -- when you start to hear the answers to these questions in terms of how each one responds to that same one, I got the impression that Mr. Malfabon thinks outside the box very well. I guess one of the things that stuck in my mind when Member Savage asked his question with regard to number four, he didn't automatically add up what he felt were -- fit in each compartment. He said leadership is 100 percent, and that really stuck with me.

Another thing that was a contrast for Mr. Malfabon and the other candidates is he did say that if he wasn't chosen he would continue to work hard for this department, and that really showed me that, you know, that's the measure of a real team player. And then finally with regard to presentations, again, superior presentations with regard, but, you know, we're having to make some difficult decisions and decide from some very narrow bands. So that's why I don't want anyone to get the impression that, you know, there's this big gap between the candidates because there truly isn't, and this is really difficult, but I just got a better sense of when you look at the different leadership styles and how the department is going to be represented in the community with the stakeholders, with the legislature and as part of the cabinet. I just felt that Mr. Malfabon puts a really good face on it in terms of the Nevada Department of Transportation. Madam Controller.

Wallin: Governor, this is difficult because they're all very, very qualified, and they all have great strengths and very few weaknesses here. I'm in concurrence with you, Mr. Malfabon would be my number one choice and Mr. Nelson would be my number two choice at this point in time. One thing that I liked about Mr. Malfabon, when I was thinking back at it, is -- and you talk about thinking out of

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the box, one of the things he talked about in his goals is, you know, or in the funding area, try some new techniques, look for, you know, innovation, things that we can do different, so I thought that was very important.

He also -- we're talking about the ethics, and he kind of talked about the tone at the top, and that's where ethics starts at. Mr. Nelson, I liked the fact that he talked about educating and having part of the conversation, but I didn't get, you know, that sense of the tone at the top that Mr. Malfabon had. I also liked the -- with him, I also liked the fact that he believes in engaging the rank and file. I mean, these are the people that are out there doing the job, and I think that, you know, Susan kind of started that. Because I know that if you go out and talk to the employees, you know, they talk about how wonderful she is, so she engages the rank and file. They're the ones out there in the trenches and know what's going on. Mr. Nelson I liked that, you know, he talked about, you know, his funding and kind of, you know, looking at the core mission and having some funding sources and stuff, but I still think that Mr. Malfabon is my number one choice.

Sandoval: Thank you, Madam Controller. Mr. Lieutenant Governor.

Krolicki: You know, the three applicants at this stage have all been part of NDOT or, you know, sister organization in Oregon and, you know, it's clear that the Department of Transportation is in their DNA. I mean, this is what they are, this is what they know, this is what's described their lives. You know, we've got them going to school dreaming of engineering, and you can actually see some of the answers very directed in an engineering way. You know, numbers have to add up or not, but it's -- so I would believe all of them could conduct themselves in a way that would move NDOT and the state forward in ways that we wish and we would be proud of their leadership.

I think the two that stand out more to me at this point would be both Mr. Malfabon and Mr. Nelson, so I'm concurring with the two folks who have already spoken, you, Mr. Governor, and the Controller. I think, to go forward, I would put them more in a parity though. I mean, I see them as two similar creatures in going forward. I think, and, you know, I've heard what you just said, but looking at Mr. Nelson's past, I mean, the issues that he's had to face as a leader have been some of the more profoundly challenging ones to NDOT, you know, 580 certainly. I mean, I remember Governor Guinn, you know, that was a major topic of conversation. It's very visible, very long, and one of the more serious things to

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face NDOT and its success, and do we have to bring a bridge down that's halfway finished or never gets finished, the legislative component.

So I, you know, while I think, I'll say Rudy and Rick, you know, are so qualified and have the portfolio of all of NDOT in their pedigree, I think Rick's faced some of the more substantive heart wrenching decisions that have addressed NDOT. So I would be comfortable moving those two forward, but I would do it on more of a parity, you know, for at least the next hour or two until we get to the final round.

Sandoval: Thank you, Mr. Lieutenant Governor. Member Savage.

Savage: Thank you, Governor. I'm along the same lines as the previous Board members, both Malfabon and Nelson moving forward. Both are very strong candidates. I feel comfortable with both individuals. Mr. Nelson's comments about the looking in, looking out, and supporting the mission and balance were key terms. His percentages were very accurate in my mind, and so there -- from that point I move both Malfabon and Nelson forward. Thank you.

Sandoval: Member Martin.

Martin: Thank you, Governor. I felt Mr. Nelson was -- when he spoke about the core mission and then he said a word for me that has struck near and dear to me and that was vitally important. It's two words, but the vitally part was the piece that got -- everything is important, but to define what's vital for the state and for the consumers of the transportation services that NDOT puts out, that for me was -- made me sit up and pay attention because the word vital is absolutely where the money should be spent.

Mr. Nelson did have a very clear idea of a 6, 12 and 36-month plan. He did do a well balance between the five major components of question number four with leadership certainly taking the priority in what he had to say. From the standpoint of the worst project, the 580, Member Wallin and I talked about 580 on the way in because we didn't get to drive it, and I said is this thing ever going to get opened up? And so when he told the story about it, I've got a deeper understanding for that situation. Although I knew it was not a pleasant time in NDOT's history, I didn't know some of the history and in addition to what his critical piece of it.

And then on question number six that Member Fransway asked about having to be in that position, and the 2009 legislative session, I watched that happen myself because I come up and testified on behalf of SB 277, that I thought that more needed to be subcontracted out. And I watched that process and I watched Rick

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work his way through that between working with the legislators. I didn't know what was going on back here at staff, but I knew what he was doing with the legislative branch, and so I have a high level of respect for Rick, and I would agree that moving Mr. Nelson and Malfabon forward is absolutely where I would be as well.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. I have two number one choices, and I think -- I'm looking forward to the next round where I think that the questioning will determine absolutely who will be the best one to lead this organization. I believe that Mr. Nelson and Mr. Malfabon should be brought forward. And I really like what Rick said as he believes that he's a people server. There's so much truth to that, and I believe this organization will understand that. I believe that they do now, but I think under his leadership that that will be -- have an exclamation point on it. I think he's serious about that. He's ambitious, he's competitive. And those two candidates have so much to bring to this organization that they deserve one more round. So I would suggest that those two candidates, Mr. Nelson and Mr. Malfabon, be brought forward.

Sandoval: Is that a motion Mr. Fransway?

Fransway: It is.

Sandoval: Okay.

Krolicki: Governor, I'm sorry. Do we need to actually prioritize those two going forward, or can we just put two going forward?

Davey: The purpose now is to get two going forward, so if you have those two, I don't -- I think what I would do is I would go ahead and stick with the process. Make somebody number one, make somebody number two, because then with your final candidate, you're going to rank that person to each of those positions as well.

Fransway: Mr. Governor, with all due respect, I think that it's appropriate that we just simply bring those two forward as our finalists. I don't...

Sandoval: Well, we still have one more person to interview. So we -- yeah, I don't know if there is a problem in bringing these two forward and then a decision's going to have to be made with regard to the -- who's going to stay into the final two after we've interviewed Mr. Seidel.

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- Gallagher: Governor, if you will for a moment. The materials again that were provided to the Board define a process where after each round the Board would pick a one and two.
- Governor: All right. Then we'll stick with the process.
- Krolicki: Are ties allowed? I don't want to be too clever here, and I want to respect the process, and I hear what you're saying, but, you know, I see what's been noticed, but if motion were made that moved Mr. Malfabon and Mr. Nelson forward as tied for first place, I think that might, you know, settle your issues, and we have another person to come forward and, you know, they will either dislodge, you know, we can have that discussion at that time.
- Gallagher: Mr. Lieutenant Governor, I agree with you completely, but I would offer this, that the numerical ranking of one and two and this point is irrelevant to your final selections.
- Krolicki: (Inaudible). It might be relevant to the person who's ultimately a successful candidate.
- Martinovich: Lieutenant Governor, they won't know. When we notify...
- Krolicki: This is public record.
- Martinovich: The individual candidates -- well, they won't know coming in where they rank, so -- but yes.
- Sandoval: Well, and -- I think we need to make that decision now. We're going to be put to that decision in the next round anyway, because if you have a tie and then you have to pick -- we have to pick a number one and number two and you can't dislodge a tie, so I think that we should go ahead and make that decision with regard to who our number one and number two is all knowing that it is as close as close can be, but I think we do need to make that distinction. Member Savage.
- Fransway: Governor.
- Sandoval: Oh.
- Fransway: Don't we need to interview this last person first?
- Sandoval: Of course we do. And what I'm talking about is between these two only. The number three could, I mean, or the next individual could clearly become the

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number one, but after this next round we are going to have to pick the two that go into the final interview.

Male: Governor, I would make a -- well, if Member Savage

Sandoval: So I don't know if -- Member Fransway had the first opportunity to make a motion. Do you still wish to make a motion Member Fransway?

Fransway: I would -- thank you, Governor. I would move at this point that Mr. Malfabon be number one and Mr. Nelson be number two.

Sandoval: Okay. There is a motion for Mr. Malfabon to be the number one candidate, Mr. Nelson to be the number two. Is there a second?

Wallin: Second.

Sandoval: Second by Madam Controller. Any questions or discussion on the motion? Hearing none, please say aye.

Group: Aye.

Sandoval: Opposed no? Okay.

Krolicki: I will vote no.

Sandoval: So the record will reflect that Lieutenant Governor has voted no against the motion. All other members have voted aye. That completes that. And our next individual will be Mr. Seidel. Good afternoon. And if you'd like to take a moment, we've provided an opportunity for each of the other candidates to review the questions you will be asked by members of the Board each of those questions and, as I said, the prior candidates have had taken up to five minutes to review those questions. Once you've finished that review, you'll be provided an opportunity to give an opening statement, and then the questions will be asked.

Seidel: Thank you, Governor.

Sandoval: Are you ready to proceed?

Seidel: Governor Sandoval, members of the Transportation Board. My name is Wayne Seidel. I've been a resident of Nevada for 32 years, since 1980. I'm currently the Department of Motor Vehicle Motor Carrier Administrator working under Director Breslow. And my background is I've been in government for 18 years as director, a manager of projects and currently as Administrator with the state. I've

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been with the state for about 18 months, learning the state systems. Prior to that I was with the city of Sparks where I was an Engineering Manager as well as a city engineer and a public works director overseeing a department of 179, and with cycles in this economy it actually went down to 105. We downsized in three budget cycles.

So my background is public works, municipal government. Prior to that I worked in the private sector. I was a consulting engineer for 15 years, working in the trenches inspecting, testing, being a staff engineer, design engineer, all the way up to project management. So I'm battle born, I'm built in the trenches on up to a director, a manager, executive manager type position. That is my background. I know we're going to -- these are going to be timed and Amy's the moderator for time, so that's my opening statement. Thank you, Governor.

Sandoval: Thank you very much. Madam Controller.

Wallin: Good afternoon, Mr. Seidel. It's a pleasure having you here today, and congratulations on making it to the final four here. First question, ethics are a key factor for leaders in public service. Tell me about a time when ethics -- your ethics were challenged at work and how did you deal with it. And as a follow up to that, what specifically will you do to ensure high ethical standards in the Department of Transportation and the protection of the public trust?

Seidel: Thank you. People that know me, I'm a very honest, straightforward, loyal person. I'm by that by nature. I'm a very ethical person, and so that's the basis when you're making decisions. So from an ethical perspective, have I ever been challenged? There's challenges all the time. I can remember one as a project manager for a parking garage down in Sparks where it was an out-of-state contractor that was the low bidder. And so as we reviewed all the bids, the locals would like us to select a local contractor. When we reviewed all the process, the bonds, the licensing, they were qualified to do the project and, therefore, our recommendation was to proceed to the council for the award. So there's ethical challenges all the time when you have stakeholders, and working in the middle trying to keep everyone happy, but the bottom line is the law is the law, you have to follow the law and enforce the law, and contracts and working with the stakeholders are the same. So you have to do the right thing, and I believe in time -- in tough times you have to do the right thing, and I am built that way, honest and straightforward, and I'll tell you where it is lying and where it's supposed to lie.

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Did I miss any other parts of that question? Standards for the department? If I have time to finish that one. Again, lead by example, don't expect anything more than what you expect of yourself, very high standards. So when you run at that level, that's what I expect. I built with teams. I've been part of a team. I've been team leaders. I believe in teams for success of organizations. Everywhere I've worked I've left the teams better than they were when I started, and so I'm driven that way into a continuous improvement model. I expect myself to improve and get smarter every day and I hope all my staff would be doing the same, supporting me as I support them.

And so to set the standards, I have to -- again, working with this Transportation Board, there's questions on contracts, we'll have to -- I'll have to roll up my sleeves and dive in and review some of those questions and make sure that the data is correct and everything is correct. So I'll roll up my sleeves and get in the middle to make sure that we are making the right decisions and the ethical thing is being done at the right time.

Sandoval: Thank you. Mr. Lieutenant Governor.

Krolicki: Thank you, Governor. Mr. Seidel, thank you for wandering all the way across the mall here. It's a pleasure to see you, and congratulations for getting in front of us here, and I know the not the most pleasurable experience, but hopefully we're gentle and we're getting the things that we need. My questions pertain to money and financing and prioritization. NDOT's experiencing funding shortfalls and the Director is going to need to prioritize project and allocation of the funding. Please describe a similar situation you have been in and how you made your decisions with funding. And how would you prioritize projects at NDOT and determine the distribution of the funding?

Seidel: As part of being in government for 18 years, we were actually strategic -- the city of Sparks did strategic planning and performance budgeting. We did business planning. Business planning by setting goals, and we also had budgets that went with those goals, and then we reported -- the other part of performance budgeting is it's easy to figure the time and the cost, but what is hard in performance budgeting is it's actually a triangle is the quality side of thing. And unless you're working with your stakeholders and customers to see how you're doing on delivering projects or you need feedback to make sure that you're achieving those goals. It's easy to count the widgets and the time money equation, especially as engineers. We do that very well. And so through performance budgeting with the

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city of Sparks, my background was business planning before it went into strategic planning.

So the goal is to set the vision of the organization or the Board. And then the next thing is, what are the revenues as you set the priorities for the department? What are the resources? And then in this economy you have to figure out are the resources within, or do you have to stop doing something to find the resource to get that new priority done?

I'm very familiar with the Governor's strategic plan. Job creation and infrastructure is something I totally believe in. I believe in the asset management side of things and knowing what it cost -- the \$6 billion of highway assets that we have, the \$600 million a year we need to keep investing to maintain that \$6 billion, that's just to maintain what we have. Plus you add on adding capacity, finding revenues to build new as well as maintain what you have. So all of that fits into performance budgeting, strategic planning, with the ultimate goal to support the larger vision of the state and the department.

Sandoval: Thank you. Mr. Seidel, if you would provide for us what your goals would be for the first six months, the first year, and the first three years if you were selected as the next Director.

Seidel: Well, the first six months, I would -- having been with the Department of Motor Vehicles for 18 months, I see a parallel cycle here where I started before the legislature January 18, the budgets were set. And the budgets were set and so we appeared before the committees on our budgets and in justified plus the BDR's. And so as we're going into the next legislative cycle in January, I see a similar parallel world here that the budgets are set by Director Martinovich and her staff, the strategic plan has been set for the next two years, so as the new Director, I would have to get on board to see what it is and it's going to be pretty set going forward in the next two years. But I also am very aware of the funding challenges that are going to lie ahead with flat funding from fuel tax as well as highway funding, the truss fund. It looks flat. From our perspective, or at the Department of Motor Vehicle the economy seems to be flat, and with the highway funding being flat through September 2014, that's a given.

So the six months -- the first six months, I'm going to -- as a join the senior staff of NDOT, I will start building relationships with them. Director Breslow likes to do lunch. You got to get out and know the people you're going to work with and be in the trenches with, and get to know the staff, start knowing the teams. I

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know it's a large department and -- but you have to -- and energize. I think Director Breslow did this with the DMV, he's a new person, he's a new vision, new energy, and he went down to every employee and tried to connect with the employees to create a new vision and energy for the DMV. And it's -- when I joined the DMV 18 months ago, there's a saying that everyone would rather go to their dentist than to the DMV because of the waits and pain and suffering. So one goal I've set as a member of the DMV team is that we're going to go to number two and the dentist can go back to number one. But with that it takes customer service and some vision and resources and technology, as you all know, same to run the Department of Transportation takes those -- everything needs resources to continue what they've been doing or to go forward, and it's going to be very challenging to find those resources in the next four or five years I believe. So it is -- will be a challenge.

So six months engage the senior staff, get to know them, the projects. Also I would anticipate touring Las Vegas, Clark County, all the rurals, really connect to the services that the Department of Transportation are delivering. I have a little idea what they're doing, but having been a customer for them for over 20 years, doing partnering agreements and such with NDOT. So once we're through the six months, and the legislative session come up, then the budgets are going to be set and to me it's we're going to look at efficiencies, the funding, track revenues coming in as they're going to be critical. We're going to have to live within those budgets, and I know the highway fund will be challenged.

So three years out, I also see a real need with the state and even the DMV as a lot of baby boomers are retiring in the next three to five years. I'm sure NDOT's not any different than the DMV, so I believe in succession planning. Finding the staff that's going to replace you, start training, coaching and mentoring them to take over your position, or have a -- I like to say more than one or two, have half a dozen to a dozen people that you're coaching and mentoring to move up the ladder and lead different teams and drive the department long into the future. We're just a steward of the process. Director Martinovich has been the steward for five years as the Director of NDOT. She's going to pass it off to the senior staff and the next Director in the next round. So I believe in the Boy Scout rule where you leave it -- you try and hope to leave it better than you find it. And so that would be a goal long-term for me with the department of NDOT, to drive it into the future and set it up strategically to be successful, you know, ten years or longer into the future after the Director is gone. So those would be my -- the 6, 12 and 36-month plans.

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Sandoval: Thank you very much. Member Savage.

Savage: Thank you Governor. Mr. Seidel, first of all, I thank you for your patience and your time this afternoon in being in the top four candidates. I know it's been a long day. Question number four to you directly would be, as Director of NDOT, what percentage of time and effort would be allocated to the five categories listed below? And further explain your style or philosophy of achieving those outcomes.

Seidel: I think the five are very critical to success of the Director as well as NDOT as a department. The leadership, you know, just to put it out as my five priorities, I see myself doing 20 percent. To start out, the thing I would start out 20 percent knowing that it's going to be a dynamic. I can't, you know, you're going to have to rotate and commit to these at different times during the day, during the week and during the month. So for ease and simplicity, engineering efficiency I'll say I'll start out at 20 percent at each one of those.

Leadership, I mentioned it before, I'm a lead by example type person. You'll see me in the office eight hours a day or longer, whatever it takes to get the job done. Not sneaking out Friday afternoon. I'm there putting in my time and getting the work done.

Management, I said 20 percent, but that may be 100 percent of it, but management is almost a full-time job, depending on what you're managing, especially as complex as NDOT is with all the different divisions and departments and teams that operate. So making sure they're coordinated, that is a long-term goal that I see. There's probably some efficiencies that can be gained. NDOT is very much about the process, and they're very good at their process, especially engineering and construction. That's their bread and butter. Some of the other areas of customer service and working with the stakeholders, I believe there's areas that can be improved, and it's really listening to your stakeholders and really partnering and listening to your stakeholders as the people you serve, all the citizens of Nevada who use our transportation systems as well as business and industry.

Technical side, I have -- the other thing is from the technical side of things, I've learned the 18 months I've been with the state about subject matter experts, and I know NDOT has a whole bunch of subject matter experts just like the DMV. I'm not a subject matter expert on motor carrier yet, but if I stay at it long enough, I will become one, but I have a team, 51 employees working for me doing the five

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programs of motor carrier that are -- I have three or four subject matter experts that know about the processes, licensing, registration, and I lean on them when I have technical questions. And so NDOT would be no different than the Department of Motor Vehicles where I would find the resources needed, anything I did not know technically, I would find them. I have a public works background, designed construction. I know all the prevailing wage. I know all the preferences. I know federal money. I use state revolving fund money with the city. We had some federal loans or grants also for the (inaudible) plant for the city of Sparks. So technically you know what you don't know, and you'll find the people that can help you get smarter in those areas. I'm very good at that.

Politically, I'm not a politician, but, like we started, ethically I'm going to do the right thing. I'm going to make the hard decision and I'll tell you why I'm making the hard decision when it's got to be made. So politically you have to listen to all the sides and do what's best for the citizens of Nevada. So I'm not a politician by any trade, but I'll listen to everyone and I'm looking forward to working with you individually as well as a Board on your different issues, because all seven of you have different issues and different customer perspectives on where you're getting your information and what you're looking for to improve the Department of Transportation, so everyone's feedback and input is valuable to make the department better.

Oversight, to me that's just part of management and leadership, so these all are kind of -- you don't do one in a pure sense because they're all kind of related. But oversight -- to me oversight is getting good outcomes, that the DOT is doing what we say we're doing. Annual budget overruns, change orders, those type of things, transparency. And then report -- oversight is report to this Board and input and then try to get better if there's ways to get better. So that's -- did I answer your question?

Savage: You did. Thank you very much, Board member.

Sandoval: Mr. Martin.

Martin: Thank you. Thank you very much for your participation in this process. I know it can be a little bit arduous. My question to you, in your career, whether it was in the public or in the private sector, what was the single project that was the bad project, the one that nobody else wanted to touch, and somehow or another you got assigned to it, and what was the significant difference you made in that project to bring it to its successful conclusion?

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Seidel: We have a running joke that everyone -- every engineer has a career project that'll never get done. You've designed it, it goes on the shelf, and so I've had a few. We had a lighthouse that was designed but found no money to be built. But one that I'd like to talk about is the Nugget Avenue off-ramp. Currently there's a new roundabout there. That was built through redevelopment back in 1986 with agreements from NDOT, and right-of-way was never finalized or acquired back in '86. So when I was leaving the city of Sparks in December of 2010, I actually did the presentation to the council on the trade of the right-of-way between the Nugget, the city, the railroad was in there, and we got the property controlled so we could hand it to -- or transfer it to NDOT to complete the job.

So that was something that started back in 1986, and it took me about five years to get through that process, and I never once gave up. I knew there was lots of moving parts and pieces, and there was even two or three after we hurdled that hurdle because there's a high pressure gas line and some over things that were found after I finished the right-of-way piece. So it just reinforces the team concept when you do your part to move things along and hope successfully you do your part, you pass it off. NDOT finished that after we traded the right-of-way or transferred the right-of-way to NDOT. They invested about a half million dollars and finished that project. So it was a success to everybody, but it was over 20-some years in the making.

And you find those skeletons here and there. I'm built to take those on. I have patience and back to doing the right thing, and even when it's hard, doing the right thing, you got to do it. So that's the one that comes to my mind. I could think of more if -- I could think of more if you'd like me to add any, but how am I doing for time?

Sandoval: She'll let you know. So I think you're okay.

Seidel: Thank you.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Thank you, Mr. Seidel, for being here today and you're interest in this extremely, extremely important job to the state. Please tell us about a time you were tasked to complete a controversial goal or project despite resistance from others, and what specific action did you take to overcome that resistance and how you were able to influence others to accomplish that goal.

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Seidel: A couple examples there also, but one that I'm very familiar with that is typically controversial is rates, tolls and charges. I know tolling is an issue with NDOT as far as future funding, and so rates, tolls, and charges, that's the other piece I bring to this Director position. I've set rates for sewer companies. I've sat on technical groups that set water rates, and so I set three cycles of sewer rates. So raising rates is controversial and any board that has to do that or state officials that have to raise rates.

So how you do it, and it's controversial because the first reaction is we don't -- what are we going to get for our money, and so we're just raising rates to raise rates. So when the psychology is setting rates, tolls and charges, and I've learned this through my three cycles, is you explain to the folks what they're going to get for their increase, and why it was required. We used asset management, you know, sewers that were wearing out. There's a flood control project, the North Truckee drain and the North Washoe County Flood Project, it's about half a billion dollars. It was up to 1.6 billion, down to a half a billion. Sparks was the first agency that came up with the \$5.30 cents a month fee to fund about \$100 million over 20 to 30 years, which we figured would be our share of that regional flood project.

So it was controversial because we were the first to do it. But we also brought to the table here's where the money is going, we're investing into Sparks' share of the region in the future, and we had statistics on our costs to maintain sewers, replacing our assets. Sparks has been \$3 billion of assets including their roads and parks and facilities, the waste water plant. So \$3 billion of assets and we raised the rates. And typically what happens is we needed about seven or eight percent for the first two years and then three percent for the next three years, per year. And so through the process, working with our stakeholders and listening to the advisory committees, we flattened the rate to five percent a year, averaged it over the five year cycle. And now we've done it three times actually, or I was part of these presentations and reporting to the stakeholders and to the council on raising the rates and what you get for the rates.

RTC 5 in Northern Nevada was fuel indexing. Washoe County in that region, you know, set the standard by doing that lift for indexing, and how they did it, kind of like how we did the sewer rates, is you show the public what they're going to get for their investment. It was a \$150 million capacity in Washoe County. So when it went to the voters, they knew what they were voting on. It was going to cost

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them more money, but they're voting on getting results for their investment, so -- and it's never unanimous, you know, 51 percent is the democracy.

So one of most controversial things that I've worked in is rates, and being successful, because a lot of times rates start and they stop, kind of like tolling, the discussions that have been going on for the last two or three sessions. And I was actually a party to those as the administrator for motor carrier when we were talking about tolling for the Boulder City Bypass and the Neon project that is looking into the future. So I think tolling will be interesting as well as vehicle miles traveled as an interesting topic when you look at fuel tax and how efficiently it's being collected today, and Nevada's the only state that actually does the fuel collecting at the Department of Motor Vehicle. Everywhere else it's taxation.

But I still believe it's very efficient. Nevada's a very I say lean, mean, battle born state. Lean and mean, very flat when you look at government workers per capita, and that's kind of way I'm built. And through the cycles I've been here in Nevada, there's been good times and bad, and you work through them and strategically you have to look out ahead as you're making your decisions in the short time.

Fransway: Thank you, sir.

Seidel: You're welcome.

Sandoval: Thank you. Mr. Seidel, would you like to make closing remarks?

Seidel: I'd like to thank Governor Sandoval and members of the Transportation Board. It was a privilege and honor. I am a public servant. Been working for government for over 18 years and I think I'm very unique with my diversified background. I kind of think of myself as a super user when I'm driving -- when I'm in buildings or driving on the roads having a degree in architecture and knowing highways and infrastructure. I believe in asset management. You can't build it if you can't replace it or maintain it, and over lifecycles and taking care of it. So I think I bring a very diverse and unique combination of private sector ingenuity from my engineering experience, my local government experience and my last 18 months with the state of Nevada. I believe there's a tremendous upside.

I'm learning something new every day, how the state does things, especially employee-type issues. But I'm vested, I'm invested in the state of Nevada, and as a state worker, I'm looking forward to continuing challenges, working with the

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governor's cabinet and partnering with the DMV as well as DPS on some joint operations, projects that we're doing, the VIEW, PRISM and CVISION. We're not compliant, but I think if the departments work together, we can build some action plans and some investment to get those accomplished. So I know there's unfunded mandates that come in all the time from the federal level and the state legislators set the policy to what degree we're going to conform or are we going to stay -- it's going to stay an unfunded mandate, we don't have the resources to get it in place.

So I bring, again, that unique diversity of public works and local government with state government, and I think there's a tremendous upside with me being the new Director of the Department of Transportation. I look forward to the challenges and opportunity and working with you all individually as well as a Board on issues that you may have with the department, and making the state and the Department of Transportation better. So thank you for the opportunity.

Sandoval: Thank you very much. Thank you.

Davey: So your round one interviews are concluded and what you'll do now is determine who will move on to round two. You have identified two candidates already that you -- and what I'd like you to do is now compare Mr. Seidel to Mr. Malfabon and Mr. Nelson and determine who will move on to round two. After you have that vote, I would ask that we have a recess, and I will go and inform the candidates who will be moving on to round two.

Sandoval: Thank you. I'll begin. I was very impressed with Mr. Seidel. I mean, he had a bit of unique challenge given that he hasn't worked at the department, but looking at his background, he does have that diversity that he spoke of, but I don't think the -- given what we have coming up as a state and as a transportation infrastructure, I don't know if he has quite the background that I'm looking for to lead the department. I think Director Breslow is very well served to have him, and -- but given that -- and to his credit, he disclosed that he has no familiarity with Southern Nevada, and I think it's critically important given the challenges we have there that the ultimate individual who is going to lead this department have that familiarity. So for those reasons, I would have Mr. Malfabon and Mr. Nelson be the final two. Madam Controller.

Wallin: Governor, I agree. I was impressed with his credentials, the experience that he brings, the fact that he's been involved in performance budgeting which is good, because I know that that's what your Budget Director is trying to implement here

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in the state, so I thought that was a plus. But I too, you know, part of me going into this process, I thought it would be great to get some fresh eyes from somewhere else, but I just don't feel that with the issues that we have with the funding issues and stuff that he would be able to, you know, lead us during this very difficult time. He had a lot of good things here to say. I like the fact that he talked about not being a politician. That's a...

Sandoval: I'm not sure which way to take that.

Wallin: I was trying to not let him insult the three of us down at this end of the table, but...

Krolicki: I'm sure he voted for us too.

Wallin: But I think that's good, but then also I think you have to kind of, you know, you say you're not a politician, but you have to be aware of the political world, and Susan knows all too well. So yeah. So I would -- I would like to move Mr. Malfabon and Mr. Nelson forward as our final two.

Sandoval: Mr. Lieutenant Governor.

Krolicki: Thank you, Governor. Mr. Seidel, it's clear that he's an exceedingly capable person in his realm, but, again, we've got folks who are the entire portfolio of things NDOT, and I think at this time, and I think all times, it's just critical to have that experience, and literally decades of familiarity with this entire state and the work that's being done. So despite being impressed and charmed by Mr. Seidel, I agree that Mr. -- that the two gentlemen that we've identified being the top two targets, I'll put it that way, you know, should continue to be the top two, and I would look forward to those interviews later today.

Sandoval: Member Savage.

Savage: Thank you, Governor. Mr. Seidel is a very good person, does well for the state of Nevada, and I think the state of Nevada is very fortunate having him as part at the DMV. I think his civil engineering experience is very good, very qualified. His public experience is good as well. I do not believe he meets the standards of Malfabon and Nelson at this stage in his career. He may someday, but at this stage, I would move forward with Malfabon and Nelson for the next stage of interviews. Thank you.

Sandoval: Thank you. Member Martin.

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Martin: I echo Member Savage's comments about him being a qualified person. I think he's a little young in the transportation industry to take over a position like this. He did make a couple of really good points, one of them that I felt was well said and was missed by all the other candidates was the part about succession planning. As the workforce grows older, and we're forced to look at that, I'm looking at my organization. You're too young too. But that is a piece I think the leadership needs to look at, because every meeting I've been to for the last five years, there has been a series of retirements, and they're always in the 30, 28, 42, and the succession planning I thought was a well thought out statement for him as a long-term goal. However, I will have to side with the rest of the members here and Rudy and Rick are the people that need to move forward as far as I'm concerned as well.

Sandoval: Thank you, Member Martin. Member Fransway.

Fransway: Thank you, Governor. There is vast difference between the Department of Motor Vehicles and the Department of Transportation. The Department of Motor Vehicles administers what travels on what the Department of Transportation builds. So I believe I have the utmost respect in Mr. Seidel's what he's done and his accomplishments, but they do not come to the level of what I believe that we are going to be asking a Director. And it's the same with his experience with the city of Sparks. His accomplishments working with the rights of ways that he discussed and the challenge that that was was very admirable, but it was on the local level, and we're asking our new Director to be the leader of this important state agency. And so I will agree with what I've heard from the rest of the Board, that Mr. Malfabon and Mr. Nelson should come forward at the last and final stage.

Sandoval: Thank you very much. Is there a member of the Board who's prepared to make a motion? Member Savage.

Savage: Thank you, Governor. I'll make a motion to move forward with both Rudy Malfabon and Rick Nelson to the final stage of interview.

Sandoval: There is a motion to move Mr. Nelson and Mr. Malfabon to the final stage of the interviews. Is there a second?

Martin: I'll second that.

Sandoval: Second by Member Martin. Any questions with regard to the motion? Hearing none, all in favor, please say aye.

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- Group: Aye.
- Sandoval: Opposed no? Motion passes. Ms. Davey, so now you've requested a recess. And then what will our process be next?
- Davey: In the second round, Governor and members of the Board, you will be free to ask each candidate again. They will come in and be interviewed by you according to alphabetical order. We've allowed 40 minutes again. And each one of you will be free to ask a question of your own choosing. I would ask that you ask that same question of both candidates for the purposes of fairness and consistency for both candidates. At the end -- so they will be brought in, they'll interview, they'll leave at the end, then you'll make your final vote and your final decision and someone will bring that final selection back in for you.
- Sandoval: Do any of the members have any questions with regard to the next step in our process of selecting the Director?
- Krolicki: What time did you want to start (inaudible)?
- Sandoval: Shall we say -- how much time do we need? I know people's blood sugar is probably pretty low. I haven't eaten all day, but at the same time, I don't want this to go on too long and...
- Davey: And I would just point out that the finalists, the two finalists, have to stay sequestered also, so we want to keep that in mind that they're going to be staying in that room while we're on break.
- Krolicki: They were fed, right? (Inaudible).
- Sandoval: That's too long. Why don't we take a half an hour. We will be in recess until 2:45. Thank you. I'll call the meeting back to order. We are at the stage in the process where we will be interviewing again the final two individuals. Are there any other questions from Board members before we proceed? And will we be going in alphabetical order again?
- Davey: Yes.
- Martin: Governor, I have one quick question. After we interview whoever the first one is, I'm assuming Rudy, we don't vote then, we vote after we've interviewed both of them? Okay. Perfect. Thank you.
- Sandoval: So Mr. Malfabon will be first. All right.

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- Krolicki: Do we each have a question?
- Davey: Yes.
- Sandoval: Yeah. The process will be each one of us will have a question. You will ask the same question, but you also provided for follow up if -- in the event one of the members -- did you say something about follow up questions, or we will be -- okay.
- Krolicki: And are we on the clock, or not?
- Davey: Yes.
- Krolicki: We are on the clock.
- Savage: How does that -- I'll listen, then I'll ask.
- Davey: Sure. Just to review the process for the second round of interviews, Mr. Malfabon will be interviewed first, Mr. Nelson second. You may ask any question of your own choosing of each candidate. I ask that you ask the same question of both candidates for fairness purposes. And then if you have what we call clarifying questions that are related to a candidate's answer, feel free to ask those kinds of clarifying questions as well. And then the vote will occur at the end of both candidates being interviewed. They'll both be outside of the room while you deliberate and take your final vote. And then the successful candidate will be invited back in at the end.
- Sandoval: Any further questions from Board members? If you'd ask Mr. Malfabon to come inside, please.
- Male: You know that walk already.
- Sandoval: Good afternoon, Mr. Malfabon, and congratulations on making it to the second stage. This process will be similar, but somewhat different. We're going to go straight to questions. Each member of the Board will ask you a question. The identical question will be asked of the other candidate. I will -- I don't think we need an introductory statement, but I will ask for another closing statement from you, and we'll proceed in that manner. So Madam Controller.
- Wallin: Good afternoon Mr. Malfabon, and congratulations on making it to this round. My question is, oftentimes we tend to think that the way to save money is to outsource, that that, you know, saves money. How and when would you decide to

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outsource versus keeping it in-house? What would be your decision process in that?

Malfabon: Well, traditionally we've outsourced when we don't have enough staff to do a certain function. A lot of our program is driven by our projects, the capital improvement projects. So traditionally you'll see the project development process requiring a lot of outsourcing, when we have a lot of projects to get out on the street in a certain timeframe. As a mentioned this morning, we want to maximize our federal funding, so we use a lot of consultants to do that process of engineering, preliminary engineering, right-of-way acquisition also. So it's usually when we're shorthanded.

On the construction management side, we have to oversee those projects so that often those are federal aid projects and there's certain criteria that we established as a Department of Transportation and we have to follow it. And documentation is the key, particularly when you have a possibility of claims or extra costs incurred by the contractor. You have to have that documentation to substantiate basically a settlement, if you will, or a change order. So that's the first case is when we don't have enough staff.

Another case would be when we don't have the expertise in-house. And as we've discussed, public-private partnerships, that is really at a higher level than NDOT has dealt with before. We've done public-private partnerships in the past. I've been involved in some where I was the sole representative of NDOT in the field for overseeing construction and we had agreements with private developers for the (inaudible) interchange and U.S. 95. We've had the Laughlin bridge over the Colorado River as examples of public-private partnerships, but we didn't have to deal with this high level financing and legal issues that you're now going to be deliberating as a Board on things like Project Neon or the possibility of tolling on a tolling project or, you know, working with the RTC on the Boulder City Bypass. So when there's not the expertise in-house, something new we have to look at outsourcing.

The other thing is on maintenance activities, we were looking at outsourcing because -- to recognize that our contractors can do the work, and that we don't always have to rely on our maintenance staff to do things, but we are, as a contract you deliberated today and approved, looking at performance-based contracting, and that's another case of outsourcing to our contractors basically functions that we use to do in-house. So in that case we have a lot of maintenance

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activities that we have to do and it makes sense to look at where it's going to give us some efficiencies and gain some savings.

Wallin: Thank you.

Sandoval: Does any Board member have a follow up on the issue of outsourcing? We'll move on to Lieutenant Governor.

Krolicki: Thank you Governor. Again, congratulations for being here. They been treating you all right in that soundproof room?

Malfabon: Yes.

Krolicki: Fed you and everything?

Malfabon: It's very quiet.

Krolicki: Coming into a very large department with incredibly complex issues and a whole lot of people and personalities, if could perhaps anticipate what you think will being your -- the hardest thing for you to do, the most difficult thing for you to face, both inside the office, inside this building in the first, you know, six months, and perhaps the most difficult and immediate challenge you'll be facing as a brand new Director outside of this building. Is that two questions, or can I make that one?

Malfabon: That's good. Obviously within the first six months, the hardest thing to do is going to be setting NDOT on a path of a change, communicating that -- why we need to change. I think that there's some things that we can do more efficiently and it's getting those teams built together that are going to be critical to having successful implementation of change of the department.

As I said, we need to have some plans in place just in case our funding drops from the federal government, if Congress doesn't act in a timely manner in two years, and have basically an ongoing long-term funding of transportation. We have to look at what we can do better, so in terms of the example that I gave of over-dimensional permitting and looking at, hey, we heard from the state over here that they can do it totally online 24/7, how can we do that here. It's getting people to think outside the box at the department, getting those teams in place, getting people convinced that there has to be change to be more efficient.

I think that's going to be something that is going to be a challenge because we've done things a certain way, and we've done them effectively. We've had a lot of

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funding in the past, we've delivered a lot of good projects, but I think that things are going to be a bit tighter in the future and it's getting that culture change of watching the cash flow and watching those change orders, watching the expenditures. We're going to be dealing with settlements on right-of-way issues and acquisition issues on some of these big projects. We have to see what our cash flow is going to be, and getting that change in our culture is going to be very challenging.

The other thing, obviously getting those positions filled, looking at the qualifications of the people within the department and outside the department is going to be a challenge because it's -- you've got a lot of good employees here. I think that we -- everybody's got strengths, you know, personally I have strengths, I have weaknesses. I'm looking for people that can fill the gap on where I need some bolstering. And that's one thing that -- I like that example at WASHTO, Susan was there, where they had an example of knowing what your strengths are, knowing where you need that other kind of characteristics in other people to have a good solid team. So that's going to be another challenge.

Outside the department, I think in the next six months, we're going to be looking at the elections being done. I think that we're going to be looking at coordination with the group that's particularly in Southern Nevada that's looking at the economic development plan and putting that structure in place. Mr. Steve Hill is working tirelessly on that and working with the existing stakeholders down there in Las Vegas. The thing is that we need to be integrated in that process so that we know what businesses need to be successful, where we can attract businesses, we can support existing businesses. I think it's getting that feedback and putting NDOT in the right track so that we support the Governor's economic development plan is going to be key.

Also, with the elections, we need to brief those new members of the legislature and talk to them about transportation and the importance of transportation. Because they're going to come in with their pet issues, education, public safety, public health, and transportation is something that people can tend to take for granted. As I mentioned, it's something that people probably don't even understand how much they pay towards transportation, but all they know is that it's there when they need it, just like turning on the tap on your faucet and water comes out. You take that for granted as a utility. So it's conveying to them that transportation is important, it can be critical in terms of turning around Nevada's

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economy, and what we can do to properly fund and meet the business needs of the state.

Sandoval: Any follow up from Board members? Thank you. My question is with regard to Project Neon. As you know, NDOT is currently in the stages -- or the initial stages of undertaking the most expensive and complex infrastructure project in Nevada history. Project Neon in Clark County is planned to be completed over 5 phases in 20 years. How would you budget and program this project as part of a balanced statewide transportation improvement plan? What steps would you take to assure that Project Neon would be delivered within budget and schedule and in compliance with quality specifications?

Malfabon: Governor, the first thing that I would do is to really get a handle on the financing issue. And I think that the presentation that was given to the Board this last month, it left you with a lot of questions and particularly on the financial end. So we have to use the team that we've put together on the financial side and technical and legal side to present that information. I know that I was involved in the initial look at the unsolicited proposal for Neon, and we had a lot of finance questions. In particular, what is this going to do to the availability of funding for the rest of your program, across the state, not just in Washoe county too. So we want to not look at the -- just the cash flow at a broad level. We have to kind of get some details to you as a Board so that we can assure you that we do have the money to pay for this project on a certain schedule. And that's one of the first things I would do is to look into what are the facts on this Project Neon.

The other thing is an assessment of risk. As we look at how many properties that we have to acquire, one of the roles that I play down in Las Vegas is dealing with negotiations and settlements on right-of-way issues, eminent domain is a huge issue now. A lot of lawyers there trying to -- there's a billboard right out there by Project Neon, and the guy actually stole our web, you know, www.projectneon.com takes you to his law office. So there's -- and it's an emotional issue...

Sandoval: There's a lesson to be learned there.

Malfabon: Yeah, just reserve those project names. But the key is to understand how much risk that we have, because when we do things on acquiring property, we have to do it in a certain process by the federal law. And that's a good process, it's a fair process, but a lot of times people get in touch with the fact that they bought this property at its peak and they owe money to the bank, and we have a process that

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establishes the value at a certain point which is going to be after the peak when they bought that property, so they're going to be trying to hire a lawyer and get that money out of NDOT. We have to negotiate, we have to go to court sometimes, and those settlements are going to be key in tracking how much exposure we have and risk we have on Project Neon on the purchase of that right-of-way.

I think what's key in Project Neon is it's a great project. There's a lot of benefits. Anyone that's driven through there knows that we have some needs there as far as congestion. The operation of the interchange at Charleston, the connectivity that we need. Governor, you have one of the categories of the seven industries that you want to promote in your economic development plan is health and medical field, and they have that brain institute there, but no good access from the interstate. You have a hallmark with that Smith Center for Performing Arts right there. No good access from the interstate to get there, so it's created some challenges that we have to look at resolving through Project Neon.

So I would say that we want to look at where there's alignment with your plan, where there's alignment with some of the local agencies plans, and try to maybe downsize some of these -- have sub phases. I think that one of the Board members brought that up last month. Can we kind of parse this project down to more readily deliverable bites, if you will? So that's another thing that I would do, and we would develop the scope, schedule and budget for those.

Obviously, we have to look at alternative funding mechanisms. We were glad to hear that the (inaudible) program, the amount of -- it goes from a third of the project approximately up to 49 percent now of the project funding. So I think having smaller bites of that elephant, and having some alternative funding mechanisms and traditional funding mechanisms through federal loans, we just have to make sure we do a financial analysis of risk and see how much cash flow we can towards that project while still supporting the rest of the state's needs.

Sandoval: Thank you very much. Any follow ups? Member Fransway.

Fransway: Yes, Governor. Thank you. Mr. Malfabon, since Project Neon became a vision for the future for the state of Nevada and transportation in the south, I became somewhat concerned that we're spending a lot of money over a long period of time over several phases. As Director, could you find, if necessary, a stopping point in the phases to where it would not put the rest of the state at a disadvantage, to where it would also not jeopardize Neon?

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Malfabon: Yes. I think you can, but the Department of Transportation would have to make some tough choices bringing it to the Board for your approval of possibly looking at phases that might have some -- maybe it's not going to be built out as well as you would want to. You might have some additional expense there that's going to be in place for several years, but eventually when you do the next -- the subsequent phase, say five years later, you're going to have to -- basically that's some throw away costs there, and I'll give an example. When you look at the Charleston Interchange and the need to redo that interchange, that bridge -- you have to get rid of some of those intermediate columns that are supporting that old bridge. What it means is you're going to have to re-profile, build up the elevation of I-15 so that you have longer spans on that new bridge for Charleston.

So if you do something that maybe you have to widen temporarily along the side before building that new bridge at Charleston, that might be throw away work, but you're going to get more access maybe to the downtown, the Symphony Park area that I was talking about. So you have to take some choices there and consider there might be some throw away work, but at least it would allow us to advance certain phases of it and not commit to a larger phase such as we want to do. We might have to just cut it back and do a smaller phase, but it might have some throw away work in it, but we would get what we want.

I would love to see the connection between the HOV lanes on U.S. 95 and the express lanes on I-15. It would help the people that live in the northwest get to where they need to go where they work on the strip and the resort quarter, and also get to the airport for tourists to have an alternative as they head out of town as well, but I would also -- one of the benefits of that direct connect of 95 to I-15 would be the use of express buses. And I think that that's another thing that in working with the RTC of Southern Nevada would be great to get express buses from the northwest on express lines where they have some park and ride lots and transit stations up in the northwest, two of them at Westcliff and up at Durango, and get that feeding into where people work and get people off of the -- out of their individual cars and into transit. So I think that would be a benefit.

Sandoval: Member Savage.

Savage: Thank you, Governor. Mr. Malfabon, over the past several years, you have held several positions within the Department of Transportation. Which specific position and experience has best prepared you for the possible Director position?

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Malfabon: Definitely being Deputy Director of Southern Nevada, and talk about change, it changed. The duties have changed quite a bit over time. Initially, I think that the idea of having a Deputy Director down in Southern Nevada was about the need for people to have someone approachable, someone that would help them in Las Vegas rather than having to fly up to Carson City. And I stayed in close contact with Jeff and Susan in the Director's office, but I was always dealing with county commissioners, city councilmen, big time developers of some of the larger resorts. And I would go along with the District Engineer, I know when I first got in there with Gene Wade (sp?), and it taught me a lot about dealing with those external customers and seeing things from their point of view. I think that it helped me build strong working relationships with the cities, Clark County and the RTC of Southern Nevada.

I also love finding solutions to challenges. And a lot of times they were innovative, they were sharing responsibilities in order to deliver projects, and sometimes they were large projects. They were at risk of losing their local funding if they didn't get it or they'd lose it to another entity down there, so we had help them out to deliver what was important in their jurisdiction. But I think that that really prepared me, working with those local elected officials, working with those developers and trying to find a way to get to yes and to find a solution, because I feel strongly that transportation can really lead to economic development. And I see that often our restrictions, our policies can work against that.

I know that an example was -- had actually helped the Governor on the road transfer issue. Developers didn't want us taking over certain roads. They basically -- that's what led to the Clark County taking over Las Vegas Boulevard. That's what led to Clark County taking Needles Highway back after we had an agreement to take it over as a state route. The developers in Laughlin, the developers in the growing south strip area said we don't want to deal with NDOT. And I think that's kind of sad that we have policies that restrict and lead to that. It was good for road transfers, but it's showing you that businesses don't want to work with NDOT, and I think that's wrong. So that's another thing -- an important lesson that I learned.

But just to close, I mentioned that there was a lot of change in the position, and initially I was over some engineering group. That group became part of project management, which I think was appropriate. The other thing was I had responsibility over some of the traffic operations stuff. That went back to the

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District Engineer, which was appropriate. So we had to feel our way through that. And now I'm in a role in Southern Nevada where I'm over all three District Engineers and really feel responsible for meeting their needs and giving them the tools they need so their employees can be successful. I'm also over the civil rights program, and it's helped me to work with a lot of the minority contractors and women-owned firms across the state, primarily in Southern Nevada, but to hear out what some of the contracting issues are as they struggle to try to get their foot in the door with NDOT and get work.

Sandoval: Thank you, Mr. Malfabon. Any follow up from Board members?

Martin: I have one. Rudy, you mentioned about the policies (inaudible) and I have a client that felt the same way about NDOT. What would you see as being the top one or two priorities to try to make -- because you stated twice, once in the first interview, and now again in this interview, that transportation is the key to a good economy. And what would be the top one or two priorities that you would see yourself working on to make NDOT more commerce friendly?

Malfabon: I think that we need to look at our access control policies. I know that at the core of that is movement of traffic and public safety. But I know that we've worked within those guidelines and on individual cases found a solution. So I think that if our first policy says no, maybe we have to change that to say maybe. What can we live with? What have we traditionally been finding solutions for that go against that policy that's maybe too restrictive? I know that currently it says that we don't take the business argument into consideration when we do access policy management through the permanent process, and I think that perhaps it's time to reconsider that. It's a very touchy situation because, as I said, our first goal is always public safety and we don't want people making left turns where there's unsafe access. We know there's going to be a problem. But perhaps we have to revisit those access policy standards and see where there's some leeway and some backing off to help businesses develop.

I think the other area is the -- we talked about the over-dimensional permits. There's a lot of movement of mining equipment in the north, and also because of the back of housing, a lot of movement of modular housing, and I think that we need a -- we're actually making a lot of inroads I think that Jeff Richter has done a good job of getting communication within a department of those loads. We have to do better coordination with construction projects that have restricted widths along the interstate primarily, but maybe on some state routes too. But we have to do more with also looking at what can we do so that people have a more

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seamless way of getting permits for those over-dimensional permits. I've talked to people from crane companies that said why do you make me get permit after permit after permit what I'm just moving the thing down from site to site? Why can't I just get one permit and move it several times? I think that's something to look into. So we will look into the over-dimensional permitting process. And it's not just NDOT. We have to work with the other local public agencies that are involved in that because routes are their routes too that handle these loads.

Sandoval: Any follow up? Member Fransway.

Fransway: Thank you, Governor. NDOT is responsible for maintaining over 5300 miles in Nevada, and staffed by over 1800 employees. As Director of NDOT, how would go about achieving the goal of providing the most efficient transportation system while maximizing the best use of human resources and funding opportunities provided to the department?

Malfabon: I think that our maintenance employees and the district employees do an excellent job of operations. I've visited them in my capacity as Deputy Director. I think the key is, as we look at more outsourcing of maintenance, I've heard it from our maintenance guys, hey, we could do it better. Well, we do have, as Susan has explained, a lot of time (inaudible) with Susan's events, she's explained to them that we can't just say that, we have to measure. We have to prove it so that people know that we can do it better or faster or cheaper, more cost effective. It's not good enough to just say we can, we have to prove it. So we're in the midst of doing more contracting out. I think it's the right thing to do because of the fact that the construction sector is so down right now in our state. So we have to do what we can to create jobs on the private side.

But I think that we can do better is to have -- let's say that our contractors are doing chip seal jobs now, and I hear from our maintainers, oh, we could have done better. Well, how about a meeting before the contractor actually starts the construction season with those contractors that do the chip seals with our maintenance folks and our headquarters maintenance division and the district management staff, get together with those contractors and say, here's what we're seeing from previous years' projects that could have been done better, here's where we're having some quality concerns, and then in the middle of the contractors operations, have some of those experts from maintenance go out there because a lot of times construction people are used to watching the overlay -- the hot mix overlay, which is a different type of production. They're not used to watching chip seal so they don't know what to look for like maintenance folks do.

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Get those maintenance folks connected with our contractors so that we have good quality instead of complaining the fact that maybe the contractor didn't give us what we wanted, and the construction folks could write their specs accordingly, and the maintenance folks could give that advice. And also I think that our maintenance folks could learn from the contractors too, so that we're all trying to improve our methods, because we're going to be doing a lot more chip seals. We don't have a lot of money. We have to spread it around. Those low cost approaches on low volume roads are going to be the key. So let's do them more effectively. Let's have a close out at the end of the year so that we can talk about lessons learned with our contractors and our maintenance folks and the construction folks.

I think, as I've mentioned, we need to look at where our employees are working now and where we may be structured a little heavy in some areas because we had a different program, we had different needs, and as you know, we add state employees very frugally. But if they've grown over time, we have to take a look at the makeup of the department and the structure of the department, how many people are over here. I know that we have needs in other parts of the department and we have very little staff in some areas. The area that I was talking about where my folks that work in the area of civil rights have to go out and make sure that the contractor's doing everything that he's supposed to so that we can assure that we're getting the federal funding that we've told the Feds, the FHWA, we are checking this. We are checking that the people are making the proper wage rates, so that it's a fair playing field for all contractors. But I can tell you that we only have two people in the state that go around there, and when there's dozens of contracts to administer and to oversee, they're not getting to everyone to do those reviews, so maybe we can look at either using outsourcing or staffing up in that area.

ADA is another program that I've learned from the civil rights program is that we have to put more emphasis on that, and it's really getting people within the department understanding this is important, that is what we have to do, not only just to assure that we continue getting federal funding, but it's the right thing to do and it's complying with the law. So we have to maybe put some resources to that, but we also have to communicate within the department about what it means to have an ADA program and to have a transition plan so that everybody's on the same page and everybody's delivering that program together.

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So I think that it's an assessment, Member Fransway, that we have to look at where we have resources available, and I would propose that it would be done through attrition, taking vacant positions and reclassifying them and putting them where we need. I'm not really looking at laying off people, moving people around geographically. I'm looking at more through attrition, but making a good assessment of the department and where our needs are in the future, and considerate of our funding and where that could be. Like I said, in the beginning, this morning, I said we have to have a plan just in case our funding levels drop dramatically if the revenue doesn't continue to come.

Sandoval: Any follow ups?

Fransway: So would you support an ambitious cross-training of your people?

Malfabon: I think that our people can cross-train our contractors. Our contractors would benefit from that in certain areas. Our contractors are good in other areas. They don't really need a lot of input from us, but I would see cross-training as an area of improvement. Customer service is another area that I would see training in customer service, particularly for those that deal with external customers. I think even internally some members at NDOT could learn about customer service and just being more aware of that.

I think that there are certain areas where we have to define where we need to change, and we're going to have some training on how do we do process improvement at NDOT, because what I've seen is you map out the process and you see a lot of redundancies, a lot of, why do we do it that way? Well, we've always done it that way. So I think that there's going to be some training on process improvement. I would like to see more training money at NDOT so that we can make an assessment of what the training needs are, but to be cautious about that public perception. Oh, they're just spending all that money on training. Well, if it's showing results, then I think that we can pass the public test about wise use of our funds. But more training, more research I think is another area. We have a limited amount of federal money and a portion of that goes to research. I think that if we can show that we can be cost effective in a tool or a method that comes out of that research, then it's worthwhile.

Sandoval: Any follow up? Okay. That completes the question portion. Mr. Malfabon, would you like to make a closing statement?

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Malfabon: I really would like to thank you for this opportunity. I think that it's a great opportunity, and whoever comes out on top, I think it's been a great exercise for me because I had to do a lot of research and a lot of networking with a lot of the folks that I know. A lot of people gave me advice, and I appreciated that. I appreciated the thoughtfulness of people saying we think that you're the one for the job. And as I've stated, I really care about the state and I care about the department. It's not about a personal achievement of mine to be Director. It's not something that is going to make or break my career. I'm really happy being the Deputy Director and serving the Director. I think Susan's been great to work with the past few years, but I would love to be the Director because I have a feeling that NDOT has to change and change its focus, watch cash flow more closely, spend our money wisely and select the right projects.

I think that it's great that we're on the right path as far as having a better project selection process that looks at projects of all types, bridge safety, traffic, the big mega projects that project management oversees, and the small maintenance projects, the 3R work. So we have to do things better, more efficiently, and I think that I appreciate the fact that the Board is much more transparent and looking into how we do business so that they can give us that guidance because we need that. We need to build the public trust again so that they -- because I think that the public feels that state employees and government employees in general have it easy, and I don't think that that's true. I think that we at the state level have had to sacrifice a lot of things, and as employees we're willing to do that, Governor. We know that we're in a tight crunch financially for our state and we're willing to do what it takes to help the state get out of that. But I think that we need to kind of transcend and grow and work towards a new NDOT that's going to be more efficient and have even more public trust and spend the money wisely. So thank you for the opportunity and wish you luck on your deliberations. I hope I'm the one. Thank you.

Sandoval: Thank you very much.

Martinovich: Governor, while we're waiting, I'd like to give an update on our televised. Our ratings are going up. As we started, we recall the numbers of -- we started with 162 internal and 113 external for a total of 275. They have been constantly going up, but right now we're at 285 internal and 161 external for a total of 446. So we are...

Sandoval: Excellent. Thank you for sharing those numbers.

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Nelson: I know the way.

Sandoval: Good afternoon, Mr. Nelson, and first and foremost congratulations on making it to the final round. The process for this portion of the Agenda is this, that each member will ask you a question. It will be the identical question that was asked of Mr. Malfabon. And thereafter you'll be given another opportunity to give a closing statement.

Nelson: All right.

Sandoval: So with that, Madam Controller, if you'd please proceed.

Wallin: Good afternoon, Mr. Nelson, and congratulations on making it to the final round here.

Nelson: Thank you.

Wallin: My question is, oftentimes we tend to think that the way to save money is to outsource. How and when would you decide to outsource versus doing it in-house, and what would be your thought process?

Nelson: Well, you know, I've been involved in outsourcing maintenance here at the department, well, for the last four years based on some legislative intent from 2009. One of the things I think people get nervous about outsourcing with is, you know, the fear of losing a job or losing control or, you know, not being able to control their own destiny. I think outsourcing serves a pretty good purpose with respect to the department. And there's two reasons for outsourcing. One, it provides expertise when there isn't expertise in-house. And the other thing is it provides a resource when there isn't a resource available in-house. And I think in my mind, what I look at with respect to outsourcing is what are our core functions, what are those things that are so vital to our delivering on our mission that we need to have that expertise and we need to have that ability to control in-house.

When we look at the different activities, I think one of the other things that comes into play when deciding the outsourcing question is how we contribute to the economy of the state. You know, there are certainly those activities that we self-perform, and the reason we self-perform them is when we were starting and we needed to have these activities performed, there wasn't the expertise available outside. And, you know, the question that we need to ask ourselves is do we want to be an expert at this. I think of things like, you know, comments that Director

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Perry makes about his radio system. He says do I want to be the radio guy or do I want to have a radio that I can push to talk and communicate. And I think some of those questions lie with us as well. For example, the 511 system. Do we want to be in the call center business? It's important that we provide that service, but do we want to invest in that technology that's going to become outdated? Do we want to invest in training our people in a technology that is going to continuously evolve, and those kinds of things. And so those are some of the questions that I asked myself about outsourcing.

Now, of course, the other question is, is this something that can be done better, faster, cheaper in the private sector, or is this something that we have efficiencies with. And so the way you stretch that forward is back to the core functions. Our core function is mobility, is providing mobility, it's providing the transportation system. There's lots of things that we need to do to fulfill that mission, but if it's not one of our core functions, I think it's a prime candidate for outsourcing.

Outsourcing is not always cheaper. And when we talk about the kind of things that we've been discussing here, striping and sweeping and those kinds of things, you know, we're bumping up against a resource issue in that, you know, when you look at getting maintenance workers hired and keeping them here, you know, it becomes a resource issue. We need to have an activity performed, the question is do we actually need to perform that activity. It's kind of a delicate balance. And I know I've sort of talked around that issue and I've thrown a lot of concepts out there, but I think the important thing is, is it our core function to outsource, can we get a better product by outsourcing, and do we need to control our own destiny by self-performing some of these activities.

Sandoval: Any follow ups from Board members? Mr. Lieutenant Governor.

Krolicki: Thank you, Governor. Congratulations, Mr. Nelson, for being one of the final two, and thank you for your patience today. Again, I know it's not the most enjoyable process, but you're doing great. As the new Director, if that's what happens today, you know, you've got challenges that are going to be inside this building, and challenges outside the building, you know, some manmade, some just, you know, policy challenges. But what do you see to be the biggest challenges to your leadership, the things that you wish to do both internally in the first six months or when you, you know, walk into the new office? And the same for external things, what do you think and anticipate could be the biggest problems and challenges you would face immediately?

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Nelson: Internally, you know, the -- we want to move -- I want to move the agency forward, and we've done a lot of really good things here at the agency. And in Jim Collins' book, it's really hard to take a good company and make it great because it's a good company. And one of the things I think internally that's going to be a big challenge is to bring the group together, bring key leaders within the agency together to talk about this stop doing list.

We talked about this a little bit in the first half. And we have a rich culture here at NDOT. We have a long history and things have evolved. And what's really going it be difficult is building this momentum for some change when change is warranted and moving those issues forward today -- to continue to move those issues forward today that are working good. Preparing for this, had a opportunity to look at a 1964 performance audit report that the Director found while she was going through her office. Really enlightening. Really enlightening. In fact, on probably 80 percent of those items in that report, you could take 1964 off and put 2012 in and they would still be every bit as valid today.

One of the challenges that I believe I'm going to face internally is applying the discipline and the rigor to those issues that we deem important to move forward so we continue to move them forward. With the legislature coming up, it's going to be very easy to get tied up in, you know, the rigors of everyday life, and so applying some rigor and some discipline to keep those things moving forward is important.

Externally, I think one of the biggest challenges is going to be in developing relationships. My background has been in operations. So when it comes to traffic and construction and dealing with construction companies and those sorts of things, that's my comfort zone, and I know I'm going to have a big role to play with local units of government and the MPOs and that group, so that's going to be very important. And my challenge is to reach out and build those relationships so we can move a program forward together. I think that was the internal and the external.

Sandoval: Any follow ups to the Lieutenant Governor's question? Mr. Nelson, NDOT is currently in the initial stages of undertaking the most expensive and complex infrastructure project in Nevada history. Project Neon in Clark County is planned to be completed over 5 phases in 20 years. How would you budget and program this project as part of a balanced statewide transportation improvement plan? What steps would you take to assure that Project Neon would be delivered within budget and schedule and in compliance with quality specifications?

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Nelson: Well, Project Neon is the 800 pound gorilla in the room. It's a very important project to the Las Vegas valley, and very costly. The thing that concerns me the most about building a balanced program falls back to a bit of a discussion we had in the first half about sustainability. I know it's extremely important to deliver the project, but I think it's as equally as important not to restrict our ability to pay attention to the rest of the system.

In developing the program, there's three elements to our transportation system. There's requirements that we maintain what we already have. There's a requirement to build what we need. And there's also a requirement to operate what we have as well. So in trying to determine the best balance for how we go about budgeting this mega project in with the rest of our program is going to take an awful lot of discussion with our stakeholders. We know it's a five phase project, but if there's not money in the checkbook, then we have to find either some alternative ways to deliver, some additional phasing that may need to take place, you know, the times change and they evolve and traffic changes and evolves. It's important, I think, to continue to look forward at what's actually needed and which phases we put forward. And in any of these discussions, the societal piece has to come into play. What's important for the stakeholders of the region, what's important for the state, and what's important for, you know, the department.

Coming up with that policy decision about where we spend our money and how we invest in our future is one of those policy kinds of decisions that probably doesn't rest with the Director alone, that is going to depend on the input that the Transportation Board sees from their different perspectives. I think what we need to do to advance this forward is break this project down and take a look at it, and go through a process of education so we know what the implications of the project are going to be financially, how important it is for the community in Las Vegas, what kind of impacts it's going to have on the rest of the network. And then maybe five phases isn't enough. Maybe we need more phases. Maybe there's a different way to approach it.

I look at some other states that have launched huge mega projects and the way their hands are tied down the road, and I think if we do that and if we choose to move in that direction, we need to do that with our eyes wide open, that here's what the implications are going to be if we embark on this particular path. You know, Neon is an extremely important project for that Las Vegas core area. It was when we conceived the project. I think we need to go and give it a look

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holistically with our whole program and then decide how we're going to slice and dice and move it forward.

The other thing that comes into play is MAP 21 and the kinds of future that federal funding is going to bring. Innovative financing certainly has a role. The idea of availability payments is an alternate way to fund the project. You know, maybe the legislature gives us the ability for some public-private partnerships or some alternate ways to secure some funds. All of those things have to play and it's a dynamic evolving process.

Sandoval: Thank you. Any follow up questions? Member Savage.

Savage: Mr. Nelson, thank you and congratulations on being one of the two finalists. The question today is over the past several years, actually 29 years, I believe, you have held -- 24 years, you have held several positions within the Department of Transportation. Which specific position and experience has best prepared you for the possible Director position?

Nelson: Wow, that's a tough one, and it is 29 years by the way. Not that I'm counting.

Savage: Thank you.

Nelson: You know, every step along the way in my career has given me an opportunity to expand my horizons, to learn new things for new mentors to come into play. Although the rich experiences that I've had in the district developing new innovations and new technologies certainly plays a part, I really think the one piece of experience that will serve me probably the best as Director will be my last nine years in the Director's office. I've gained the technical background in the district, but during my time in the Director's office, I've had the opportunity to develop my skills with respect to relationships.

I've had the opportunity to work on some very sticky construction related issues where there's lots of money at stake. I've had the opportunity to work at the legislature, to testify at the legislature to advance our ideas and to marry the ideas of bill sponsors into good pieces of legislation for the department. I've had the opportunity to work in other arenas, for example, in the public safety arena with the radio system and waivers, and work with local units of government for the operations center. And I think probably the other piece that's been extremely beneficial for me is the ability to work with the Transportation Board. The ability to work and interact with you all has given me an extremely broad perspective of how the department works with respect to state government.

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When I was in the district as District Engineer, I would always go and I would lobby the Director at the time, whether it was Garth (inaudible) or Tom Stevens, and lobby for my own personal interest. And I remember it was Garth (inaudible) that told me, you know, he said it's really important for you to advocate for your district. But at some point in time you have to realize that we're making decisions for the good of the department or the good of the state. And I rely on you to give me your point of view from the district perspective, but you have to realize that we're making our decisions based on other inputs. And in dealing with the Transportation Board, particularly this Board because you all are so engaged in our business, which is really refreshing, it's given me the perspective that each of you bring to the department, and I think that's a really good level set to prepare you to be the Director.

Sandoval: Member Martin.

Martin: Mr. Nelson, I trust you're having a good day. In my world as I take a look at things statewide, certainly gaming figures high in our economy, but I kind of overall long-term look at transportation as being the key to commerce coming through the state, coming into the state. What policies would you look at changing, modifying, et cetera, to make NDOT and their procedures more workable for commerce, both north and south, intrastate and interstate?

Nelson: First of all, this has been a great day, and the reason it's been a great day is because I've had an opportunity to share with you some of my views and my thoughts. In thinking of policies that we have in place, the -- okay. On a couple of fronts. One of the things that we get ourselves engaged with when it comes to business and those kinds of ventures, has to do with the interaction between the department and development, if you will, business regarding encroachments and occupancies.

We have over the years developed a fairly significant bureaucracy associated with how we deal with developers and developments and that sort of thing. To a large regard, those policies and procedures are put in place, again, because there was some event that happened that we want to be sure never happens again. So we write a policy or create a specification. And this is probably more true in this idea of interacting with businesses and creating a business-friendly environment for people to come, particularly when they front on a state highway.

The difficulty I have in talking about policies is we want to -- I want to create a system that we operate within, and then empower our people to respond and act

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within that system. If the system becomes so specific and so refined that their ability to interact and to apply their judgment becomes so confined that everything has to pass up the chain of command, that slows things down and it bogs things down, and it creates this bureaucracy that we have.

The other part of that is when you empower people to make those decisions, not everybody likes that empowerment. Not everybody likes to make those decisions. And so aside from removing a policy, I think it's equally as important to have those discussions with the individuals out there that are interacting with business to coach them and to give them advice and to give them some authority and responsibility to make those decisions. If we're having problems in that regard, then we may have to make adjustments.

When it comes to the transportation system and business, probably the most important thing we can do is provide a reliable network. When a logistics company is looking to move to Nevada, I was the district, we were dealing with permits, I would get phone calls all the time, you're on the wrong side of the mountain from Los Angeles or San Francisco. If I'm going to move to you, to Nevada, how do I know I can get to my markets?

Now, policies associated with transportation get to be a little difficult when you look at the official word policy, but when you look at providing a reliable network so that if it takes so many hours to pass through the state, it will always take that many hours to pass through the state. I think those are some targets and some performance measures that we can lay out. Just like quick clearance in Las Vegas, if the unavoidable happens, we're able to get that transportation system up and running again so they can rely on the system. Policies like quick clearance and those kinds of things that are specific and measurable I think will go a long ways towards helping businesses choose to move to Nevada and be able to use the transportation network and have success here.

Sandoval: Any follow ups? Member Fransway.

Fransway: Thank you, Governor. Congratulations, Mr. Nelson, on making the final cut.

Nelson: Thank you very much.

Fransway: As you well know I'm sure, NDOT is responsibility for maintaining over 5300 road miles in the state of Nevada, and is staffed by over 1800 employees. As Director, how would you go about achieving the goal of providing the most

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efficient transportation system while maximizing the best use of human resources and funding opportunities provided to the department?

Nelson: Well, I think the very first and foremost thing that I could do as Director is to articulate and focus our efforts on our core mission. When you talk about maintaining the network, that's an asset management -- that's an asset management component. Our transportation network is valued at billions of dollars. The investment that we have put forth is huge.

The important thing is to, I think, for me, as Director, to focus on supporting our people with the resources that they need, to give them some latitude to innovate. When I look back at my time in the district when I was responsible for maintaining this western part of the state, we were encouraged and we always encouraged our people to think out of the box, to innovate, to use technology multipliers. We were encouraged to try new things. We've got resources that we're allowed to move around a little bit.

The other thing with respect to that is we have to have the support from our stakeholders. You know, when we go out on the county tours and we talk about the network, lots of times there's little improvements that come up that would benefit our local stakeholders. That's how we got started with the whole district contract concept was it gave us the opportunity without massive project to go make small improvements into the system.

I think the other way I can contribute to this is by representing the department in the legislature. There's questions that get asked, there's initiatives that want to get started. I know transportation isn't like the top of everybody's hit parade like it is for us, but, you know, there's been initiatives out there with respect to labor, initiatives with respect to outsourcing and those kind of things. If I can achieve and get resources and new tools to allow us to do our job better like the \$250,000 contracts with three quotes, I think that goes a long ways to helping to support our people in maintaining the network.

When it comes to efficiency, when you look at mobility, in my mind, what we're here for is projects. It's my operations bias, it's my construction bias. We make contributions to mobility through our infrastructure. And we should be measuring our ability to provide -- our ability to provide that mobility in respect to the contracts that we award. We're here to maintain the system, but like I say, we also have to make some -- build what we need and operate what we have.

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One of the performance measures that I've been looking at over the last say eight months has been the amount of the money we spend on contractor payments against the amount of our total expenditures. And in my mind, because of my operations and construction bias, that equals mobility for me. We're here -- we're entrusted with those user fees that we collect that are devoted to transportation to spend that money on transportation, on projects.

Over the last 15 years or so, that metric percent that we've spent on contracts, I'm talking about Las Vegas paving contracts and granite contracts and those kinds of contracts, has really varied quite a bit. Over 15 years we've averaged about 50 percent of our total expenditures go to contracts. Now, we've had some all-time highs where it's been as much as about 60 percent, and we've had a couple of years that were all-time lows in the 36 percent range.

Now, when you're talking about efficiency, efficiency for me means we've minimized our overhead, we've minimized our, you know, what we've put into the front end of contracts and we've maximized those dollars out the door that actually turn into preserving our asset, building what we need or operating what we have. Now, I'll tell you the last four or five years under the Director -- under Director Martinovich, that number has gone up. We've had our all-time high this last year in the total dollar value we've spent on contracts, but it's still around 60 percent. So for me, the metric I would strive to achieve is something north of 60.

When you look at non-profits, for example, they strive to spend 75 percent of their total dollars on the mission they were sent out to achieve. And I think that's a pretty high target for us because we haven't quite come that far, but when we talk about measuring efficiencies, I think that the metric I would use to make sure that the user fees we collect get turned into transportation infrastructure, serving mobility, operating what we have, preserving what we've got. That's the metric I would use to make sure we're efficiently doing that.

Now, how do we achieve that? I say we pull our executive council together which is what I would do in the first 100 days, and that would be the question I would ask, and that would be the question I would keep asking. How can we maximize our contractor dollars and optimize our cost to deliver those projects so that we raise that metric up? Of course, the more money that circulates back into the system, multiply as many times as it goes from contractor to supplier to laborer and so on and so forth. So it makes a pretty compelling argument for job creation and helping the economy and that sort of thing. By turning the user fees we collect for transportation into transportation projects.

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- Sandoval: Thank you. Any follow ups? All right, Mr. Nelson. Would you like to make closing remarks?
- Nelson: Well, again, Governor, members the Transportation Board, while it's been a long day, it certainly hasn't been a particularly bad day for me. It's an honor to be able to be here and compete for this -- I mean, this is a prestigious position. This is an important position for the state. As was mentioned before, it has direct ties to our economy, and I can only reiterate the fact that it would be a great honor for me to serve the state as its Director. It would be a great honor to work with the dedicated people here at NDOT to make the transportation system better, to make this agency better, to move forward with the ideas and initiatives that our current Director has started, and the opportunity to make some improvements and build some relationships and work with the Board to make this the best transportation department around. So with that, thank you very much for your time, and I appreciate your perseverance in this process as well.
- Sandoval: Thank you very much. All right. Ms. Davey, I don't know if you have any concluding remarks.
- Davey: I do not. At this time it's up to the Board to make their decision. I would just say perhaps after the vote that you -- my understanding is that Director Martinovich will be stepping out to retrieve the successful candidate, but you may want to think about how you'd like to make that job offer when they come back.
- Sandoval: What I'd like to do is -- we've listened to a lot of information here. I'd like to have perhaps ten minutes to collect my thoughts and look through my notes and then have the Board reconvene at 4:15, and then begin the discussion and deliberation of who the next Director will be. So the Board will be in recess until 4:15. Thank you.
- Sandoval: I'll call the Board meeting back to order. I know that the two gentlemen aren't in the room, but I want to compliment each of them for their presentations, and I think we've all been very impressed with what we've heard today. I want to compliment to process too. This was a first time, and I think it worked out extremely well, and we all had the benefit of hearing insights and ideas and approaches that I think were extremely valuable in terms of what we can all agree is one of the most important positions in the state. Madam Director, again, I know we talked about it at the beginning of the meeting, but want to again thank you for all your leadership. You are going to be an extremely hard act to follow.

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Martinovich: Thank you, Governor.

Sandoval: I really appreciate everything that you have done. So with regard to the two finalists, Mr. Malfabon and Mr. Nelson, I thought the second round was very helpful for me. I think -- I was struck about how similar some of their responses were to our questions knowing that neither of them had had the opportunity to hear the questions first. I suppose, you know, pardon the sports analogy, but I think it's for me having two great quarterbacks. Both of them know the offense inside and out. Both of them know the players. They've been in the system. But when I was listening to each of the presentations, I found that there was a little more depth with Mr. Malfabon with his responses.

You know, going through each of the questions, I saw that, with regard to Madam Controller's question, the outsourcing, again, their responses were identical, absolutely identical, at least according to my notes. With regard to the Lieutenant Governor's question with regard to the hardest challenge, I was very impressed with Mr. Malfabon's responses in terms of getting people to think outside of the box and challenging people to bring new ideas to the table. His discussion of what can be a very sensitive topic in here in terms of a culture change, and watching how the cash flows, that he was willing to take that on. He mentioned that when he brought on his new team, that we would find people that complimented his weaknesses. And he was willing to acknowledge that he can't be all things to all people and that he would find people that would be able to meet his deficiencies.

With regard to Project Neon, I know from our last meeting, and he hit it right on the head in terms of the financing issue and an acknowledgement that we need more information until we can make informed decisions on that, and he had thought about this, the assessment of risk, and having, you know, again, not having the benefit of knowing what the questions were going to be, some different ideas in terms of sub-phases and HOV lanes joining with express lanes and express buses. And perhaps those aren't the solutions, but at least it's something to put in the mix.

With regard to Member Savage questions, which position has best prepared you to be the Director, and he discussed with experience as Southern Nevada Deputy Director. The fact that he doesn't have a learning curve with dealing with local government officials, particularly in Southern Nevada, that he has already dealt on some pretty difficult items with the city council, the county commissioners, the

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developers and the stakeholders within the resort corridor and that he has been over all three District Engineers.

When Member Martin talked about the priorities, and saying that giving businesses a say in terms of what is going to happen, and, you know, something that I had never thought of, and probably in the whole scheme of things not a big deal, but again shows me he's thinking very deeply, was this over-dimensional equipment and moving and coordinating amongst the highways.

With regard to Member Fransway's question with regard to the 1800 employees and the 5300 miles and maximizing resources, again, I thought a very thoughtful response in terms of looking where employees are in the department, and looking at the structure of the department, and over time allowing the department to evolve, and perhaps we're moving away from areas that we had a lot of employees in that area and then moving on and insuring that we have some balance, but also thinking about the fact that I'm not going to lay people off, I'm going to do this through attrition and having a focus on process improvement and more training and research.

So I -- yeah. And that's not to discount anything about Mr. Nelson. In looking through my notes again, he has some great ideas as well. He's had some great experience in his position here that he has had, but I just thought that it went a little deeper and, you know, back to this analogy of the quarterback. I mean, not only do we need a great leader who knows the offense who can make the passes, but when we're down by 7 and there's 30 seconds to go, then somebody who needs to read what's going on out there and knowing who the players are and who to put in the right positions, I think based on his responses, I felt most comfortable that given the times that we're in, and going into a new legislative session and perhaps confronting the most challenging project in the history of Nevada, I felt that he was the most equipped to take on this leadership role in the department. So for those reasons, I will be rating Mr. Malfabon as my number one choice and Mr. Nelson as second. Madam Controller.

Wallin: Thank you, Governor. I too, you know, listening to them, they're very, you know, they've got the same, you know, a lot of them had the same answers, both have the same talents and experience, but I think Mr. Malfabon's responses were a bit more thought out. Especially in going through here, I really liked the fact that he's thinking about the businesses, and this ties in to your economic plan. And I like the idea that he's thinking about not just NDOT but other agencies within the state to work with them as well, because he's -- one of my big

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complaints about government is the silos, and I see him as one who's breaking down those silos to reach out to other agencies and departments and collaborate.

Another thing that I thought was good is he talked about, you know, his experience as well with other local governments and staff. And I was at the county tour in Clark County last week, and one of the things they said to him at the meeting, RTC did, they said, I hope that whoever you choose as a Director will continue the collaboration and the partnership that we have developed with Director Martinovich. Because they said, prior to her we really didn't have a partnership. We truly have a partnership. So I just think that he's very collaborative and would do that.

The other thing that I was impressed with, he talks about the Board involvement. Project Neon, I loved his responses for that. Look at the finances, do a risk assessment, right, because I've had concerns about that, so I just -- he really hit it on the head there. I like his, you know, talking about how he would develop his team, how to get them through the changes and stuff. I mean, we know that there's going to be changes, but I think he has a good approach and the fact that he wants to work with the rank and file, that will be very helpful. And his being truly apolitical will also I think be another asset for him as well.

Mr. Nelson, you know, I'm impressed with some of his things with looking at the core functions, his don't do list. I think that's something that's good, but again I go back to some of the answers that Mr. Malfabon happened to have, so I think -- well, I know, I will be putting Mr. Malfabon as my number choice and Mr. Nelson as my number two.

Sandoval: Thank you, Madam Controller. Member Savage.

Savage: Thank you, Governor. I compliment the state of Nevada for this process. I mean, it's a challenging process, and even more so, I compliment the final two candidates. Quality gentlemen, very professional, very stand-up individuals. It's time to make a decision, but I'm very thankful that we had two quality professional individuals stand up and discuss the final two candidates. They both had their strengths and they've acknowledged some weaknesses. It's important that they take the high road, and I think individually they will take the high road. They're very professional in that regard.

And I would have to follow suit with the previous Board members, as to Mr. Malfabon's strengths being on the collaborative issues, the future of NDOT, he is

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listed over 14 ideas that require good specific answers on his behalf. Again, he was very concerned with cash flow, rightfully so. One line that I caught was his comment about basic customer service, and this job is a very high profile job. You have a lot of employees. It's their lives day in and day out. And he talked about basic fundamental customer service. I know that he was really respected within the department as well, and I think he'll carry this department forward with many, many good ideas.

And Mr. Nelson too, he's a very good gentleman, professional, been very supportive since I've been on the Board, and I commend him for his work in the past, and I know that he'll continue to do a good job because the department's bigger than any one man. And I think both of these individuals are department people, but at this point, my number choice would be Rudy Malfabon, the second being Rick Nelson. Thank you, Governor.

Sandoval: Thank you, Member Savage. Member Martin.

Martin: Thank you, Governor. This has been an interesting were process for me and one that I would support us seeing us do again. The transparency that's happened as created by you is to be saluted. Mr. Nelson's answers in the final interview were pretty much what I had been expecting across the board from him. I did find it interesting that he brought up this 1964 report. I'd really like to see it, and I bet you the rest of us would too. But I did see certain items come out in strength for Mr. Malfabon, Rudy. Two or three or four of them is on Project Neon, when that question was asked, he went immediately to finance, and the second was risk assessment, which I thought was outstanding because risk assessment and finance are the two pieces that are extremely critical when it comes to Project Neon the way that I see it, because we have another -- we have the whole rest of the state, although every hour that I've spent living in the state of Nevada, I've spent in Las Vegas. We do have the rest of the state to look out for, and it was obvious from his answers, from Rudy's answers, he was going to do that.

I like the idea that he was specific, but really was global in what he said, if you listen very, very closely, because where he got down to the Smith Center and the Brain Institute and everything. But when he started talking about, and he did this first, the finance and the assessment of risk, he was speaking on a global basis, and he was able to dwell -- come right down into specifics, and I wrote this down, and he kind of came across to me as a combination of the engineering mind with some logic mixed in, and then a little bit of business mixed into it as well. And that's a very unique combination as far as I'm concerned.

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He made another statement that is very, very true. And, Susan, you know that I have a huge amount of respect for you. You have taught me so much during the course of the last five years. We're all in a different mode right now. And NDOT, state of Nevada, Governor Sandoval has taken the lead in making sure that every person in the state of Nevada, every state agency has to think of things differently, think about things the way that they are today, because our current reality is going to remain our current reality for the next who knows how long. And Rudy made the statement, I'm open to the Board's guidance to grow a new NDOT, and I thought that was an outstanding clarity for me, and more importantly it was a transparency for Rudy from what I could see of his vision. So my support would go to Rudy and to Mr. Nelson second.

Sandoval: Thank you, Member Martin. Member Fransway.

Fransway: Thank you, Governor. I can tell you that this is a difficult decision, but I can also tell you that this second round gave it clarity. Mr. Malfabon, I liked his answers when he addressed Neon. Mr. Malfabon understands that this project cannot be allowed to affect negatively the rest of the projects in the state of Nevada, and I believe that if it becomes that way, he will be able to identify that and find a stopping place. Not that it would become necessary, but if it does, I believe that he has what it takes to find that and get that done so that it does not affect the rest of the state.

I was personally impressed with Mr. Malfabon's ability to react to our questions in a timely manner under pressure, and I believe that this position is synonymous with a lot of pressure. And I think that the ability to think on your feet and make decisions is an absolute requirement of the job. I also am very impressed with Mr. Malfabon's oversight of all three District Engineers. That makes me have the impression that he understands the state as a whole, everything from rural to urban, and the rural and urban transportation needs. I believe that he has the inner workings of this organization down pat.

Mr. Nelson, his abilities are unique and extremely respect -- I have the utmost respect in Mr. Nelson. When he talks about the 800 pound gorilla, I believe he's right. I think it's a major undertaking for this state, and both of these candidates feel that it's a doable thing, and both of these candidates realize the importance to the economic development of the state in general. My first choice, Governor and Board, would be Mr. Malfabon also, with Mr. Nelson as my second choice.

Sandoval: Thank you, Member Fransway. Mr. Lieutenant Governor.

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Krolicki: Thank you, Governor. Usually when you're in a position like this, you're hoping to have a qualified individual to take the reins and, you know, we've said it, and I don't to be repetitive, but, you know, we have two folks that -- there's no one in either room, so we're still going?

Martinovich: We are. We were disconnected in Las Vegas. It looks like Ely's still going. The lights in Vegas are out, but no one is there.

Wallin: Did you pay the power bill?

Martinovich: Hopefully it's just our training room and not all of them.

Krolicki: But for both men, there's no leap of faith in my mind that they could do the job exquisitely well, and follow in some very wonderful footsteps. And, Susan, you've created a great template with these same individuals. You know, these are all members of a team that are going to be reassembled. You know, the answers I thought both gave exquisite ones. Mr. Malfabon probably gave more specifics as we went through, particularly with Project Neon, but that's again something he's living with every day. I look at temperament issues. You know, you almost get to a point where they both -- as I said before, NDOT is in both of their DNAs. They live it, they breathe it, they, you know, this is their world, but, you know, which could carry the task better, you know, to work the networks, to work with stakeholders, the vision to inspire the folks around them.

But I think it's important at this point that we have a unanimous response to this. You know, all the folks who have come before us today have been, you know, again, just top notch, but particularly Mr. Nelson and Mr. Malfabon. They're exquisite gentlemen, NDOT needs them both, but I would think it important that we have a unanimous selection for our new leader, and I would agree with my colleagues here on the Board as to the ranking.

Sandoval: Thank you, Mr. Lieutenant Governor. Before I accept a motion, do any Board members have any further questions, comments or anything else you'd like to say? Hearing none, the chair will accept a motion with regard to the selection of the Director.

Fransway: Mr. Chairman, I take great pleasure in making a motion to make a job offer for the position of Director of the Nevada Department of Transportation to Mr. Rudolph Malfabon, and if accepted, to begin the transition at the earliest opportunity.

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- Sandoval: Thank you, Member Fransway. You've heard the motion. Is there a second?
- Wallin: Second.
- Sandoval: Second by Madam Controller. Any discussion on the motion? Before we -- I take the motion, I think we should all ensure that the Board can properly pronounce Mr. Malfabon's last name.
- Wallin: We'll just call him Rudy.
- Sandoval: But in all seriousness, this is a monumental decision. I want to thank the members of the Board for your patience and being so thorough in terms of reading all the information and asking informed questions. I think this process is going to serve this state extremely well. And, again, Madam Director, thank you for your leadership. I think a very big reason why this has been such a difficult decision and we had two great candidates is because you were their mentor, and that really speaks volumes for you. So I really appreciate that. So having no further discussion, all those in favor of the motion, please say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. So we do have one more item on the Agenda. Or -- okay.
- Malfabon: Can I sit this time?
- Sandoval: No, why don't you stand. Mr. Malfabon and Mr. Nelson, you weren't in the room when each of the Board members were speaking, and I hopefully can speak for all of us that we want to compliment you on your presentation and thank you for being a part of this process, and you're a very valued member of the team, and this was an extremely difficult decision to make, and you're a great leader as well, and so thank you for what you've done and will do. And, Mr. Malfabon, I'd like to congratulate you on your selection as the next Director of the Nevada Department of Transportation.
- Malfabon: It's an honor.
- Sandoval: And you've got big shoes to fill and very high expectations and a lot of challenges in the future, but we all as a Board feel that you're the right person at the right time, and we look forward to working with you as a Board, and thank you for your participation in the process. I don't want to dominate if there's any other

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member of the Board that would like to comment, please feel free. Mr. Lieutenant Governor.

Krolicki: If I may, I just want to repeat what we said here earlier just a little bit. You two weren't in the room, but the leap of faith in either of you to have been the Director was not -- I mean, there was no question. You know, trusting either of you with the assets, the people, the roads of the state, you know, is not a question, so it really was a dramatic choice and internal debate, but, you know, Rick, thank you for all that you've done, and we hope to see you here and doing your things for many, many years. Thank you for all that, you know, you've done to prepare for this day, and your 29 years, but again, you know, your service, and we're going to call you Rudy because we figured we'd call your last name like ten different ways today, but congratulations. You know, this is huge, you know, big day for Nevada. You know, Clark County will be very delighted to have somebody so intimate with what they're doing, but it's a big job, big thrill, but certainly I think for this Board, but certainly for Krolicki, whatever you need, whenever you need it, we'll absolutely be there for you, and God speed, under 65.

Sandoval: Madam Controller.

Wallin: Thank you, Governor. I just want to say, as Brian said and the Governor said, it was so fortunate we had two excellent candidates as our finalists, and either one of you would have been a great Director and stuff. And, Rick, thank you very much for all that you did. And, Rudy, the Board's here for you. We're looking forward to working with you, and I think great things are going to come, and congratulations, and your comment, drinks on you, I guess it must be true tonight, huh?

Wallin: But thank you.

Sandoval: Any other Board member comments?

Fransway: Governor, thank you. Rudy, congratulations. We look forward to working with you, and you're filling big shoes, but I know you can do it in your own style, and we look forward to the future with you at the head. Rick, we look forward to working with you also. Your capacity for what you do is absolutely the utmost of value to the department. We were fortunate enough to have four extremely qualified people. And we were extremely fortunate to have you two as a finalist, and thank you very much for what you do for NDOT. We look forward to the future.

Minutes of Nevada Department of Transportation
Board of Director's Meeting
July 23, 2012

Nelson: Thank you, Commissioner.

Sandoval: Did I hear an acceptance, Mr. Malfabon?

Malfabon: Yes, I accept the position.

Sandoval: Thank you.

Sandoval: Before we take a photo, I'll take public comment and adjourn the meeting and then perhaps we'll do the photo. Is there any member of the public present here in the Carson City that would like to provide public comment to the Board? Just for the benefit of the record, is there anyone present in Las Vegas or is that Elko? Elko, that would like to provide public comment to the Board? We'll take that as a no. So seeing no further business before the Nevada Board of Transportation, this meeting is adjourned. Thank you, ladies and gentlemen.

Secretary to the Board

Preparer of Minutes



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

MEMORANDUM

August 31, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item #4: Approval of Contracts Over \$5,000,000 – For Possible Action

Summary:

The purpose of this item is to present to the Board a list of construction contracts 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.

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 Contract Compliance section of the Department from July 3, 2012 to August 17, 2012.

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 Over \$5,000,000, July 3, 2012 to August 17, 2012

Recommendation for Board Action:

Approval of all contracts listed on Attachment A.

Prepared by: Scott K. Sisco, Assistant Director - Administration

Attachment

A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS OVER \$5,000,000
July 3, 2012 to August 17, 2012

1. August 3, 2012 at 1.30 p.m. the following bids were opened and read related to Department of Transportation **Contract No. 3518**, Project No. NH-580-1(030). The project is Reconstruct Existing Interchange (Diverging Diamond Interchange), on I-580 at the Moana Lane Interchange, Washoe County.

Stanley Consultants, Inc. (Independent Cost Estimator).....\$6,921,047.31

Granite Construction Company (Construction Manager at Risk).....\$6,978,978.00

The Director recommends awarding the contract to Granite Construction Company in the amount of \$6,978,978.00.

Engineer's Estimate: \$6,962,832.28

Line Item 1



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

MEMORANDUM

August 31, 2012

TO: Rudy Malfabon, Director
FROM: Bill Hoffman, Assistant Director – Engineering
SUBJECT: Approval of the Construction Contract with Granite Construction Company for the Moana Interchange Improvements – Project Delivery via Construction Manager At Risk Process

Summary:

NDOT is seeking approval by the Board of Directors to award the following Construction Contract to Granite Construction Company for a negotiated Guaranteed Maximum Price (GMP) not to exceed \$6,978,978.00. The GMP was achieved in accordance with the Department's Pioneer Program Process for Construction Manager at Risk (CMAR) procurements as approved by the Board on December 12, 2011, and in accordance with applicable sections of Nevada Revised Statute (NRS) Chapter 338. The CMAR procurement process requires Board review and approval of the CMAR construction contract after its negotiation by the parties.

Background:

The Moana Interchange Improvements Project is the State of Nevada's first CMAR project and the State's first Diverging Diamond Interchange (DDI) which was pursued to improve public safety and traffic flow efficiency at this location.

Previous actions related to this Project include:

- Department's Construction Manager At Risk (CMAR) Process (Attachment A) – Board Approved December 12, 2011
- Agreement for Independent Cost Estimator (ICE) Services – Executed March 9, 2012.
- Agreement for CMAR Preconstruction Services – Board Approved March 12, 2012.
- Amended Agreement of CMAR Preconstruction Services for Early Procurement of Long Lead Material Items – Board Approved June 25, 2012.
- Federal Highway Administration (FHWA) concurrence in the award of the Construction Contract to Granite Construction Company – dated August 3, 2012.

In March 2012, the Department assembled the Project Team consisting of Granite Construction Company (Granite), Stanley Consultants (ICE), and NDOT Design Team (Engineer) to implement the CMAR process. Team collaboration improved constructability; identified, evaluated, and mitigated project risks; finalized the design plans and specifications; and developed schedules and cost estimates. These efforts culminated in a finalized bid package upon which a negotiated GMP bid was submitted by Granite, the CMAR contractor.

Analysis:

Granite, the ICE and the Engineer each evaluated the design plans, assessed project risks, and independently prepared an independent Opinion of Probable Construction Costs (OPCC) at specified Milestones during the design process:

- The NDOT Design team advanced design plans based on the input of Granite and the ICE.
- During the risk workshops the project team identified, evaluated, and mitigated project risks which resulted in schedule reductions and construction costs savings.
- At each OPCC the Engineer, the ICE and Granite submitted independent estimates of construction costs which were reviewed and discussed by the Project Team. The estimates began to come closer together based upon a common understanding of the design and construction including risk, schedule, and means and methods of construction.
- Following the final OPCC and prior to the GMP, the Department began negotiations with Granite.
- The final project documents were placed into NDOT's electronic bidding system and both Granite and the ICE bid the project separately and independently. The bids were compared to the Engineer's Estimate and all three prices were found to be within 1% of each other.

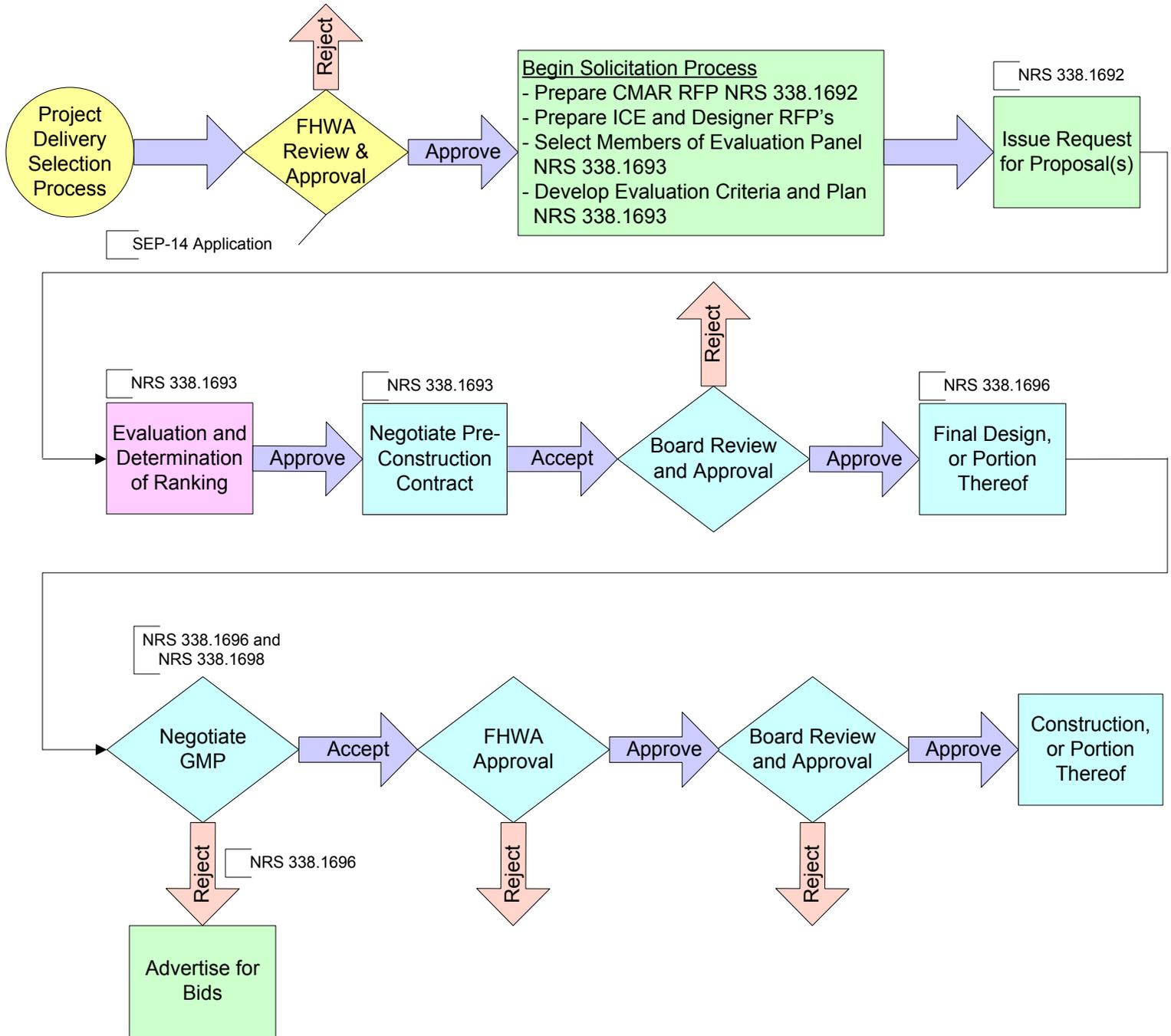
The attached Concurrence in Award (Attachment B) summarizes the work completed by the Project Team during the preconstruction development of the project and summarizes the Construction Contract terms and conditions. It also provides a summary of the primary issues considered in negotiation of the GMP and describes the project completion milestones.

List of Attachments:

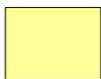
- A. NDOT CMAR Procurement Process (Graphic)
- B. Concurrence in Award

NDOT CMAR Process

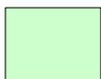
December 5, 2011



Legend



= Identification Phase



= Solicitation Phase



= Evaluation Phase



= Award/Implementation Phase

Terminology

RFP = Request for Proposal

GMP = Guaranteed Maximum Price

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

M E M O R A N D U M

August 6, 2012

TO: William Hoffman, Assistant Director, Engineering
Richard Nelson, Assistant Director, Operations
Susan Martinovich, Director

FROM: Christi Thompson, Admin. Services Officer 

SUBJECT: Concurrence in Award for Construction Manager at Risk (CMAR) Contract No. 3518, Project No. NH-580-1(030), I-580 at the Moana Interchange, Washoe County, described as Reconstruct Existing Interchange (Diverging Diamond Interchange), Engineer's Estimate \$6,962,832.29

This memo is to confirm concurrence in award of the subject contract.

Granite Construction submitted their Guaranteed Maximum Price (GMP) on August 3, 2012 in the amount of \$6,978,978.00. Stanley Consultants submitted their Independent Cost Estimate (ICE) on August 3, 2012 in the amount of \$6,921,047.31. The project is Federally funded, required 3% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor listing documentation and DBE information submitted by Granite Construction have been reviewed and certified by the Contract Compliance Officer. The bid is within 0.2% of the Engineer's Estimate. The Project Manager, Designer, and Resident Engineer have provided their concurrence to award, and their report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Please return the approved copy to this office. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:



William Hoffman, Assistant Director



Richard Nelson, Assistant Director



Susan Martinovich, Director

Enclosures:

- Negotiations Summary
- CMAR Cost Development Summary
- Contract Compliance Memo
- FHWA Concurrence Memo
- Bid Tabs

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
MEMORANDUM

DATE: August 6, 2012

TO: Bill Hoffman, Assistant Director - Engineering

FROM: Adam Searcy, Senior Project Manager

SUBJECT: Negotiation Summary for 3518 – Moana Interchange Improvements

The Moana Interchange Improvements (project) is a Construction Manager at Risk (CMAR) project between the Nevada Department of Transportation (Department) and Granite Construction Company (Contractor). This project has been executed in compliance with Nevada Revised Statutes (NRS) Chapter 338.

Per Contract 3518, the Contractor is obligated to deliver the project in accordance with all Construction Documents and within a guaranteed maximum amount for the construction phase of the project. The maximum amount payable to the Contractor is referred to as the Guaranteed Maximum Price (GMP) construction bid. ***The negotiated amount of the GMP construction bid is \$6,978,978.00.***

Background

Under a separate Pre-Construction Services Agreement, the Contractor has provided a construction schedule, production based construction estimates and has conducted constructability reviews, subcontractor qualification, evaluation, and selection, and early acquisition of project materials. This has resulted in benefits for the Department and the traveling public.

- The early acquisition of long lead items (approximately \$500,000 worth of signal lights, signing poles, and soil nails necessary for construction of the Project) reduced the risk of project delay during the construction phase by more than one month and provided cost certainty for those items.
- The Project Team focused on improving efficiencies during construction through design refinement, well-planned phasing, and in depth understanding of design details and risks. Through these preconstruction efforts, the Project Team was able to decrease the time to substantial completion from nine months to two and a half months.

In addition, the Project Team reduced ambiguities and improved project understanding within the areas of:

- Schedule;
- Constructability;
- Terms of substantial completion;
- Maintenance of Traffic requirements;
- Potential impacts with the adjacent Washoe Regional Transportation Commission's Moana Lane Widening Construction Project;

- State-furnished items application and use;
- Quantity and acceleration risk avoidance and mitigation;
- Work item clarifications; and
- Cost estimating.

Significant Terms and Conditions of Construction Documents

The Construction Documents define the work effort for the construction phase, and the Contractor is obligated to perform certain contract terms, which include, but are not limited to, the following:

- All costs associated with (i) change orders or extra work resulting from conflicts, ambiguities, errors, or omissions in the Construction Documents or in the subcontractor bid packages or (ii) arising from subcontractors' performance, as determined by the Department in its sole discretion, shall be borne by the Contractor without reimbursement by the Department.
- Payments to the Contractor for all items of work will be made in accordance with the Construction Documents, with the following exception: in no case shall the amount paid the contractor exceed the GMP construction bid, regardless of increases or decreases in the actual quantity of any particular bid item.
- A Risk Reserve of \$280,000 has been included within the GMP construction bid for work which has not been specified in the Construction Documents but may be required due to the potential occurrence of specified risk events for this Project. These risk events were identified, mitigated and quantified through a probabilistic based approach in collaboration with the Contractor and have been identified within Special Provisions. Use of this sum is at the sole discretion of the Department. Upon final Project completion, any unused Risk Reserve amount will be retained by the Department.
- Substantial Completion, represented by full interchange opening to traffic, must be achieved no later than November 21, 2012 and is subject to \$20,000/day in liquidated damages.

Negotiation Process and Considerations

A negotiation process was conducted at the conclusion of the preconstruction efforts. The process began with a final Opinion of Probable Construction Cost (OPCC) meeting held at the Department's offices in Room 317, in Carson City, NV on 1 August 2012. The Contractor, the Independent Cost Estimator (ICE), and the Department's Engineer each independently provided cost estimates for the Project. The methods and assumptions applied in each of the independent estimates were presented and vetted by the Project Team.

The Contractor negotiation team was led by Derek Betts, and supported by Taylor Polan, John O'Day and Chris Burke of Granite Construction. The Department negotiation team was led by Adam Searcy and included Shane Cocking and Devin Cartwright. The Department Negotiation Team was supported by other Department personnel including Sharon Foerschler and Jenica Finnerty, Jacobs Engineering Group, acting as the Program Manager, and Stanley Consultants, acting as the ICE.

- Significant items discussed during negotiations included:
 - Rent Traffic Control Devices

- Roadway Excavation
- Structure Excavation
- Company overhead and profit

Conclusions and Recommendations

Following this negotiation of the OPCC, the ICE and the Contractor submitted GMP construction bids through the Department’s electronic bid system. The Department led by Adam Searcy, Shane Cocking, and Devin Cartwright analyzed the GMP construction bid with regards to the negotiated items listed above, budgetary constraints, for overall reasonableness with regards to comparison estimates and fair market value.

- Significant savings realized following negotiations included:
 - Rent Traffic Control Devices
 - Reduced by over \$100,000
 - Roadway Excavation
 - Reduced by over \$6 / CY saving the project nearly \$120,000.
 - Structure Excavation
 - Reduced by nearly \$50 / CY saving the project over \$40,000.
 - Company overhead and profit
 - Reduced by over 2% saving the project over \$50,000.

The direct outcome of these negotiations resulted in a net reduction in Contractor's bid of \$336,337.00 with no reduction in scope.

The GMP submitted by the Contractor, ICE, and Engineer are all ***within less than 1% range*** of one another, further verifying the reasonableness and accuracy of this bid. ***Following this analysis, I recommend that this GMP Contract be Awarded to Granite Construction Company in the amount of \$6,978,978.00.***

Construction Schedule

The subsequent construction milestones were agreed to by all parties:

Milestones/Events	Dates/Periods of Performance
Notice to Proceed (NTP) pending State Transportation Board Approval	12 September 2012
Substantial Completion (Interchange Open to DDI Configuration)	21 November 2012
Final Completion	31 May 2013

Summary of Cost Estimation

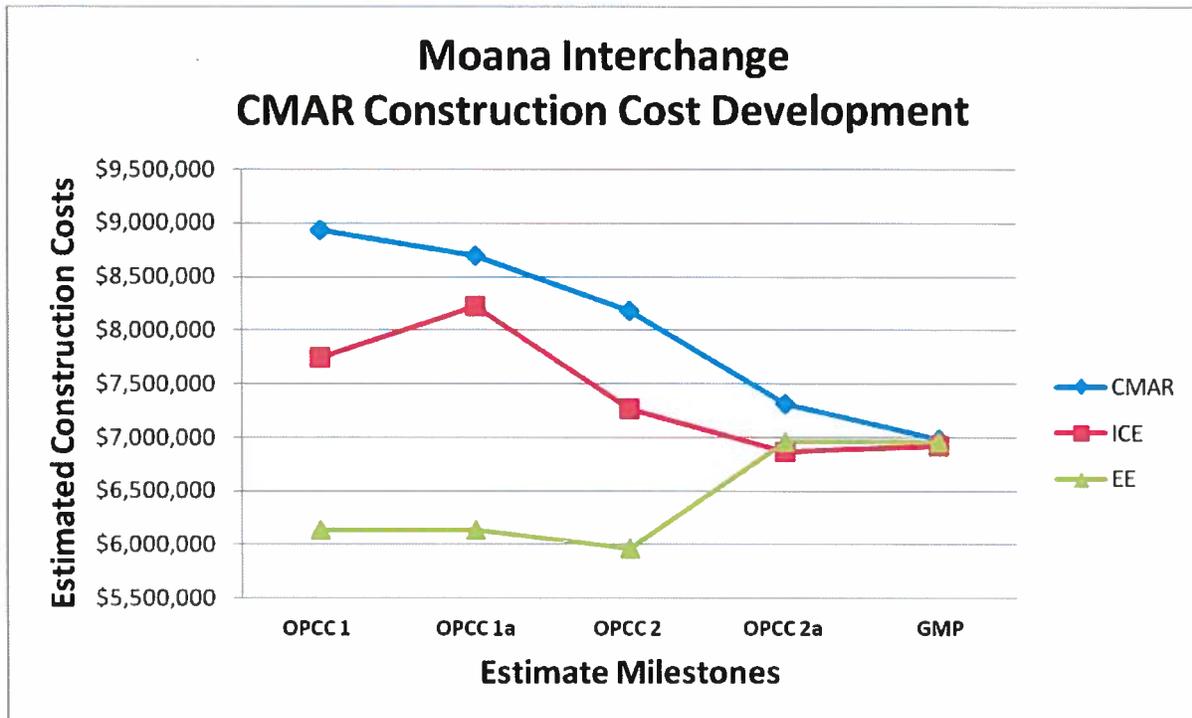


Figure 1

Figure 1 illustrates the convergence of cost estimates through the evolution of the project development. The Project Team evaluated design plans and developed Opinions of Probable Construction Cost (OPCC) at discrete milestones associated with design completion of approximately the 60% and 100%.

OPCC1 & 1a:

At 60% Plan development, the design elements for Traffic Control, Signals and Striping, Utilities, and Pavement Design were not complete. The Project Team participated in a risk workshop conducted on 30th March, concurrent with the development of the OPCC 1 estimates. The initial OPCC 1 estimate was submitted on 9 April and a subsequent meeting to reconcile understanding and intended approach to construct the project occurred on 10 April. Primary issues of discussion at this stage involved the approach to construction phasing and its impact on time to complete the project, unknown subsurface conditions, opportunities to eliminate or reduce costs of walls, pavement type, and a reduction in construction impacts to the traveling public.

Participation in these various meetings and discussion resulted in a revised and reconciled estimate submitted by both the CMAR and the ICE on 24 April.

The Project Team took action to avoid and/or mitigate risks. In addition to refining the completeness and constructability of the design, three primary efforts resulted.

- Extensive public outreach to reduce the project construction time impacting traffic to one construction season and prior to the Holidays.
- Accelerated design and early acquisition of long lead items including soil nails, signal and signing poles.

Summary of Cost Estimation

- Additional subsurface utility and geotechnical investigation to reduce utility unknowns and groundwater concerns.

OPCC 2 & 2a:

At 100% Plan development, all design elements were complete and the Special Provisions were provided to the Project Team for both review and concurrent development of OPCC 2. The Project Team participated in an OPCC 2 review meeting on 16 July and a Design Review meeting on 17 July. The discussion focused on clarification of approach and understanding regarding risk ownership and construction means and methods.

Participation in these various meetings and discussion resulted in a revised and reconciled estimate submitted by both the CMAR and the ICE on 24 July. These revisions reflected the actual subcontractor prices received as well as the improved understanding of the project costs identified within the OPCC 2 review meeting.

Negotiations & GMP Bid:

A negotiations meeting was held to discuss OPCC 2a including direct costs and markup. The results of this meeting and the negotiated markup rates were incorporated into the GMP. Based on the Final Contract Documents and inclusive of the Risk Reserve, the GMP Bid was received from the CMAR and the ICE on 3 August.

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

**MEMORANDUM
August 3, 2012**

To: Christi Thompson, Administrative Services Officer
From: *Dao* Dana A. Olivera, Contract Compliance
Subject: NDOT Bidder Subcontractor Information
Contract No. 3518

I-580 at the Moana Lane Interchange, Washoe County.

RECONSTRUCT EXISTING INTERCHANGE (DIVERGING DIAMOND INTERCHANGE).

The DBE goal of 3% has been met with a 3.03% DBE commitment by the construction manager at risk, Granite Construction Company, to Nevada certified DBE firms. Specific information regarding the DBE goal is available upon request.

DAO



Brian Sandoval
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 South Stewart Street
Carson City, Nevada 89712

RECEIVED
8-3-12

Susan Martinovich, P.E.
Director

August 3, 2012

A070
MS SUSAN KLEKAR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
705 NORTH PLAZA STREET #220
CARSON CITY NV 89701

Contract No. 3518

CMAR Project No. 73657, I-580 at the Moana Lane Interchange (Reconstructing Existing Interchange/Diverging Diamond Interchange), Washoe County

Dear Ms. Klekar:

This is to advise you that on August 3, 2012 Guaranteed Maximum Price Submittals were received for the subject contract.

As required by Federal-Aid Highway Program Manual, Volume 6, Chapter 4, Section 1, the Anti-Collusion Affidavit is on file in this office and the notices concerning "Certification of Non-Segregated Facilities" and "Implementation of Clean Air Act and Federal Water Pollution Control Act" were included in the bid proposal.

The DBE participation documentation furnished by Granite Construction Company is attached for your review and approval. The DBE goal of 3% was met with a 3.03% commitment for participation by DBE firms. The firms listed are currently certified as DBE's with NDOT.

Granite Construction Company is prequalified in accordance with our prequalification procedures and was eligible to submit a proposal for the project.

Enclosed is a copy of the bid tabulation for this contract.

Your concurrence in award of this contract and approval of the DBE's by your endorsement hereon is respectfully requested. Please return an approved copy to this office.

Sincerely,

Christi Thompson
For Christi Thompson
Administrative Services Officer

CT:mc
Enclosures (Bid Tab and DBE forms)

Approved:

Gregory J. Novak

Division Administrator, Federal Highway Administration

August 6, 2012

Date

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

Awarded to:

Amount:
 Date:

PROJECT LENGTH: 0.4
 SHEET 1 OF 8

**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS: 53113

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5%		BID BOND 5%		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085					
						UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
202 0400	60.00	LINFT	REMOVAL OF CONCRETE	40.00	2,400.00	93.25	5,595.00	65.00	3,900.00				
			BARRIER RAIL										
202 0875	2.00	EACH	REMOVAL OF LIGHTING AND/OR	3,000.00	6,000.00	1,827.74	3,655.48	1,757.00	3,514.00				
			SIGNAL POLE										
202 0905	1.00	LS	REMOVAL OF SIGNAL SYSTEM	30,000.00	30,000.00	6,294.33	6,294.33	6,052.80	6,052.80				
202 0925	3.00	EACH	REMOVAL OF PULL BOX	1,000.00	3,000.00	2,291.78	6,875.34	2,204.00	6,612.00				
202 1035	2.00	EACH	REMOVAL OF MANHOLE	1,500.00	3,000.00	1,693.09	3,386.18	1,858.00	3,716.00				
202 1040	9.00	EACH	REMOVAL OF DROP INLET	825.00	7,425.00	705.48	6,349.32	650.00	5,850.00				
202 1230	541.00	LINFT	REMOVAL OF STORM DRAIN	25.00	13,525.00	39.13	21,169.33	44.00	23,804.00				
			PIPE										
202 1270	1,640.00	SQYD	REMOVAL OF SLOPE PAVING	15.00	24,600.00	7.39	12,119.60	8.60	14,104.00				
202 1287	18,368.00	LINFT	GRINDING FOR PAVEMENT	3.25	59,696.00	6.21	114,065.28	6.00	110,208.00				
			MARKINGS										
202 1288	1,595.00	SQFT	GRINDING FOR PAVEMENT	5.00	7,975.00	12.98	20,703.10	12.50	19,937.50				
			MARKINGS										
202 1290	19,200.00	LINFT	REMOVE PAVEMENT MARKINGS	1.25	24,000.00	0.88	16,896.00	0.85	16,320.00				
202 1295	222.17	SQYD	REMOVE PAVEMENT MARKINGS	30.00	6,665.10	30.66	6,811.73	29.50	6,554.02				
203 0140	19,799.00	CUYD	ROADWAY EXCAVATION	25.00	494,975.00	24.38	482,699.62	24.00	475,176.00				
203 0230	1,640.00	CUYD	BORROW EMBANKMENT	28.00	45,920.00	36.59	60,007.60	33.50	54,940.00				
203 0680	16,110.00	SQYD	GEOTEXTILE	2.00	32,220.00	1.16	18,687.60	1.40	22,554.00				
203 0720	15,051.00	SQYD	GEOGRID	5.00	75,255.00	3.88	58,397.88	2.60	39,132.60				
206 0110	1,416.00	CUYD	STRUCTURE EXCAVATION	75.00	106,200.00	79.97	113,237.52	113.00	160,008.00				
207 0110	756.70	CUYD	GRANULAR BACKFILL	75.00	56,752.50	37.75	28,565.43	39.50	29,889.65				
209 0120	5,060.00	CUYD	TYPE 1 DRAIN BACKFILL	40.00	202,400.00	50.58	255,934.80	51.50	260,590.00				
211 0270	6,700.00	SQYD	HYDRO-SEEDING	2.00	13,400.00	3.14	21,038.00	3.00	20,100.00				
212 0045	14,029.00	SQYD	PAINTING	8.00	112,232.00	8.14	114,196.06	8.00	112,232.00				
212 0050	2,835.00	SQFT	DETAIL PAINTING	12.00	34,020.00	8.76	24,834.60	8.50	24,097.50				
212 0320	3.60	CUYD	MULCH (WOOD CHIPS)	400.00	1,440.00	125.45	451.62	120.60	434.16				
212 0390	1.00	LS	PLANT ESTABLISHMENT WORK	20,000.00	20,000.00	30,883.31	30,883.31	29,700.00	29,700.00				
212 0430	92.00	EACH	PLANTS (GROUP A-5)	32.00	2,944.00	28.12	2,587.04	27.00	2,484.00				
212 0800	1,351.00	SQFT	ROCK WALL	15.00	20,265.00	37.85	51,135.35	36.50	49,311.50				
212 0820	43.00	EACH	DECORATIVE BOULDER (TYPE	200.00	8,600.00	105.88	4,552.84	102.00	4,386.00				

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

Awarded to:

Amount:
 Date:

PROJECT LENGTH: 0.4
 SHEET 2 OF 8

**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS:

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
			A)										
212 0830	43.00	EACH	DECORATIVE BOULDER (TYPE B)	300.00	12,900.00	123.29	5,301.47	118.50	5,095.50				
212 0870	3,377.00	TON	DECORATIVE ROCK (TYPE A)	55.00	185,735.00	47.59	160,711.43	47.00	158,719.00				
212 0880	595.00	TON	DECORATIVE ROCK (TYPE B)	75.00	44,625.00	52.99	31,529.05	51.00	30,345.00				
212 0890	1,334.00	TON	DECORATIVE ROCK (TYPE C)	55.00	73,370.00	52.99	70,688.66	51.00	68,034.00				
212 0900	354.00	TON	DECORATIVE ROCK (TYPE D)	75.00	26,550.00	58.40	20,673.60	56.00	19,824.00				
212 0940	10.00	SQYD	IMAGE PANEL	750.00	7,500.00	2,918.97	29,189.70	3,000.00	30,000.00				
302 0140	4,769.00	CUYD	TYPE 1 CLASS B AGGREGATE BASE	50.00	238,450.00	54.75	261,102.75	57.00	271,833.00				
402 0180	3,856.00	TON	PLANTMIX SURFACING (TYPE 2)(WET)	100.00	385,600.00	105.17	405,535.52	108.00	416,448.00				
406 0110	29.00	TON	LIQUID ASPHALT, TYPE MC-70NV	850.00	24,650.00	1,082.92	31,404.68	1,050.00	30,450.00				
409 0200	13,058.00	SQYD	PORTLAND CEMENT CONCRETE PAVEMENT (8-INCHES)	58.00	757,364.00	63.94	834,928.52	57.50	750,835.00				
409 0230	10,275.00	SQYD	PORTLAND CEMENT CONCRETE PAVEMENT (11-INCHES)	70.00	719,250.00	69.73	716,475.75	68.00	698,700.00				
409 0360	16,850.00	LINFT	SAW AND SEAL TRANSVERSE WEAKENED PLANE JOINTS	4.00	67,400.00	3.79	63,861.50	3.60	60,660.00				
409 0370	17,917.00	LINFT	SAW AND SEAL LONGITUDINAL WEAKENED PLANE JOINTS	4.00	71,668.00	3.79	67,905.43	3.60	64,501.20				
409 0700	5,600.00	GAL	PCCP CURING COMPOUND,WAX BASE	6.00	33,600.00	6.47	36,232.00	4.50	25,200.00				
502 0160	511.00	LINFT	CONCRETE BARRIER RAIL (TYPE A)	50.00	25,550.00	49.67	25,381.37	53.00	27,083.00				
502 0170	180.00	LINFT	CONCRETE BARRIER RAIL (TYPE FA)	85.00	15,300.00	117.81	21,205.80	121.00	21,780.00				
502 0750	41.41	CUYD	CLASS AA CONCRETE (MINOR)	800.00	33,128.00	1,000.91	41,447.68	925.00	38,304.25				
502 0760	75.38	CUYD	CLASS AA CONCRETE (ISLAND PAVING)	300.00	22,614.00	277.20	20,895.34	285.00	21,483.30				
502 0770	118.67	CUYD	CLASS AA CONCRETE (ISLAND PAVING)	425.00	50,434.75	401.94	47,698.22	440.00	52,214.80				

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

Awarded to:

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**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS:

PROJECT LENGTH: 0.4
 SHEET 3 OF 8

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
			PAVING)(SPECIAL)										
502 0950	85.00	CUYD	CLASS AA CONCRETE, MODIFIED (MAJOR)	500.00	42,500.00	549.78	46,731.30	622.00	52,870.00				
505 0100	10,269.00	POUND	REINFORCING STEEL	1.33	13,657.77	1.07	10,987.83	0.45	4,621.05				
605 0150	128.00	LINFT	15 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	35.00	4,480.00	12.13	1,552.64	13.50	1,728.00				
605 0160	967.00	LINFT	18 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	30.00	29,010.00	14.22	13,750.74	14.50	14,021.50				
605 0170	369.00	LINFT	24 - INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	45.00	16,605.00	24.63	9,088.47	26.00	9,594.00				
609 0270	4.00	EACH	ADJUSTING MANHOLE COVERS (METHOD C)	1,000.00	4,000.00	981.75	3,927.00	877.00	3,508.00				
609 1040	8,362.00	POUND	STRUCTURAL STEEL GRATES	3.00	25,086.00	3.24	27,092.88	3.50	29,267.00				
609 1260	9.00	EACH	60-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 1	4,000.00	36,000.00	4,434.15	39,907.35	4,465.00	40,185.00				
609 1780	105.00	LINFT	TRENCH DRAIN	175.00	18,375.00	191.25	20,081.25	257.00	26,985.00				
610 0190	353.00	CUYD	RIPRAP (CLASS 300)	70.00	24,710.00	55.16	19,471.48	53.00	18,709.00				
612 0100	317.00	SQYD	GRAFFITI RESISTANT COATING	30.00	9,510.00	10.82	3,429.94	10.50	3,328.50				
613 0130	24.00	SQYD	DETECTABLE WARNINGS	250.00	6,000.00	323.40	7,761.60	253.00	6,072.00				
613 0230	2,040.00	LINFT	CLASS AA CONCRETE CURB (SPECIAL)	15.00	30,600.00	9.82	20,032.80	10.35	21,114.00				
613 0240	315.00	LINFT	CLASS AA CONCRETE CURB (TYPE 2)	25.00	7,875.00	32.34	10,187.10	19.00	5,985.00				
613 0260	921.00	LINFT	CLASS AA CONCRETE CURB (TYPE 3)	20.00	18,420.00	23.10	21,275.10	20.00	18,420.00				
613 0460	5.10	CUYD	CLASS AA CONCRETE GUTTER	1,000.00	5,100.00	1,097.25	5,595.98	1,120.00	5,712.00				
613 0830	341.00	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5)	20.00	6,820.00	28.88	9,848.08	16.50	5,626.50				
613 0850	629.00	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 6)	30.00	18,870.00	19.64	12,353.56	19.00	11,951.00				
613 0860	632.00	LINFT	CLASS AA CONCRETE CURB AND GUTTER (TYPE 6 MODIFIED)	25.00	15,800.00	19.64	12,412.48	19.00	12,008.00				

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

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PROJECT LENGTH: 0.4
 SHEET 4 OF 8

**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS: 53113

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5%		BID BOND 5%		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085					
						UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
613 1140	488.80	SQYD	CLASS AA CONCRETE SIDEWALK (4-INCH)	50.00	24,440.00	40.43	19,762.18	54.00	26,395.20				
613 1150	453.50	SQYD	CLASS AA CONCRETE SIDEWALK (6-INCH)	55.00	24,942.50	53.13	24,094.46	54.00	24,489.00				
613 1270	46.00	SQYD	CLASS AA CONCRETE DRIVEWAY (6-INCH)	90.00	4,140.00	53.13	2,443.98	89.50	4,117.00				
616 1370	430.00	LINFT	ORNAMENTAL FENCE	150.00	64,500.00	122.21	52,550.30	117.50	50,525.00				
618 0270	2.00	EACH	TRAILING END ANCHOR	1,100.00	2,200.00	1,076.09	2,152.18	1,035.00	2,070.00				
618 0360	2.00	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	2,600.00	5,200.00	338.59	677.18	3,210.00	6,420.00				
618 0550	414.00	LINFT	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	40.00	16,560.00	35.16	14,556.24	33.80	13,993.20				
619 0210	73.00	EACH	GUIDE POSTS (FLEXIBLE)	60.00	4,380.00	46.40	3,387.20	44.50	3,248.50				
619 0220	10.00	EACH	REFLECTORS	20.00	200.00	19.47	194.70	18.75	187.50				
619 0260	6.00	EACH	OBJECT MARKERS, TYPE 2	75.00	450.00	67.38	404.28	64.80	388.80				
623 0050	1.00	LS	INSTALL STATE FURNISHED MATERIAL	284,000.00	284,000.00	92,468.25	92,468.25	88,920.00	88,920.00				
623 0225	4.00	EACH	NO. 3-1/2 PULL BOX	500.00	2,000.00	465.05	1,860.20	447.20	1,788.80				
623 0230	24.00	EACH	NO. 5 PULL BOX	720.00	17,280.00	670.53	16,092.72	644.80	15,475.20				
623 0235	5.00	EACH	NO. 7 PULL BOX	1,200.00	6,000.00	811.13	4,055.65	780.00	3,900.00				
623 0236	4.00	EACH	NO. 7 PULL BOX, MODIFIED	2,000.00	8,000.00	1,297.80	5,191.20	1,248.00	4,992.00				
623 0240	1.00	EACH	NO. 9 PULL BOX	4,000.00	4,000.00	1,514.10	1,514.10	1,456.00	1,456.00				
623 0241	1.00	EACH	NO. 9 PULL BOX, MODIFIED	6,000.00	6,000.00	1,730.40	1,730.40	1,664.00	1,664.00				
623 0785	33.00	EACH	LOOP DETECTOR (A) (PREFORMED)	1,000.00	33,000.00	465.05	15,346.65	447.20	14,757.60				
623 0815	1.00	EACH	EMERGENCY VEHICLE OPTICAL DETECTOR SYSTEM	12,500.00	12,500.00	14,167.65	14,167.65	13,624.00	13,624.00				
623 1355	1.00	LS	REMOVAL OF EXISTING LIGHTING SYSTEM	2,000.00	2,000.00	1,741.22	1,741.22	1,674.40	1,674.40				
623 1370	1.00	LS	REMOVAL OF CONDUIT AND CONDUCTORS	2,000.00	2,000.00	1,730.40	1,730.40	1,664.00	1,664.00				
623 1536	1.00	EACH	REMOVE AND RESET	2,000.00	2,000.00	1,297.80	1,297.80	1,248.00	1,248.00				

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

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**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS:

PROJECT LENGTH: 0.4
 SHEET 5 OF 8

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
			TRANSFORMER										
623 1740	3.00	EACH	PREFORMED TRANSFORMER	1,425.00	4,275.00	670.53	2,011.59	644.80	1,934.40				
			PAD										
623 1780	3,600.00	LINFT	1-INCH CONDUIT	10.00	36,000.00	3.24	11,664.00	3.15	11,340.00				
623 1820	9,025.00	LINFT	3-INCH CONDUIT	25.00	225,625.00	5.41	48,825.25	5.20	46,930.00				
623 1830	100.00	LINFT	4-INCH CONDUIT	30.00	3,000.00	12.98	1,298.00	12.50	1,250.00				
623 1935	580.00	LINFT	NO. 4/O CONDUCTOR	5.00	2,900.00	5.41	3,137.80	5.20	3,016.00				
623 1970	1,220.00	LINFT	NO. 4 CONDUCTOR	4.00	4,880.00	1.08	1,317.60	1.05	1,281.00				
623 1975	1,850.00	LINFT	NO. 6 CONDUCTOR	1.20	2,220.00	1.08	1,998.00	1.05	1,942.50				
623 1980	750.00	LINFT	NO. 8 CONDUCTOR	1.20	900.00	1.08	810.00	1.05	787.50				
623 1985	8,535.00	LINFT	NO. 10 CONDUCTOR	0.80	6,828.00	1.08	9,217.80	1.05	8,961.75				
623 1995	6,030.00	LINFT	NO. 14 CONDUCTOR	0.80	4,824.00	1.08	6,512.40	1.05	6,331.50				
623 2040	2,690.00	LINFT	3 CONDUCTOR NO. 20 CABLE	1.50	4,035.00	1.08	2,905.20	1.05	2,824.50				
623 2045	845.00	LINFT	5 CONDUCTOR NO. 14 CABLE	3.75	3,168.75	1.08	912.60	1.05	887.25				
623 2070	2,470.00	LINFT	15 CONDUCTOR NO. 14 CABLE	4.00	9,880.00	4.33	10,695.10	4.15	10,250.50				
623 2090	3,535.00	LINFT	25 CONDUCTOR NO. 14 CABLE	4.50	15,907.50	5.41	19,124.35	5.20	18,382.00				
623 2175	2,940.00	LINFT	FIBER OPTIC CABLE	5.00	14,700.00	3.24	9,525.60	3.10	9,114.00				
623 2630	1.00	EACH	LOOP DETECTOR (6-FOOT X 6- FOOT)	450.00	450.00	670.53	670.53	640.00	640.00				
623 2645	7,260.00	LINFT	LEAD-IN CABLE FOR LOOP DETECTORS	1.00	7,260.00	1.08	7,840.80	1.05	7,623.00				
623 2680	105.00	SQFT	TRAFFIC SIGNAL SIGNS	35.00	3,675.00	15.14	1,589.70	14.50	1,522.50				
625 0490	1.00	LS	RENT TRAFFIC CONTROL DEVICES	300,000.00	300,000.00	328,156.29	328,156.29	316,694.76	316,694.76				
627 0050	1.00	LS	INSTALL STATE FURNISHED MATERIAL	140,000.00	140,000.00	199,536.75	199,536.75	196,995.00	196,995.00				
627 0130	1.00	EACH	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, REMOVE	10,000.00	10,000.00	4,866.75	4,866.75	4,680.00	4,680.00				
627 0145	2.00	EACH	PERMANENT OVERHEAD SIGN SUPPORT,STRUCTURE MOUNT, REMOVE	3,000.00	6,000.00	2,974.13	5,948.26	2,860.00	5,720.00				

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**BID TABULATION
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 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS: 53113

PROJECT LENGTH: 0.4
 SHEET 6 OF 8

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
627 0150	1,313.75	SQFT	PERMANENT SIGN PANELS (OVERHEAD)	30.00	39,412.50	40.72	53,495.90	39.00	51,236.25				
627 0160	551.92	SQFT	PERMANENT SIGN PANELS (OVERHEAD)(REMOVE)	7.00	3,863.44	9.46	5,221.16	9.00	4,967.28				
627 0190	489.93	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	80.00	39,194.40	71.11	34,838.92	68.50	33,560.21				
627 0220	88.25	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	40.00	3,530.00	44.77	3,950.95	43.00	3,794.75				
627 0240	402.63	SQFT	PERMANENT SIGNS, REMOVE	6.50	2,617.10	11.57	4,658.43	11.00	4,428.93				
627 0250	13.50	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	12.00	162.00	12.33	166.46	12.00	162.00				
628 0120	1.00	LS	MOBILIZATION	377,512.91	377,512.91	512,881.00	512,881.00	697,897.00	697,897.00				
632 0460	1,526.00	SQFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(VARIES)	2.00	3,052.00	2.97	4,532.22	2.80	4,272.80				
632 0470	960.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(DOTTED WHITE)	0.75	720.00	1.08	1,036.80	1.05	1,008.00				
632 0480	478.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(6-INCH DOTTED WHITE)	1.00	478.00	1.19	568.82	1.15	549.70				
632 0490	2,904.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(8-INCH DOTTED WHITE)	1.00	2,904.00	1.30	3,775.20	1.25	3,630.00				
632 0520	3,765.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(BROKEN WHITE)	0.75	2,823.75	0.75	2,823.75	0.75	2,823.75				
632 0550	1,540.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(8-INCH BROKEN WHITE)	2.00	3,080.00	0.80	1,232.00	0.75	1,155.00				
632 0588	2,172.00	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II)(6-INCH SOLID WHITE)	3.00	6,516.00	1.04	2,258.88	1.00	2,172.00				

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**BID TABULATION
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CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
Reconstruct Existing Interchange (Diverging
Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS: 53113

PROJECT LENGTH: 0.4
SHEET 7 OF 8

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
632 0600	8,580.00	LINFT	WATERBORNE PAVEMENT	3.50	30,030.00	1.08	9,266.40	1.05	9,009.00				
			STRIPING (TYPE II)(8-INCH SOLID WHITE)										
632 0640	778.00	LINFT	WATERBORNE PAVEMENT	4.25	3,306.50	3.68	2,863.04	3.50	2,723.00				
			STRIPING (TYPE II)(24-INCH SOLID WHITE)										
632 0670	1,053.00	LINFT	WATERBORNE PAVEMENT	1.00	1,053.00	0.95	1,000.35	0.90	947.70				
			STRIPING (TYPE II)(SOLID YELLOW)										
632 0700	4,193.00	LINFT	WATERBORNE PAVEMENT	1.50	6,289.50	1.08	4,528.44	1.05	4,402.65				
			STRIPING (TYPE II)(8-INCH SOLID YELLOW)										
633 0110	13.00	EACH	REFLECTIVE PAVEMENT MARKERS	10.00	130.00	12.65	164.45	12.15	157.95				
634 0845	960.00	LINFT	PERMANENT PAVEMENT	1.00	960.00	2.43	2,332.80	2.30	2,208.00				
			MARKING FILM (TYPE 4) (DOTTED WHITE)										
634 0846	478.00	LINFT	PERMANENT PAVEMENT	2.00	956.00	2.81	1,343.18	2.70	1,290.60				
			MARKING FILM (TYPE 4) (6- INCH DOTTED WHITE)										
634 0848	2,904.00	LINFT	PERMANENT PAVEMENT	2.50	7,260.00	3.03	8,799.12	2.90	8,421.60				
			MARKING FILM (TYPE 4) (8- INCH DOTTED WHITE)										
634 0860	3,765.00	LINFT	PERMANENT PAVEMENT	2.00	7,530.00	1.95	7,341.75	1.90	7,153.50				
			MARKING FILM (TYPE 4) BROKEN WHITE										
634 0865	1,540.00	LINFT	PERMANENT PAVEMENT	3.00	4,620.00	2.60	4,004.00	2.50	3,850.00				
			MARKING FILM (TYPE 4) (8- INCH BROKEN WHITE)										
634 0890	2,172.00	LINFT	PERMANENT PAVEMENT	2.50	5,430.00	6.16	13,379.52	5.90	12,814.80				
			MARKING FILM (TYPE 4) (6- INCH SOLID WHITE)										

CONTRACT NO.: 3518
 PROJECT NO.: NH-580-1(030)

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PROJECT LENGTH: 0.4
 SHEET 8 OF 8

**BID TABULATION
 NEVADA DEPARTMENT OF
 TRANSPORTATION
 CARSON CITY, NEVADA**

PROJECT DESCRIPTION:
 Reconstruct Existing Interchange (Diverging
 Diamond Interchange)

Tabulation of Bids opened at: 1:30 PM on August 03, 2012
 1263 South Stewart Street, Carson City, NV 89712
WORKING DAYS: 53113

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE		BID BOND 5% Stanley Consultants - ICE CMAR 383 West Vine Street, Suite 400 Murray UT 84123		BID BOND 5% Granite Construction Company P.O. Box 50085 Watsonville CA 95077-5085		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
				UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT				
634 0900	8,580.00	LINFT	PERMANENT PAVEMENT	3.00	25,740.00	6.92	59,373.60	6.60	56,628.00				
			MARKING FILM (TYPE 4) (8- INCH SOLID WHITE)										
634 0930	778.00	LINFT	PERMANENT PAVEMENT	15.00	11,670.00	12.00	9,336.00	11.50	8,947.00				
			MARKING FILM (TYPE 4) (24- INCH SOLID WHITE)										
634 0948	1,053.00	LINFT	PERMANENT PAVEMENT	2.50	2,632.50	5.03	5,296.59	4.85	5,107.05				
			MARKING FILM (TYPE 4) (SOLID YELLOW)										
634 0960	4,193.00	LINFT	PERMANENT PAVEMENT	3.00	12,579.00	7.19	30,147.67	6.90	28,931.70				
			MARKING FILM (TYPE 4) 8-INCH SOLID YELLOW										
634 0990	1,373.00	SQFT	PERMANENT PAVEMENT	15.00	20,595.00	13.19	18,109.87	12.70	17,437.10				
			MARKING FILM (TYPE 4) (VARIES)										
634 1060	1,368.00	SQFT	THERMOPLASTIC PAVEMENT	13.00	17,784.00	22.44	30,697.92	21.50	29,412.00				
			MARKING (VARIES)										
637 0110	1.00	LS	TEMPORARY POLLUTION CONTROL	500.00	500.00	4,251.38	4,251.38	4,600.00	4,600.00				
637 0190	1.00	LS	DUST CONTROL	9,437.82	9,437.82	8,662.50	8,662.50	8,600.00	8,600.00				
640 0120	1,020.00	SQFT	MASONRY RETAINING WALL	35.00	35,700.00	30.82	31,436.40	17.20	17,544.00				
644 0050	1.00	LS	INSTALL STATE FURNISHED MATERIAL	45,000.00	45,000.00	78,213.70	78,213.70	81,745.00	81,745.00				
644 0120	4.00	EACH	VERIFICATION TEST	2,500.00	10,000.00	0.01	0.04	468.00	1,872.00				
660 0100	273.00	SQYD	PNEUMATICALLY PLACED CONCRETE MORTAR (5-INCHES)	225.00	61,425.00	162.23	44,288.79	156.00	42,588.00				
667 0010	1.00	LS	RISK RESERVE	280,000.00	280,000.00	280,000.00	280,000.00	280,000.00	280,000.00				
			TOTAL		6,962,832.29		6,921,047.31		6,978,978.00				



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

MEMORANDUM

August 31, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item # 5: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from July 3, 2012 to August 16, 2012.

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 July 3, 2012 to August 16, 2012.

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 over \$300,000, July 3, 2012 to August 16, 2012.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A.

Prepared by: Scott K. Sisco, Assistant Director - Administration

**State of Nevada Department of Transportation
Agreements for Approval
July 3, 2012 to August 16, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
1	12412	00	00	MANDLI COMMUNICATIONS INC.	ROADWAY IMAGING CONDITIONING	Y	\$ 960,000.00	\$ -	\$ 960,000.00	\$ -	10-Sep-12	30-Jun-13	NULL	Service	ROADWAY IMAGING AND CONDITION PROGRAM TO COLLECT AUTOMATED PAVEMENT DISTRESS DATA, PHOTO LOGGING, AND SIGN INVENTORY, VERTICAL CLEARANCE MEASUREMENTS ON STRUCTURES, CURVE AND GRADE DATA AND SAFETY ELEMENTS FOR THE SAFETY ANALYST PROGRAM. ALL DATA COLLECTED WILL BE ON STATE MAINTAINED ROADS. STATEWIDE. PROPOSALS FOR RFP 124-12-805 WERE SUBMITTED BY DATA TRANSFER SOLUTIONS, FUGRO ROADWARE, INC., GEOSPAN, LAMBDA TECH, MANDLI COMMUNICATIONS INC., AND PATHWAY SERVICES. NV B/L #: 20121276171

**State of Nevada Department of Transportation
 Agreements for Approval
 July 3, 2012 to August 16, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
2	02312	00	00	KEEN INDEPENDENT RESEARCH	DISPARITY STUDY	N	\$ 543,500.00	\$ -	\$ 543,500.00	\$ -	10-Sep-12	1-Feb-14	NULL	Service Provider	DISPARITY STUDY NECESSARY UNDER APPLICABLE LAW FOR VALIDATING NDOT'SDISADVANTAGED BUSINESS ENTERPRISE GOAL METHODOLOGY. STATEWIDE. PROPOSALS FOR RFP 023-12-052 WERE SUBMITTED BY KEEN INDPENDENT RESEARCH, MASON TILLMAN ASSOCIATES AND MGT.NV B/L#: NV20121108031.

**State of Nevada Department of Transportation
Agreements for Approval
July 3, 2012 to August 16, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
3	10512	00	00	STANTEC CONSULTING SERVICES	BRIDGE INSPECTIONS	Y	\$ 1,896,783.94	\$ -	\$ 1,896,783.94	\$ -	10-Sep-12	30-Sep-14	NULL	Service Provider	PROFESSIONAL AND TECHNICAL ENGINEERING SERVICES TO PERFORM BRIDGE INSPECTION AND LOAD RATING SERVICES. STATEWIDE.PROPOSALS FOR RFP 105-12-0115 WERE SUBMITTED BY AMEC, DAVID EVANS & ASSOCIATES, FORSGREN ASSOCIATES, HDR AND STANTEC CONSULTING SERVICES.NV B/L#: NV20101021081

**State of Nevada Department of Transportation
Agreements for Approval
July 3, 2012 to August 16, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
4	08012	00	00	CLEANSTREET	STREET SWEEPING DIST 2	N	\$ 800,000.00	\$ -	\$ 800,000.00	\$ -	23-Jul-12	31-Jul-14		Service Provider	ROUTINE ROADWAY SWEEPING USING PERFORMANCE BASED SPECIFICATIONS IN THE RENO METRO AREA FOR THE SAFETY OF THE TRAVELING PUBLIC AS WELL AS AESTHETICS FOR HIGHWAY BEAUTIFICATION. WASHOE COUNTY. THE ONLY PROPOSAL FOR RFP 080-12-050 WAS SUBMITTED BY CLEANSTREET. NV B/L #: NV20121070210

Line Item 1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

DATE: July 12, 2012

TO: Tracy Larkin-Thomason, P.E., P.T.O.E., Assistant Director

FROM: Steve Jackson, Project Manager

SUBJECT: Negotiation Summary for (Roadway Imaging, Inventory and Condition Program)

A negotiation meeting was held at NDOT in Carson City on June 26, 2012 with Mitch Caya and John Caya members of Mandli Communications, Larry Kelly, David Manning, and Steve Jackson of NDOT in attendance.

The scope of the services that are to be provided by Mandli Communications was reaffirmed by both parties at the outset.

1. Photo log data collection of 5,400 centerline miles in each direction
2. Photo log data collection of 1,050 Ramps
3. Provide Automated Pavement distress data on 5,400 centerline miles in each direction
4. Provide a regulatory sign inventory on 5,400 centerline miles in each direction
5. Provide Milepost sign inventory on 5,400 centerline miles in each direction
6. Provide Vertical Clearance Measurements on 30 bridge structures statewide
7. Provide horizontal and vertical curvature and grade on 50 miles of state roadways
8. Provide Information on several features as outlined in the Scope of Services
9. Provide all necessary software to view, display, and report on the data provided
10. Provide 1 year software and service

Agreed upon project timeline:

September 2012	Kickoff meeting and start collecting data
March 2013	All field data has been collected and provided to the department
May 2013	All deliverables for feature extraction and pavement distress delivered
June 2013	Project wrap up

Key personnel and their sub consultant personnel who will be dedicated to this project are as follows:

Project Manager for NDOT
Project representative from Materials
Project representative from Safety Engineering
Project representative from Maintenance and Asset Management
Project team from vendor

The proposal was reviewed by task. NDOT's original estimate was \$1,500,000.00 to complete items 1 through 10 listed above.

The negotiation yielded the following:

The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$960,000.00

Line Item 2

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

M E M O R A N D U M

DATE: 8/3/12

TO: Rudy Malfabon, Deputy Director

FROM: Yvonne Schuman, Project Manager

SUBJECT: Negotiation Summary for (Project Description)

A negotiation meeting was held by telephone on July 9 and August 1 2012, with David Keen of Keen Independent Research and Yvonne Schuman, Project Manager of NDOT in attendance.

The scope of the services that are to be provided by Keen Independent Research was reaffirmed by both parties at the outset. See attached NDOT Scope of Work and Keen Disparity Workscope. The consultant will not be responsible for performing all tasks detailed in the attached Workscope. This scope includes:

1. Legal review
2. Review of NDOT contracting practices
3. Review 2007 disparity study
4. MBE/WBE/DBE participation in NDOT work
5. Research into neutral explanations for any disparities
6. Quantitative research concerning the local marketplace
7. Qualitative Research concerning evidence of discrimination/the local marketplace
8. Assessment of the need for remedial measures
9. Recommendations, report and presentations, including a study website
10. Stakeholder group coordination

The following schedule was agreed to by both parties. Consultant will provide a more detailed schedule within 10 days of the execution of this agreement that does not go outside of the dates/schedule provided here:

15 September 2012	Initiate project
15 September 2013	Deliver draft report
1 December 2013	Deliver final report

Key personnel and their subconsultant personnel who will be dedicated to this project are as follows:

Project Manager	David Keen, Principal of Keen Independent Research LLC
Lead Consultant, Quantitative research	Todd Pickton, Managing Director of BBC Research & Consulting

Legal Counsel
Lead Consultant, Qualitative research & outreach

Keith Wiener, Partner, Holland & Knight LLP
Kami Dempsey, SVP, Strategic Solutions

The proposal was reviewed by task. Refer to the attached table for comparison of the RFP's scope of work and the Consultant's workscope. NDOT's original estimate was \$600,000, fixed price, (Including subconsultant expenses). Negotiations began at \$450,000 and we settled on \$543,500, fixed price, (including subconsultant expenses).

The negotiation yielded the following:

- 1) The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$543,500.
- 2) Consultant will not bill for minor changes or requests to projects based on mutual agreement of need for change.

YGS:ygs
cc: Rudy Malfabon, P.E., Director
Attach.

Line Item 3

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

M E M O R A N D U M

DATE: 08/01/2012

TO: William Hoffman, Assistant Director

FROM: David Severns, Project Manager

SUBJECT: Negotiation Summary for Statewide Bridge Inspection and Analysis Services

A negotiation meeting was held at NDOT Headquarters in Carson City on July 30, 2012, with Mr. Ryan Nataluk and Mr. Nick Cioffredi of Stantec, and, Mr. David Severns and Mr. Mike Premo of NDOT in attendance.

The scope of the services that are to be provided by Stantec was reaffirmed by both parties at the outset. This scope includes the conduct of statewide bridge inspections and load rating analyses, conducted during the period from approximately October 1, 2012 through September 30, 2014, and includes:

- Ground Level Routine Inspection – 1520 total structures over a 2-year period
- Access-Required Routine Inspection – 150 structures over a 2-year period
- Ground Level Inventory Inspections – 25 bridges over a 2-year period
- Ground Level Confined Space Inspections – 20 bridges over a 2-year period
- Special Inspections – 30 bridges over a 2-year period
- Load Rating Analysis – 30 bridges total (LFR typical, LRFR possible)
- O’Callaghan-Tillman (Hoover Dam) Bridge inspection
- Structure Inventory & Appraisal Data Input/Management
- QC/QA of inspections and analyses
- Non-destructive testing of structures

Key personnel and their subconsultant personnel who will be dedicated to this project are as follows:

Ryan Nataluk, P.E., Stantec Project Manager
Nick Cioffredi, P.E., Stantec Deputy Project Manager
Reed Ellis, Ph.D., P.Eng., Stantec Technical Advisor
Gary Oberling, P.E., Stantec Load Rating Engineer
Gerd Birkle, Ph.D., P. Eng., Stantec Load Rating Engineer
Keith Vernon, Stantec Bridge Inspection team Leader
Mike Lawler, P.E., Stantec Bridge Inspection team Leader
Christian Guevara, EI, Stantec Bridge Inspection team Leader
Jeremy Shaffer, Ph. D., InspectTech Principal
Ken Tester, HPP Safety Principal

The proposal was reviewed by task. Refer to the attached table for comparison of man-hours for Stantec’s estimate, NDOT’s estimate and the final hours agreed upon. NDOT’s original estimate was \$1,896,207.40 including direct labor (16,814 man-hours of work by the prime consultant), overhead at 160.00 %, a 10% fee and direct expenses at \$230,000 (Including subconsultant expenses). The Consultant’s original estimate was \$1,896,783.94, including direct labor (16,829 man-hours of work by the prime consultant), overhead at 160.00%, a 10% fee and direct expenses at \$256,491 (including subconsultant expenses). The overhead rate of

160.00% was provided by the Internal Audit Division, and the 10% fixed fee percentage has historically been used for this discipline. Pay raises were not originally prorated and factored into the hourly pay rates used to calculate the costs of either the Stantec or NDOT estimates.

The negotiation yielded the following:

- 1) There will be 16829 total man-hours allotted to Stantec throughout the course of this agreement at a direct labor cost of \$573,529 which includes a prorated amount for anticipated raises which will take effect over the term of the agreement. The DBE goal for this agreement has been established at zero (0%) percent. (Refer to the attached memorandum from Contract Compliance.)
- 2) Based upon the direct labor costs and an overhead rate of 160.00%, the overhead amount will be \$917,646.40.
- 3) A fee of ten (10%) percent was agreed to by both parties and will be \$149,117.54 for this agreement based upon direct labor costs and an overhead rate of 160.00%.
- 4) The direct expenses agreed to total \$256,491 for subconsultants, communication, travel, miscellaneous expenses, and per diem. Subconsultant work will include permitting and safety plan development work by the firm HPP, bridge management software training work by InspectTech, and O'Callaghan-Tillman Bridge rope access rigging work by VRS/Rhino Rigging.
- 5) The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$1,896,783.94.

MANHOUR ESTIMATE (STATEWIDE BRIDGE INSPECTION AND ANALYSIS)

MAN HOURS AGREEMENT NUMBER P ___ - __ -011			
TASK	NDOT	Consultant	Agreed
1. Mobilization	1150	1089	1089
2. Inspection/Reporting/QC	14410	15148 ¹	15148
3. Load Rating Analysis	822 ¹	240	240
4. Management	312	256	256
5. Administration	120	96	96
TOTALS	16814	16829	16829

Notes: 1. Incorporates field inspection hours necessary for load rating analysis data acquisition. NDOT assigned these hours under 'Load Rating Analysis', while service provider assigned them under 'Inspection'.

DAS:ds
cc: M. Elicegui, Structures Division
Attach.

Line Item 4



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

MEMORANDUM

Maintenance and Asset Management Division

July 24, 2012

To: Richard J. Nelson, P.E. Assistant Director Operations

From: Anita K. Bush, P.E. Chief Maintenance and Asset Management Division

AB

Subject: Negotiation Summary for Roadway Sweeping Contract in District II

A Selection committee reviewed proposals in April of 2012, following the Request for Proposals (RFP) 080-12-050 for Routine Roadway Sweeping by contracted maintenance and using Performance based specifications in Washoe County, and recommended selection based on qualifications and costs to the proposer, Clean Street, Inc. I made the recommendation to proceed with negotiations with Clean Street. The service agreement has been signed by Clean Street, Inc. and approval is requested by the Transportation Board.

The scope of services to be provided by Clean Street, Inc. were affirmed by both parties to match requirements in the RFP necessary to augment roadway sweeping in District II. The schedule has monthly service deliverables for two years with the option to amend for another two years.

The summary of costs within the service agreement are as follows:

1. There will be 811 Centerline Miles (3,244 Curb Miles) allotted to NHS routes (I-80, US395/I-580) for this agreement at a unit cost of \$57.50. Frequency of sweeping will be all sections indentified in scope at least once a month minimum. The total annual cost will be \$186,530.00 (2 years \$373,060.00). Unit costs cover to include labor, equipment, materials, fuel, overhead, profit, disposal, direct costs, and all others as listed in the service agreement.
2. Additional "On-Call" rates were requested to represent normal business hours and non-business hours for emergency or unusual sweeping needs yielding \$105.00 per hour, "On Call" funds would only be used for Weather, Storm events or other special needs. The total annual cost for "On Call" shall not exceed \$213,470.00 (2 years \$426,940.00) Unit costs cover to include labor, equipment, materials, fuel, overhead, profit, disposal, direct costs, and all others as listed in the Service Agreement.
3. The total negotiated cost for this two (2) year agreement, including labor, equipment, materials, fuel, overhead, profit, disposal, direct costs, and all others as listed in the Service Agreement will \$800,000.00.

cc: Chris Joncas, Project Manager



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

MEMORANDUM

August 31, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item #6: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded June 6, 2012 to August 17, 2012
- Agreements under \$300,000 executed June 6, 2012 to August 17, 2012
- Emergency Agreements executed June 6, 2012 to August 17, 2012
- Settlements entered into by the Department which were presented for approval to the Board of Examiners June 6, 2012 to August 17, 2012

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 June 6, 2012 to August 17, 2012 and agreements executed by the Department from June 6, 2012 to August 17, 2012.

There was one settlement during the reporting period which was approved at the August 14, 2012 Board of Examiners meeting.

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, June 6, 2012 to August 17, 2012
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, June 6, 2012 to August 17, 2012
- C) State of Nevada Department of Transportation Emergency Agreements Executed – June 6, 2012 to August 17, 2012
- D) State of Nevada Department of Transportation Settlement approved at August 14, 2012 Board of Examiners meeting

Recommendation for Board Action: Informational item only

Prepared by: Scott K. Sisco, Assistant Director - Administration

Attachment

A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED – UNDER \$5,000,000
June 6, 2012 to August 17, 2012

1. May 30, 2012 at 2:00 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3510**, Project Nos. SP-000M(185). The project is Microsurfacing of Existing Roadway on Multiple Routes, Carson City, Churchill, Lyon and Washoe Counties.

Sierra Nevada Construction, Inc.	\$1,772,007.00
Intermountain Slurry Seal, Inc.	\$2,076,076.00
Valley Slurry Seal Company.....	\$3,612,406.20

The Director awarded the contract **June 21, 2012** to Sierra Nevada Construction, Inc. in the amount of \$1,772,007.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$2,676,748.24

2. May 30, 2012 at 2:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3506**, Project Nos. SP-000M(184). The project is Chip Seal of Existing Roadway on SR 225 (EL-112.90 to 127.50) and SR 226 (EL-0.00 to 20.00), Elko County.

Valley Slurry Seal Company.....	\$1,129,336.00
Intermountain Slurry Seal, Inc.	\$1,239,434.00
Sierra Nevada Construction, Inc.	\$1,377,007.00
Road and Highway Builders LLC	\$1,494,494.00

The Director awarded the contract **June 21, 2012** to Valley Slurry Seal Company in the amount of \$1,129,336.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$1,107,459.61

3. May 31, 2012 at 2:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3511**, Project Nos. SPF-006-2(010). The project is Microsurfacing on US 6, Mileposts NY-51.23 -66.00, Nye County.

Intermountain Slurry Seal, Inc.	\$632,222.00
Southwest Civil Constructors LLC.....	\$715,715.00
Valley Slurry Seal Company.....	\$829,272.00

The Director awarded the contract **June 21, 2012** to Intermountain Slurry Seal, Inc. in the amount of \$632,222.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$1,063,148.22

4. May 31, 2012 at 2:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3512**, Project Nos. SI-095A(015). The project is to Construct Fencing on US 95A, Lyon County, from 0.13 Miles North of Junction with US 50 in Silver Springs to the Truckee River Canal; on US 50, Lyon and Churchill Counties, from 0.08 Miles East of UPRR Tracks in Silver Springs to the Truckee River Canal, Churchill and Lyon Counties.

Sierra Nevada Construction, Inc.	\$886,007.00
MKD Construction, Inc.	\$899,002.80
A & K Earth Movers, Inc.	\$924,866.00
Gerhardt & Berry Construction, Inc.	\$932,465.09
Q & D Construction, Inc.	\$972,277.00
Remington Construction Company LLC	\$979,999.00
Road and Highway Builders LLC	\$1,030,030.00
Beco Construction Company, Inc.	\$1,069,138.25
Tiberti Company - Rental & Investment Division	\$1,154,301.35

The Director awarded the contract **June 21, 2012** to Sierra Nevada Construction, Inc. in the amount of \$886,007.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$952,986.02

5. May 31, 2012 at 2:00 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3500-READV**, Project Nos. SP-000M(157) and SPI-015-1(061). The project is to Install Fencing Around a Portion of the Materials Pit and Protect Interchange Slopes and Detention Facilities From Erosion With Gravel Mulch Lining and Contour Grading of Detention Basins, on I-15 Materials Pit 82-03 and on I-15 and SR 146 (St. Rose Parkway) Interchange, Clark County.

Las Vegas Paving Corporation.....	\$812,000.00
Capriati Construction Corp., Inc.	\$814,747.46
Aggregate Industries SWR, Inc.	\$873,300.00
TAB Contractors, Inc.....	\$873,500.00

The Director awarded the contract **June 22, 2012** to Las Vegas Paving Corporation in the amount of \$812,000.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$900,493.56

6. June 7, 2012 at 1:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 809-12**, Project No. SP-000M(178). The project is Construction of 6 Vehicle Bay Extensions at the Big Smoky Maintenance Station, Nye County.

Bison Construction.....	\$864,000.00
Reyman Brothers Construction, Inc.....	\$869,032.00
Pearson Brothers Construction LLC	\$954,200.00

The Director awarded the contract **July 3, 2012** to Bison Construction in the amount of \$864,000.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$733,188.95

7. June 7, 2012 at 2:00 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 808-12**, Project No. SP-000M(179). The project is Construction of 6 Vehicle Bay Extensions at the Goldfield Maintenance Station, Esmeralda County.

Bison Construction.....	\$649,750.00
Central Sierra Construction, Inc.	\$768,750.00
Pearson Brothers Construction LLC	\$839,750.00

The Director awarded the contract **July 2, 2012** to Bison Construction in the amount of \$649,750.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$584,515.95

8. July 12, 2012 at 1:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3507-READV**, Project Nos. SP-000M(183). The project is Chip Seal of Existing Roadway on SR 121 and US 95A, Churchill County.

Southwest Civil Constructors LLC.....	\$1,278,278.00
Intermountain Slurry Seal, Inc.	\$1,285,000.00
Sierra Nevada Construction, Inc.	\$1,323,007.00
Valley Slurry Seal Company	\$1,395,000.00

The Director awarded the contract August 15, 2012 to Southwest Civil Constructors LLC in the amount of \$1,278,278.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$1,549,527.85

9. July 19, 2012 at 1:30 p.m. the following bid was opened and read related to Department of Transportation **Contract No. 3514**, Project Nos. SPI-080-1(070). The project is to Repair Incipient Spalls and Delaminations, Remove and Replace Expansion and Relief Joints, Repair Bridge Deck and Approach Slab Wearing Surfaces and Abutment Back Walls at Structures on I-80 Multiple Locations, Washoe County.

Q & D Construction, Inc.	\$1,693,000.00
American Civil Constructors	\$2,407,310.90

The Director awarded the contract August 15, 2012 to Q & D Construction, Inc. in the amount of \$1,693,000.00. Upon receipt of an approval bond from the contractor, the state will enter into contract with the firm.

Engineer's Estimate: \$2,019,334.50

Attachment B

**State of Nevada Department of Transportation
Executed Agreements - Under \$300,000
June 6, 2012 to August 17, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
1	23112	00	00	SEI/PSP	PRCL: I-015-CL-042.340 NEON	Y	\$ 4,467,000.00	\$ -	\$ 4,467,000.00	\$ -	18-Jun-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: I-015-CL-042.340 LOCATED TO THE EASTERLY RIGHT-OF-WAY LINE OF MARTIN LUTHER KING BOULEVARD, CLARK COUNTY. NV B/L #: NV2007112146
2	23212	00	00	PUBLIC STORAGE	PRCL: I-015-CL-042.503 NEON	Y	\$ 8,110,000.00	\$ -	\$ 8,110,000.00	\$ -	18-Jun-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: I-015-CL-042.503 LOCATED TO THE EASTERLY RIGHT-OF-WAY LINE OF MARTIN LUTHER KING BOULEVARD, CLARK COUNTY. NV B/L #: NV2007112146
3	23412	00	00	CV PROPCO LLC	EASEMENTS FOR I-15 CACTUS	Y	\$ 123,000.00	\$ -	\$ 123,000.00	\$ -	18-Jun-12	31-Dec-15	NULL	Acquisition	1 FEE PARCEL, 4 PERMANENT EASEMENTS, 2 TEMPORARY EASEMENTS FOR THIS LOCATION, CONSTRUCTION AND MAINTENANCE OF A PORTION OF I-15 CACTUS INTERCHANGE, CLARK COUNTY. NV B/L #: NV20081364264
4	25312	00	00	CLARK CO WATER RECLAM DIST	ACQUIRE PARCEL FOR I-15 CACTUS	N	\$ -	\$ -	\$ -	\$ -	30-Jun-12	30-Jun-15	NULL	Acquisition	TO ACQUIRE APN: 177-32-101-001, 177-32-501-002, THE UNDERLYING FEE INTEREST IN AND TO SAID LANDS FOR FEDERAL-AID HIGHWAY PURPOSES FOR I-15 CACTUS INTERCHANGE, CLARK COUNTY. NV B/L #: EXEMPT
5	25712	00	00	REFRIGERATION SUPPLIES DIST	PARCEL: I-015-CL-041.664	Y	\$ 403,000.00	\$ -	\$ 403,000.00	\$ -	6-Jul-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: I-015-CL-041.664 FOR PROJECT NEON, CLARK COUNTY. NV B/L #: NV19541000568
6	25812	00	00	MTEA FAMILY LLC	PRCL; U-093-CL-014.750 BOULDER	Y	\$ 530,011.00	\$ -	\$ 530,011.00	\$ -	6-Jul-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: U-093-CL-014.750 FOR BOULDER CITY BYPASS, CLARK COUNTY. NV B/L #: EXEMPT
7	25912	00	00	SUSAN AND MARTIN ZIEHM	PARCEL: I-015-CL-041.481 NEON	Y	\$ 114,000.00	\$ -	\$ 114,000.00	\$ -	6-Jul-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: I-015-CL-041.481 FOR PROJECT NEON, CLARK COUNTY. NV B/L #: EXEMPT

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8	27012	00	00	F ROBERT ETOR/SHIRLEY H ETOR	PARCEL I-015-CL-042.134 (ETOR)	Y	\$ 337,103.81	\$ -	\$ 337,103.81	\$ -	12-Jul-12	31-Dec-15	NULL	Acquisition	TO ACQUIRE PARCEL: I-015-CL-042.134, ROBERT/SHIRLEY ETOR, CLARK COUNTY. NV B/L #: EXEMPT
9	27112	00	00	CARSON CITY PUBLIC WORKS	ADJ UTIL US 395 CC FREEWAY	Y	\$ 1,455,703.80	\$ -	\$ -	\$ 661,180.67	12-Jul-12	31-Dec-17	NULL	Acquisition	ADJUSTMENT OF UTILITY FACILITIES AT US 395, CARSON CITY FREEWAY, FROM SOUTH CARSON STREET TO FAIRVIEW DRIVE, CARSON CITY. NV B/L #: EXEMPT
10	04411	00	01	RTC OF WASHOE COUNTY	RTC TRAVEL DEMAND MODEL	N	\$ 500,000.00	\$ -	\$ 500,000.00	\$ -	25-Jan-11	31-Dec-12	29-Jun-12	Coop	AMD 1: EXTENDING THE TERMINATION DATE FROM 6/30/12 TO 12/31/12 TO ALLOW COMPLETION OF REGIONAL TRAVEL DEMAND MODEL. HIRING OF SERVICE PROVIDER SERVICES TO UPGRADE THE RTC'S WASHOE TRAVEL DEMAND MODEL. WASHOE COUNTY. NV B/L #: EXEMPT
11	12109	00	02	CITY OF LAS VEGAS	ITS IMPROVEMENTS RANCHO	Y	\$ 5,480,000.00	\$ -	\$ 5,754,000.00	\$ 274,000.00	21-May-09	30-Jun-14	12-Jun-12	Coop	AMD 2: EXTEND TIME ONLY FROM 06/30/12 TO 06/30/2014 AMD 1: EXTEND TIME ONLY FROM 6/30/10 TO 6/30/12 OVERSIGHT OF STEWARDSHIP AGREEMENT FOR THE ITS IMPROVEMENT OF RANCHO DRIVE IN CLARK COUNTY. NV B/L #: EXEMPT
12	22712	00	00	UNR OFFICE SPONSORED PROJECTS	UNR ENGINEERING CAMP	Y	\$ 54,999.90	\$ -	\$ 54,999.90	\$ -	15-Jun-12	31-Dec-12	NULL	Coop	COOPERATIVE AGREEMENT BETWEEN NDOT AND UNR TO PROVIDE A NATIONAL SUMMER TRANSPORTATION INSTITUTE AT THE UNIVERSITY TO MIDDLE AND HIGH SCHOOL KIDS THAT WILL HELP TO MAKE THEM AWARE OF CAREERS IN THE TRANSPOTATION INDUSTRY. WASHOE COUNTY NV B/L #: EXEMPT

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13	25512	00	00	LYON COUNTY	BRIDGE REPLACEMENT B-1610	Y	\$ 1,452,000.00	\$ -	\$ 1,452,000.00	\$ 72,000.00	10-Jul-12	31-Dec-17	NULL	Coop	THE NORDYKE ROAD BRIDGE OVER THE EAST FORK OF THE WALKER RIVER, STRUCTURE B-1610, IS IN A STATE OF SEVERE DETERIORATION AND QUALIFIES FOR REPLACEMENT. LYON COUNTY. NV B/L #: EXEMPT
14	26112	00	00	CITY OF ELY	US 50 & CAMPTON STREET LIGHTS	N	\$ -	\$ -	\$ -	\$ -	12-Jul-12	31-Dec-13	NULL	Coop	COOPERATIVE AGREEMENT WITH CITY OF ELY TO INSTALL STREET LIGHTS ON US 50 AND CAMPTON STEET IN WHITE PINE COUNTY. NV B/L #: EXEMPT
15	26312	00	00	CITY OF RENO	STREET LIGHT MAINTENANCE	N	\$ -	\$ -	\$ -	\$ -	16-Jul-12	31-Dec-29	NULL	Coop	TO ASSIGN RESPONSIBILITY FOR MAINTENANCE FOR SIGNALS ON MCCARRAN AND VIRGINIA STREET IN WASHOE COUNTY. NV B/L #: EXEMPT
16	26412	00	00	CITY OF ELKO	FYA AT CEDAR 5TH & SILVER	Y	\$ -	\$ -	\$ -	\$ 5,000.00	12-Jul-12	31-Dec-13	NULL	Coop	SYSTEMIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE SIGNAL HEADS. ELKO COUNTY NV B/L #: EXEMPT
17	26512	00	00	CITY OF WEST WENDOVER	FYA WENDOVER BLVD	Y	\$ -	\$ -	\$ -	\$ 2,500.00	12-Jul-12	31-Dec-13	NULL	Coop	SYSTEMIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE SIGNAL HEADS. ELKO COUNTY NV B/L #: EXEMPT

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18	28312	00	00	RTC OF WASHOE COUNTY	SE MCCARRAN PHASE 2 PROJECT	N	\$ 6,000,000.00	\$ -	\$ 6,000,000.00	\$ -	25-Jul-12	31-Dec-25	NULL	Coop	TO ADDRESS FUNDING AND RESPONSIBILITIES OF EACH PARTY TO CONSTRUCT SE MCCARRAN PHASE 2 PROJECT. WASHOE COUNTY. NV BL #: EXEMPT
19	24112	00	00	FERRARI CLUB OF AMERICA	HILL CLIMB SR341	N	\$ -	\$ -	\$ -	\$ 14,000.00	22-Jun-12	13-Oct-12	NULL	Event	EVENT PERMIT FOR HILL CLIMB ON SR341 IN LYON AND STOREY COUNTIES. NV B/L #: EXEMPT
20	23612	00	00	DEPT OF ENERGY WESTERN AREA	RELOCATE FAC BOULDER BYPASS	N	\$ 2,746,822.94	\$ -	\$ 2,746,822.94	\$ -	20-Jun-12	31-Dec-17	NULL	Facility	RELOCATION OF EXISTING FACILITIES FOR THE CORRIDOR IMPROVEMENT OF US 93, BOULDER CITY BYPASS, CLARK COUNTY. NV B/L #: EXEMPT
21	28412	00	00	GLOBAL ASSETS INTEGRATED, LLC	USE OF LANDMARK BUILDING	N	\$ -	\$ -	\$ -	\$ -	25-Jul-12	15-Oct-12	NULL	Facility	TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL. CARSON CITY. NV B/L #: 20051605483.
22	32212	00	00	DEPT. OF PUBLIC SAFETY	LANDMARK BUILDING TRAINING	N	\$ -	\$ -	\$ -	\$ -	8-Aug-12	15-Oct-12	NULL	Facility	TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAWENFORCEMENT PERSONNEL. CARSON CITY NV B/L #: EXEMPT
23	18112	00	00	SOUTHERN NEVADA RTC	FFY 2011-2012 STATE MATCH	N	\$ 450,000.00	\$ -	\$ 450,000.00	\$ -	1-Oct-11	30-Sep-13	NULL	Grantee	FFY 2011 AND FFY2012 STATE MATCH FUNDS FOR 49 USC 5309 AND 5307 CAPITAL PROJECT FUNDS AVAILABLE UNDER THE FEDERAL TRANSIT ADMINISTRATION IN CLARK COUNTY NV B/L #: EXEMPT
24	28012	00	00	GCR INC	GRANT FOR FAA PROGRAM	Y	\$ -	\$ -	\$ -	\$ 9,750.00	18-Jul-12	30-Sep-12	NULL	Grantee	GCR WILL ADMINISTER GRANT FUNDING FOR FAA PROGRAM, STATEWIDE. NV B/L #: NV20101676636

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25	16409	00	03	CLEAN HARBORS ENVIRONMENTAL	CULVERT CLEANING LAKE TAHOE	N	\$ 403,947.00	\$ -	\$ 807,894.00	\$ -	24-Jun-09	30-Jun-13	26-Jun-12	INDEPENDENT CONTRACTOR	AMD 3: LEGAL SETTLEMENT REQUIRING THE CLEANING OF BOX VAULTS AND CULVERTS UNDER US 395, AND OLD 395 AT THE SOUTHERN END OF WASHOE VALLEY. AMD 2: DUE TO TRPA REGULATIONS FOR REMOVAL OF SAND, WATER, AND DEBRIS FROM CULVERTS AND OTHER HIGHWAY APPURTENANCES WITH NDOT RIGHT-OF-WAYS, THE MAINTENANCE AND ASSET MANAGEMENT DIVISION HAS CONTRACTED WITH CLEAN HARBORS ENVIRONMENTAL SERVICES, INC. THE CONTRACTOR HAS AGREED TO PERFORM THESE SERVICES FOR AN ADDITIONAL 2-YEAR PERIOD AT THE SAME UNIT BID COSTS THAT WERE ORIGINALLY BID. THIS AMD INCREASES AUTHORITY FROM \$403,947.00 TO \$807,894.00 WITH AN INCREASE OF \$403,947.00. AMD 1: EXTEND END DATE FROM 06/30/11 TO 06/30/13 CULVERT CLEANING AT VARIOUS LOCATIONS IN THE LAKE TAHOE BASIN IN CARSON CITY, WASHOE, AND DOUGLAS COUNTIES. NV B/L #: NV20021375471
26	34309	50	00	HAS IMAGES INC.	US93 & US93 N. OF WELLS	N	\$ 3,700.00	\$ -	\$ 3,700.00	\$ -	5-Jun-12	3-Sep-12	NULL	INDEPENDENT CONTRACTOR	PROCESS AND SCAN FILM FOR AERIAL SURVEY PROJECTS, LPN 1215-1216 I-80; LPN 1228 US93 AND US93 NORTH OF WELLS, ELKO COUNTY. NV B/L #: NV20111322690
27	34309	51	00	HAS IMAGES, INC.	FLIGHT 2970 B/W FILM TEST	N	\$ 250.00	\$ -	\$ 250.00	\$ -	9-Jul-12	27-Jul-12	NULL	INDEPENDENT CONTRACTOR	SCAN FILM FOR FLIGHT #2970 B/W TEST. ELKO COUNTY. NV B/L #: NV20111322690

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28	34309	52	00	HAS IMAGES INC	LPN 1237;US95-HUMBOLDT CO.	N	\$ 2,100.00	\$ -	\$ 2,100.00	\$ -	8-Aug-12	14-Sep-12	NULL	INDEPENDENT CONTRACTOR	SCAN FILM FOR LPN 1237; US95-HUMBOLDT COUNTY NV B/L #: 20111322690
29	34609	07	00	KEYSTONE AERIAL SURVEY	AERIAL PHOTO FLIGHT: I-580	N	\$ 5,100.00	\$ -	\$ 5,100.00	\$ -	3-Jul-12	13-Jul-12	NULL	INDEPENDENT CONTRACTOR	AERIAL PHOTO FLIGHT: I-580, WASHOE COUNTY NV B/L #: 20111313643
30	34609	08	00	BRIAN JENNINGS	LPN 1237 US95 HUMBOLDT COUNTY	N	\$ 8,250.00	\$ -	\$ 8,250.00	\$ -	23-Jul-12	22-Aug-12	NULL	INDEPENDENT CONTRACTOR	AERIAL PHOTO FLIGHT : LPN 1237: US95 - HUMBOLDT COUNTY. NV B/L #: 20111313643
31	34609	09	00	KEYSTONE AERIAL	LPN 1257 EDEN VALLEY RD B-1658	N	\$ 5,300.00	\$ -	\$ 5,300.00	\$ -	13-Aug-12	7-Sep-12	NULL	INDEPENDENT CONTRACTOR	AERIAL PHOTO FLIGHT: LPN 1257;EDEN VALLEY ROAD BRIDGE B-1658 -GOLCONDA AND LPN 1244; BRUDGE B-1351 NIXON. HUMBOLDT COUNTY. NV B/L #: 20111313643
32	03210	00	03	OFFICE OF SPONSORED PROGRAMS	UNBONDED COLUMN STUDY	Y	\$ 198,166.00	\$ -	\$ 198,166.00	\$ -	1-May-10	31-Jan-13	8-Aug-12	Interlocal	AMD #3: TIME EXTENSION ONLY FROM 08/31/12 TO 01/31/13. AMD #2: TIME EXTENSION ONLY FROM 3/31/12 TO 8/31/12 AMD #1: TIME EXTENSION ONLY FROM 1/31/12 TO 3/31/12 TO CONDUCT A RESEARCH PROJECT ENTITLED "UNBONDED PRESTRESSED COLUMNS FOR ACCELERATED BRIDGE CONSTRUCTION AND EARTHQUAKE RESISTANCE". STATEWIDE. NV B/L #: EXEMPT

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33	03212	00	01	WASHOE RTC	TRAFFIC SIGNAL TIMING STUDY	Y	\$ 216,378.48	\$ 11,388.34	\$ 227,766.82	\$ 11,388.34	1-Oct-11	31-Dec-12	9-Aug-12	Interlocal	AMD 1: 08/09/2012: INCREASE AUTHORITY \$11,388.34 FROM \$216,378.48 TO \$227,766.82 BECAUSE OF A 5 PERCENT (5%) MATCH BY WASHOE RTC THAT WAS NOT INCLUDED IN THE ORIGINAL AGREEMENT. THE PROJECT CONSISTS OF CONDUCTING A TRAFFIC SIGNAL TIMING STUDY AT APPROXIMATELY 150 INTERSECTIONS IN WASHOE COUNTY. NV B/L #: EXEMPT
34	12212	00	00	UNR SPONSORED PROG. 325	POST EARTH QUAKE CAPACITY	Y	\$ 224,122.00	\$ -	\$ 224,122.00	\$ -	30-Jul-12	31-Dec-14	NULL	Interlocal	TO CONDUCT RESEARCH ON POST EARTH QUAKE CAPACITY AND ASSESSMENT OF COLUMNS AND BRIDGES. STATEWIDE NV B/L #: EXEMPT
35	15112	00	00	NV DIVISION OF FORESTRY	PROTECTED PLANT SALVAGE	N	\$ 173,906.00	\$ -	\$ 173,906.00	\$ -	2-Jul-12	31-Dec-25	NULL	Interlocal	TO ADDRESS THE FUNDING AND RESPONSIBILITIES FOR EACH PARTY TO PERFORM PROTECTED PLANT SALVAGE AND MAINTENANCE OPERATIONS. CLARK COUNTY. NV B/L #: EXEMPT
36	19612	00	00	NEVADA HOSPITAL ASSOCIATION	DATA/VIDEO NETWORK	N	\$ -	\$ -	\$ -	\$ -	25-Jun-12	25-Jun-17	NULL	Interlocal	DEVELOPMENT OF STATEWIDE DATA/VIDEO NETWORK SERVICES AND INFRASTRUCTURE AND TO LEVERAGE THE ASSETS AND SERVICES OF BOTH PARTIES, STATEWIDE. NV B/L #: NV19711002743
37	22312	00	00	TAHOE TRANSPORTATION DIST	NEVADA BIKEWAY SOUTH DEMO	N	\$ 985,246.00	\$ -	\$ 985,246.00	\$ -	12-Jun-12	31-Oct-13	NULL	Interlocal	ONE-TIME LUMP SUM CONTRIBUTION TO CONSTRUCTION OF LAKE TAHOE - NEVADA BIKEWAY, SOUTH DEMONSTRATION PROJECT, DOUGLAS COUNTY NV B/L #: EXEMPT

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38	22412	00	00	UNR	SIGNAL TIMING PARAMETERS	Y	\$ 154,751.00	\$ -	\$ 154,751.00	\$ -	15-May-12	30-Jun-14	NULL	Interlocal	TO CONDUCT RESEARCH ON STATEWIDE GUIDELINES FOR SIGNAL TIMING PARAMETERS CONSIDERING SAFETY AND EFFICIENCY, STATEWIDE NV B/L #: EXEMPT
39	23812	00	00	NV NATURAL HERITAGE PROG	TRANSFER FUNDS TO NNHP	N	\$ 10,000.00	\$ -	\$ 10,000.00	\$ -	22-Jun-12	30-Jun-19	NULL	Interlocal	TRANSFER FUNDING TO THE NNHP IN EXCHANGE FOR DATA AND RELATED INFORMATION VITAL TO PROJECTS THE DEPARTMENT COMPLETES, CARSON CITY. NV B/L #: EXEMPT
40	24012	00	00	UNIVERSITY OF NEVADA LAS VEGAS	DISTANCED BASED STUDY VMT	Y	\$ 490,000.00	\$ -	\$ 490,000.00	\$ -	25-Jun-12	31-Dec-12	NULL	Interlocal	TO ADDRESS RESPONSIBILITIES OF THE DEPARTMENT AND UNLV FOR THE IMPLEMENTATION OF A FIELD TEST OF THE VEHICLE MILES TRAVELED (VMT) STUDY. LOCATED IN WASHOE AND CLARK COUNTIES. NV B/L #: EXEMPT.
41	24412	00	00	CENTRAL FEDERAL LANDS HIGHWAY	CONTRIBUTE TO KYLE CANYON PROJ	Y	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	\$ -	27-Jun-12	30-Sep-14	NULL	Interlocal	MAKE A CONTRIBUTION TO THE KYLE CANYON PROJECT FOR SAFETY IMPROVEMENTS IN CLARK COUNTY. NV B/L #: EXEMPT
42	25112	00	00	CARSON CITY	PHASE 2B-2 CARSON FWY	Y	\$ 800,879.35	\$ -	\$ 800,879.35	\$ 677,723.82	25-Jun-12	31-Dec-25	NULL	Interlocal	INTERLOCAL AGREEMENT FOR PHASE 2B-2 OF THE CARSON CITY FREEWAY TO DEFINE NDOT AND CARSON CITY RESPONSIBILITIES: RIGHT-OF-WAY, MAINTENANCE, AND UTILITY RELOCATIONS FOR THE PROJECT. CARSON CITY. NV B/L #: EXEMPT

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43	25511	00	01	OFFICE OF SPONSORED PROGRAMS	CONDUCT RESEARCH	Y	\$ 106,261.00	\$ -	\$ 106,261.00	\$ -	6-Jun-11	30-Jun-13	20-Jun-12	Interlocal	AMD 1: TIME EXTENSION ONLY FROM 6/20/12 to 6/30/13 TO CONDUCT RESEARCH ON "PREPARING GUIDELINES FOR SPEED REDUCTION IN TOWNS ALONG RURAL HIGHWAYS" STATEWIDE NV B/L #: EXEMPT
44	27512	00	00	CARSON CITY SHERIFF'S DEPT.	USE OF LANDMARK FOR TRAINING	N	\$ -	\$ -	\$ -	\$ -	17-Jul-12	15-Oct-12	NULL	Interlocal	TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL. CARSON CITY. NV B/L #: EXEMPT.
45	28112	00	00	UNIVERSITY OF NEVADA RENO	INSTRUMENT & ANALYZE GRS WALLS	Y	\$ 157,391.00	\$ -	\$ 157,391.00	\$ -	25-Jul-12	31-Dec-14	NULL	Interlocal	TO INSTRUMENT AND ANALYZE GEOSYNTHETIC REINFORCED SOIL (GRS) WALLS FOR USE IN SOUTHERN NEVADA (JOB NO.29810010). LOCATED STATEWIDE. NV B/L #: EXEMPT
46	28212	00	00	UNIVERSITY OF NEVADA RENO	INTEGRATE BENEFIT COST DATA	N	\$ 99,850.00	\$ -	\$ 99,850.00	\$ -	26-Jul-12	30-Jun-13	NULL	Interlocal	TO INTEGRATE THE BENEFIT COST DATA FOR PERFORMANCE ANALYSIS DIVISION TO FACILITATE BETTER AYALYSIS CAPABILITY RETRIEVAL, SHARING AND CONSISTENCY AMONG THE USERS OF SUCH DATA. LOCATED IN WASHOE COUNTY. NV B/L #: EXEMPT
47	29012	00	00	STATE HISTORICAL PRESERVATION	FUNDING FOR HIST. MARKERS	N	\$ 180,000.00	\$ -	\$ 180,000.00	\$ -	27-Jul-12	30-Jun-16	NULL	Interlocal	TO PROVIDE FUNDING FOR HISTORICAL MARKER INVENTORY, RESTORATION, AND MAINTENANCE. LOCATED STATEWIDE. NV B/L #: EXEMPT

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48	29112	00	00	NEVADA LEGISLATURE POLICE	ESTABLISH ROLES FOR RADIO	N	\$ -	\$ -	\$ -	\$ 10,000.00	15-Aug-12	30-Jun-17	NULL	Interlocal	ESTABLISH DEPARTMENT AND AGENCY RESPONSIBILITIES IN OPERATING AND MAINTAINING THE 800 MHZ TRUNKED RADIO COMMUNICATIONS SYSTEM. LOCATED STATEWIDE. NV B/L #: EXEMPT
49	29312	00	00	CARSON CITY FIRE DEPARTMENT	LANDMARK TRAINING	N	\$ -	\$ -	\$ -	\$ -	2-Aug-12	15-Oct-12	NULL	Interlocal	TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL. CARSON CITY NV B/L #: EXEMPT
50	29510	00	01	OFFICE OF SPONSORED PROGRAMS	I-15 DESIGN BUILD STUDY	Y	\$ 161,516.00	\$ -	\$ 161,516.00	\$ -	12-Oct-10	31-Oct-13	3-Jul-12	Interlocal	AMD 1: DATED 7/3/12: EXTENDING THE TERMINATION DATE FROM 10/31/12 TO 10/31/13 DUE TO THE DELAY IN COMPLETING THE SCOPE OF WORK. ALLOWS THE PROCESSING OF MORE DATA FOR THE PROJECTS AND ALSO ALLOWS CONTINUOUS DEVELOPMENT ON THIS PROJECT WITHOUT ADDITIONAL RESOURCES. TO CONDUCT RESEARCH PROJECT ENTITLED "I-15 S. DESIGN-BUILD COMPREHENSIVE EVALUATION STUDY BASED ON QUANTITATIVE AND QUALITATIVE ANALYSIS". STATEWIDE. NV B/L #: EXEMPT
51	29710	00	02	OFFICE OF SPONSORED PROGRAMS	DRIVING SIMULATOR RESEARCH	N	\$ 122,640.00	\$ -	\$ 122,640.00	\$ -	1-Oct-10	31-Oct-13	20-Jun-12	Interlocal	AMD 2: TIME EXTENSION ONLY FROM 6/30/12 TO 10/31/13 AMD 1: TIME EXTENSION ONLY FROM 10/1/11 TO 6/30/12 TO CONDUCT RESEARCH PROJECT ENTITLED "APPLICATION-SPECIFIC SCENARIO EVALUATION USING DRIVING SIMULATOR" STATEWIDE. NV B/L #: EXEMPT

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52	29808	00	01	COOPERATIVE LIBRARIES	JOIN A NETWORK OF COMPUTERS	Y	\$ 5,028.00	\$ 650.00	\$ 5,678.00	\$ -	1-Oct-08	30-Jun-14	29-Jun-12	Interlocal	AMD 1: INCREASING AUTHORITY BY \$650.00 TO BRING AGREEMENT TOTAL TO \$5,678.00 DUE TO THE COSTS ASSOCIATED WITH THE SERVICES FOR THIS MEMBERSHIP INCREASING. TO JOIN A NETWORK OF COMPUTER AND TELECOMMUNICATION SERVICES KNOWN AS COOPERATIVE LIBRARIES AUTOMATED NETWORK (CLAN). LOCATED IN CARSON CITY. NV B/L #: EXEMPT
53	30012	00	00	UNLV	GEO DESIGN FWY SYSTEM	N	\$ 56,686.00	\$ -	\$ 56,686.00	\$ -	31-Jul-12	31-Aug-13	NULL	Interlocal	TO EVALUATE THE NEEDS OF GEOMETRIC DESIGN OF FREEWAY SYSTEMS BASED ON ARCHIVED ITS AND SAFETY DATA, STATEWIDE. NV B/L #: EXEMPT
54	21406	00	05	COMMERCE TNP	OFFICE SPACE FOR TRAFFIC IN LV	N	\$ 43,536.00	\$ -	\$ 162,756.00	\$ -	1-Jul-06	30-Jun-13	1-Jul-12	Lease	AMD 6: TO EXTEND LEASE FROM 6/30/12 TO 6/30/13 AMD 5: TO EXTEND LEASE AMD 4: TO EXTEND LEASE AMD 3: TO EXTEND LEASE FOR 1 YEAR. AMD 2: TO EXTEND LEASE FOR 1 YEAR. AMD 1: TO EXTEND LEASE FOR 1 YEAR. TO LEASE OFFICE SPACE FOR TRAFFIC INFO SYSTEM PERSONNEL IN CLARK COUNTY. NV B/L #: NV20101032477
55	22212	00	00	CHARLESTON ANTIQUE MALL, LLC	307 W.CHARLESTON	Y	\$ 150,000.00	\$ -	\$ 150,000.00	\$ -	4-Jun-12	30-Jun-13	NULL	Lease	TO LEASE, DEMISE AND LET TO THE LESSEE THE PROPERTY LOCATED AT 307 WEST CHARLESTON BLVD. LAS VEGAS (PREMISES) ON A MONTH TO MONTH BASIS. PARCEL: I-015-CL-041.692 PROJECT NEON PHASE 1. CLARK COUNTY. NV B/L #: NV20061291687

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Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
56	23312	00	00	TITLEMAX OF NEVADA INC	PRCL: I-015-CL-041.708 NEON	Y	\$ -	\$ -	\$ -	\$ 48,750.00	19-Jun-12	31-Dec-13	NULL	Lease	TO RENT PARCEL I-015-CL-041.708 TO THE TENANT PROPERTY LOCATED AT 1505 WEST CHARLESTON BOULEVARD, CLARK COUNTY. NV B/L #: NV20101824395
57	25612	00	00	TOPAZ LODGE INC	PARCEL: U-395-DO-000.469	N	\$ -	\$ -	\$ -	\$ 2,365.00	6-Jul-12	31-Dec-17	NULL	Lease	TO RENT PARCEL: U-395-DO-000.469 FOR A PRIMARY TERM OF 5 YEARS, DOUGLAS COUNTY. NV B/L #: NV19841003150
58	26708	00	01	AHERN RENTALS INC	MULTI-USE FIRE ASSESS/MOVEMENT	N	\$ -	\$ -	\$ -	\$ 20,600.00	1-Aug-08	31-Aug-18	13-Aug-12	Lease	AMD 1: REDUCE RENT AMOUNT FROM \$18,408.00 TO\$4,120.00 PER YEAR FOR FIVE (5) YEARS LEASE FOR FIRE ACCESS AND VEHICLE MOVEMENT ON LAND IN CLARK COUNTY. NV B/L #: NV19971357206
59	27212	00	00	TOM LOUNSBURY	BLUE JAY #3 HOUSE LEASE	N	\$ -	\$ -	\$ -	\$ 2,400.00	1-Jun-12	31-May-16	NULL	Lease	FOR A LEASE OF THE MAINTENANCE HOUSE AT BLUE JAY #3 IN NYE COUNTY. NV B/L #: EXEMPT
60	27612	00	00	WILLIAM SCHWOERER	COLD SPRINGS HOUSE #3	N	\$ -	\$ -	\$ -	\$ 6,000.00	1-Jul-12	30-Jun-22	NULL	Lease	TO LEASE MAINTENANCE STATION HOUSE COLD SPRINGS #3 TO EMPLOYEE IN CHURCHILL COUNTY. NV B/L #: EXEMPT
61	28812	00	00	WALLACE WRIGHT	EMIGRANT MS #244	N	\$ -	\$ -	\$ -	\$ 4,680.00	6-Jul-12	6-Jul-16	NULL	Lease	TO EMPLOYEE LEASE OF EMIGRANT MAINTENANCE STATION HOUSE #244 IN EUREKA COUNTY. NV B/L #: EXEMPT
62	28912	00	00	PATRICK JACOBS	BIG SMOKY MS #1	N	\$ -	\$ -	\$ -	\$ 2,400.00	1-Jul-12	1-Jul-16	NULL	Lease	TO LEASE THE MAINTENANCE STATION HOUSE AT ROUND MOUNTAIN, BIG SMOKY #1 IN NYE COUNTY. NV B/L #: EXEMPT

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63	30308	00	04	MODSPACE	MOD RENTAL CREW 201	N	\$ 14,455.00	\$ 8,520.00	\$ 48,525.00	\$ -	15-Sep-08	31-Jul-13	22-Jun-12	Lease	AMD 4: EXTENDING THE TERMINATION DATE FROM 7/31/12 TO 7/31/13 TO RENEW LEASE. INCREASING AUTHORITY BY \$8,525.00 TO BRING AGREEMENT TOTAL TO \$48,525.00 AMD 3: EXTEND TERMINATION DATE AND ALLOW FOR YEARLY RENEWALS AMD 2: EXTEND TERMINATION DATE AND ALLOW FOR YEARLY RENEWALS. AMD 1: INCREASE FUNDING AND EXTEND TIME-FRAME FOR MOD RENTAL TO PROVIDE SPACE FOR CREW 201 TO BE SET UP IN THE CARSON MAINTAINENCE YARD AND USED FOR TRAINING. MOD RENTAL TO PROVIDE SPACE FOR CREW 201 TO BE SET UP IN THE CARSON MAINTAINENCE YARD AND USED FOR TRAINING. NV B/L #: NV20001345528
64	31012	00	00	JEREMIAH WILCOX	EMIGRANT #246	N	\$ -	\$ -	\$ -	\$ 5,400.00	1-Aug-12	23-Jul-16	NULL	Lease	TO LEASE MAINTENANCE STATION EMIGRANT HOUSE #246 IN EUREKA COUNTY. NV B/L #: EXEMPT
65	26712	00	00	TRUCK IN HOLDING LLLP	UTILIZE PREMISES FOR PARKING	N	\$ 12.00	\$ -	\$ 12.00	\$ -	9-Jul-12	30-Jun-13	NULL	License	TO GRANT RIGHT OF ENTRY AND UTILIZE PREMISES (TRUCK INN) FOR TRUCK PARKING DURING EMERGENCY EVENTS. 2ND PARTY PHONE NO. 44 207 399 1676 LOCATED IN LYON COUNTY. NV B/L #: NV20111464461
66	21612	00	00	FRANK OR LINDA MARCIN	SELL PRCL U-395-CC-007.924 XS1	N	\$ -	\$ -	\$ -	\$ 54,747.10	29-May-12	31-Dec-15	NULL	Property Sale	TO SELL PARCEL U-395-CC-007.924 XS1 (3952 NORTHGATE LANE), CARSON CITY NV B/L #: EXEMPT

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67	29912	00	00	ROSALIO A / ANGELIA Q GARCIA	PROPERTY SALE 59 RUBY LANE	N	\$ -	\$ -	\$ -	\$ 101,500.00	6-Aug-12	31-Dec-12	NULL	Property Sale	TO SELL SURPLUS PROPERTY PARCEL U-395-CC-008.600 XS1, 59 RUBY LANE, CARSON CITY. NV B/L #: EXEMPT
68	07712	00	01	NV ENERGY	NEW INTRCHG I-15 ACROSS CACTUS	Y	\$ 6,467.00	\$ 59,907.00	\$ 66,374.00	\$ -	6-Mar-12	31-Dec-16	27-Jul-12	ROW Access	AMD 1: INCREASE AUTHORITY BY \$59,907.00 BRINGING THE TOTAL TO \$66,374.00. PRELIMINARY ENGINEERING COSTS FOR THE RELOCATION AND ADJUSTMENTS TO UTILITY FACILITIES. CONSTRUCT NEW INTERCHANGE. I-15 AND ACROSS CACTUS AVENUE, CLARK COUNTY. NV B/L #: NV19831015840
69	10312	00	01	CARSON CITY PUBLIC WORKS	S CARSON ST TO FAIRVIEW	Y	\$ 142,844.97	\$ 35,270.58	\$ 178,115.55	\$ 71,020.50	22-Mar-12	31-Dec-17	6-Jul-12	ROW Access	AMD 1: TO INCREASE AUTHORITY BY \$35,270.58 BRINGING THE TOTAL TO \$178,115.55. PRELIMINARY ENGINEERING COSTS ASSOCIATED WITH CARSON CITY FACILITIES. CARSON CITY FREEWAY, FROM SOUTH CARSON STREET (S-529) TO FAIRVIEW DRIVE, PACKAGE 2B-2, CARSON CITY. NV B/L #: EXEMPT
70	23512	00	00	NV ENERGY	LINE EXT ADJ TO I-80/W MCCARRN	Y	\$ 6,823.00	\$ -	\$ 6,823.00	\$ -	18-Jun-12	31-Dec-15	NULL	ROW Access	LINE EXTENSION FOR A NEW SERVICE PEDESTAL AND A NEW 25 KVA TRANSFORMER ADJACENT TO I-80 EXIT RAMP AT WEST MCCARRAN AVENUE, WASHOE COUNTY. NV B/L #: NV19831015840
71	24612	00	00	NV ENERGY	MANHOLES/VALVES I-580 DDI	Y	\$ -	\$ -	\$ -	\$ 5,000.00	25-Jun-12	31-Dec-17	NULL	ROW Access	MANHOLE VALVES (4) COVERS ADJUSTMENTS, TO RECONSTRUCT THE MOANA INTERCHANGE TO A DDI, WASHOE COUNTY. NV B/L #: NV19831015840

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72	25212	00	00	CENTURYLINK	ADJ UTILITIES I-15 AT CACTUS	N	\$ -	\$ -	\$ -	\$ -	29-Jun-12	31-Dec-17	NULL	ROW Access	TO ADJUST AND LOWER FOUR EXISTING 4 INCH LINES, APN: 1777-32-101-001, 177-32-501-001, 177-32-599-009, I-15 AT CACTUS AVENUE, CLARK COUNTY. NV B/L #: NV19711000425
73	25412	00	00	NV ENERGY	ADJ UTILITIES ALONG CHEYENNE	Y	\$ 23,240.00	\$ -	\$ 23,240.00	\$ -	29-Jun-12	31-Dec-17	NULL	ROW Access	TO ADJUST UTILITY FACILITIES, RELOCATE TRANSFORMER AND PULL BOX LOCATED ALONG CHEYENNE AVENUE, US 95 PACKAGE I, RAINBOW ANN DURANGO, CLARK COUNTY. NV B/L #: NV19831015840
74	26012	00	00	KTR LV LOAN LLC	ACCESS TO PROPERTY S DB	N	\$ -	\$ -	\$ -	\$ -	6-Jul-12	31-Dec-15	NULL	ROW Access	TO GRANT PERMISSION TO THE DEPARTMENT AND ITS AUTHORIZED AGENTS AND CONTRACTORS FOR ENTRY UPON LAND APN: 177-08-102-002, 177-08-102-003, SOUTH DESIGN BUILD, CLARK COUNTY. NV B/L #: EXEMPT
75	26212	00	00	NV ENERGY	UTILITY RELOC US 95 NEON	N	\$ -	\$ -	\$ -	\$ -	12-Jul-12	31-Dec-15	NULL	ROW Access	UTILITY FACILITIES RELOCATION CROSSING US 95/I-15 NEON, CLARK COUNTY. NV B/L #: NV19831015840
76	29512	00	00	DIAMOND WARM SPRINGS LLC	I-15 @ WARM SPGS TO EL DORADO	N	\$ -	\$ -	\$ -	\$ -	27-Jul-12	31-Dec-15	NULL	ROW Access	CONSTRUCTION OUTSIDE RIGHT-OF-WAY TO RECONSTRUCT A SEGMENT OF PRESENT I-15 AT WARM SPRINGS ROAD TO EL DORADO LANE, CLARK COUNTY. NV B/L #: NV20061651288
77	29612	00	00	AT&T	UTILITY ADJ S CARSON TO FAIRVW	Y	\$ 279,829.00	\$ -	\$ 279,829.00	\$ -	27-Jul-12	31-Dec-17	NULL	ROW Access	ADJUSTMENT OF UTILITY FACILITIES FROM SOUTH CARSON STREET (SR 529) TO FAIRVIEW DRIVE, CARSON CITY FREEWAY, CARSON CITY. NV B/L #: NV19711002665

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78	29712	00	00	COLORADO ROVER COMM OF NV	ADJ UTILITY FACILITIES	N	\$ 400,000.00	\$ -	\$ 400,000.00	\$ -	26-Jul-12	31-Dec-17	NULL	ROW Access	TO AUTHORIZE THE ADJUSTMENT OF UTILITY FACILITIES ASSOCIATED WITH THERELLOCATION OF THE COLORADO RIVER COMMISSION'S ELECTRICAL TRANSMISSION, CLARK COUNTY. NV B/L #: EXEMPT
79	31412	00	00	NV ENERGY	I-15 AT CACTUS UTILITIES	N	\$ -	\$ -	\$ -	\$ -	14-Aug-12	31-Aug-15	NULL	ROW Access	TO REVIEW THE DESIGN FINALIZATION OF NV ENERGY TO RELOCATE THEIR EXISTING FACILITIES, I-15 AT CACTUS AVENUE PID 0000194188, CLARK COUNTY. NV B/L #: NV19831015840
80	31512	00	00	NV ENERGY	I-15 AT CACTUS UTILITIES	N	\$ -	\$ -	\$ -	\$ -	14-Aug-12	31-Aug-15	NULL	ROW Access	TO REVIEW THE DESIGN FINALIZATION OF NV ENERGY TO RELOCATE THEIR EXISTING FACILITIES, I-15 AT CACTUS AVENUE PID 3000055080, CLARK COUNTY. NV B/L #: NV19831015840
81	31612	00	00	UPRR	FAST D STATE BRIDGE G-961	N	\$ 13,000.00	\$ -	\$ 13,000.00	\$ -	14-Aug-12	31-Dec-15	NULL	ROW Access	INSTALLATION OF ITS CONDUIT OVER UPRR TRACKS AS PART OF FAST PACKAGE D, STATE BRIDGE G-961 FLAGGING COSTS, CLARK COUNTY. NV B/L #: NV19691003146
82	31712	00	00	UPRR	FAST D STATE BRIDGE G-958	N	\$ 38,000.00	\$ -	\$ 38,000.00	\$ -	14-Aug-12	31-Dec-15	NULL	ROW Access	INSTALLATION OF ITS CONDUIT OVER UPRR TRACKS AS PART OF FAST PACKAGE D, STATE BRIDGE G-958 FLAGGING COSTS, CLARK COUNTY. NV B/L #: NV19691003146
83	31812	00	00	HARVEY'S TAHOE MGMT CO INC	PERM EASMT APN:1318-27-002-002	N	\$ -	\$ -	\$ -	\$ -	13-Aug-12	31-Aug-15	NULL	ROW Access	TO ACCEPT AT NO COAST TO STATE, BY DONATION, ONE (1) PERMANENT EASEMENT APN: 1318-27-002-002 NV TRANSIT SHELTER, CLARK COUNTY. NV B/L #: NV19961200973

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84	31912	00	00	SOUTHWEST GAS CORP	UTILITIES US93/95 BOULDER BYPA	Y	\$ 145,464.00	\$ -	\$ 145,464.00	\$ -	8-Aug-12	31-Aug-15	NULL	ROW Access	ADJUSTMENTS TO COMPANY'S UTILITY FACILITIES LOCATED ALONG US 93/95 BOULDER CITY BYPASS PROJECT, CLARK COUNTY. NV B/L #: NV19571000091
85	11212	00	00	UNION PACIFIC RAILROAD COMPANY	RR X AUTO FLASHIING PRISON RD	Y	\$ 178,915.00	\$ -	\$ 178,915.00	\$ -	15-Feb-12	15-Feb-13	NULL	Service	TO UPDATE EXISTING RAILROAD CROSSING SURFACE AND INSTALL AUTOMATIC FLASHING LIGHT SIGNALS WITH GATE AT PRISON ROAD IN JEAN, NV, CLARK COUNTY. NV B/L #: NV19691003146
86	11312	00	00	UNION PACIFIC RAILROAD COMPANY	UPDATE RR CIRCUITRY WARMSPINGS	Y	\$ 204,098.00	\$ -	\$ 204,098.00	\$ -	15-Feb-12	15-Feb-13	NULL	Service	TO UPDATE EXISTING RAILROAD CROSSING CIRCUITRY AND SURFACE AT WARM SPRINGS IN LAS VEGAS, NV DOT #804-238D. CLARK COUNTY. NV B/L #: NV19691003146
87	13710	00	03	I3TECH DATA SOLUTIONS INC	DATA BASE REPOSITORY	N	\$ 10,000.00	\$ 178,000.00	\$ 594,000.00	\$ -	24-Jun-10	30-Jun-13	26-Jun-12	Service	AMD 3: ADD AUTHORITY BY \$178,000.00 TO BRING THE TOTAL AGREEMENT TO \$594,000.00 AND EXTEND TIME FROM 6/30/12 TO 6/30/13. AMD 2: RENEWAL OF THE MSA CONTRACTOR'S AGREEMENT. AMD 1: TIME & MONEY TO PROVIDE DATA BASE REPOSITORY SERVICESDATA BASE REPOSITORY. THIS IS A MSA THROUGH STATE PURCHASING FOR THE INVENTORY AND VALIDATION OF DATASETS AND DEVELOP DATAGOVERNANCE FRAMEWORK. CARSON CITY. NV B/L #: NV20101275411

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88	13811	00	02	CONSTRUCT MATERIAL ENGINEERS	MIT TESTING	N	\$ 80,000.00	\$ 70,000.00	\$ 200,000.00	\$ -	12-May-11	1-May-13	14-Aug-12	Service	AMD 2: INCREASE AUTHORITY BY \$70,000.00 TO BRING THE TOTAL FROM \$130,000.00 TO \$200,000.00 TO COMPLETE TESTING ON CONSTRUCTION PROJECTS. AMD 1: ADD \$50,000.00 TO EXISTING BUDGET TO BRING THE TOTAL FROM \$80,000.00 TO \$130,000.00. PROVIDE MAGNETIC IMAGING TOMOGRAPHY (MIT) TESTING FOR PCCP PAVEMENT JOINTS TO VERIFY DOWEL BAR PLACEMENT AT THE END OF EACH PRODUCTION DAY. STATEWIDE. NV B/L #: 010-1002450136
89	19910	00	02	HDR, INC.	MESQUITE INTRCHGE DB ADMIN	Y	\$ 1,485,636.88	\$ -	\$ 3,194,461.11	\$ -	1-Jul-10	31-Dec-13	25-Jun-12	Service	AMD 2: EXTENDING THE TERMINATION DATE FROM 8/15/12 TO 12/31/13 TO ALLOW FOR CONTRACT CLOSEOUT ADMINISTRATION. AMD 1: ADD SERVICES FOR THE CONTRACT EXECUTION AND ADMINISTRATION PHASE OF THE PROJECT. ADD FUNDS. DESIGN-BUILD ADMINISTRATION SERVICES FOR INTERCHANGE RECONSTRUCTION AT MP 120 ON I-15 NEAR MESQUITE. CLARK COUNTY. NV B/L #: NV19851010291

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90	20510	00	02	MIS 2000 C/O ANITA DELAO	MAINT ACCT PROGRAM	N	\$ 129,600.00	\$ 196,000.00	\$ 612,000.00	\$ -	28-Jul-10	30-Jun-13	26-Jun-12	Service	AMD 2: INCREASE AUTHORITY BY \$196,000.00 BRINGING THE TOTAL TO \$612,000.00 AND EXTEND TIME FROM 6/30/12 to 6/30/13. AMD 1: CONTINUE MAINTENANCE AGREEMENT. AUTHORITY INCREASED TO \$208,000.00 THIS IS A MSA THROUGH STATE PURCHASING FOR THE MAINTENANCE ACCOUNTABILITY PROGRAM, CARSON CITY. NV B/L #: 20071342864
91	21111	00	01	HDR ENGINEERING INC	CONNECTING NV PHASE II	N	\$ 1,300,000.00	\$ -	\$ 1,300,000.00	\$ -	10-May-11	15-Apr-13	19-Jul-12	Service	AMD 1: EXTENDING THE TERMINATION DATE FROM 09/28/12 TO 04/15/13 DUE TO CHANGES IN SCHEDULE TO ALLOW FOR COMPLETION OF THE PROJECT. CONNECTING NEVADA PHASE II WILL CREATE A TOOL THAT WILL HELP ENSURE THAT FUTURE TRANSPORTATION FUNDS ARE BEST USED, STATEWIDE. NV B/L #: NV19851010291
92	26912	00	00	GENUENT USA LLC	DATA BASE ADMIN SERVICES	N	\$ 194,000.00	\$ -	\$ 194,000.00	\$ -	16-Jul-12	30-Jun-13	NULL	Service	THIS IS A MSA THROUGH STATE PURCHASING FOR DATA BASE ADMINISTRATIVE SERVICES, CARSON CITY. NV B/L #: NV20121073170
93	27211	00	01	I3TECH DATA SOLUTIONS INC	INTERACTIVE VOICE RESP SYSTEM	N	\$ 44,200.00	\$ 44,200.00	\$ 88,400.00	\$ -	22-Jun-11	30-Jun-13	26-Jun-12	Service	AMD 1: INCREASE AUTHORITY BY \$44,200.00 TO BRING THE TOTAL AGREEMENT TO \$88,400.00 AND EXTEND TIME FROM 6/30/12 TO 6/30/13. THIS IS A MSA THROUGH STATE PURCHASING FOR INTERACTIVE VOICE RESPONSE SYSTEM. CARSON CITY. NV B/L #: NV20101275411

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94	27311	00	01	I3TECH DATA SOLUTIONS INC	FIN DATE WAREHOUSE ENHANCMENT	N	\$ 200,000.00	\$ 200,000.00	\$ 400,000.00	\$ -	22-Jun-11	30-Jun-13	26-Jun-12	Service	AMD 1: INCREASE AUTHORITY BY \$200,000.00 BRINGING THE TOTAL TO \$400,000.00 AND EXTEND TIME FROM 6/30/12 TO 6/30/13. THIS IS AN MSA THROUGH STATE PURCHASING FOR THE FINANCIAL DATA WAREHOUSE ENHANCEMENT PROJECT AND THE ELECTRONIC CONSTRUCTION DOCUMENTATION PROJECT, CARSON CITY. NV B/L #: 2010275411
95	27411	00	01	I3TECH DATA SOLUTIONS INC	FIN DATA WAREHOUSE ENHANCEMENT	N	\$ 190,000.00	\$ 190,000.00	\$ 380,000.00	\$ -	22-Jun-11	30-Jun-13	26-Jun-12	Service	AMD 1: INCREASE AUTHORITY BY \$190,000.00 BRINGING THE TOTAL TO \$380,000.00 AND EXTENDTIME FROM 6/30/12 TO 6/30/13. THIS IS A MSA THROUGH STATE PURCHASING FOR THE FINANCIAL DATA WAREHOUSE ENHANCEMENT PROJECT AND THE ELECTRONIC CONSTRUCTION DOCUMENTATION PROJECT, CARSON CITY. NV B/L #: 20101275411
96	32012	00	00	L & M JANITORIAL	SUNNYSIDE JANITORIAL	N	\$ 91,200.00	\$ -	\$ 91,200.00	\$ -	14-Aug-12	31-Mar-15	NULL	Service	Q3-019-12 FOR JANITORIAL SERVICES AT THE SUNNYSIDE REST AREA IN NYE COUNTY. NV B/L #: 20121386833
97	41311	00	02	DUBE GROUP ARCHITECTURE	ARCHITECTURAL DESIGN ROOP ANEX	N	\$ 271,375.00	\$ 17,450.00	\$ 173,850.00	\$ -	27-Sep-11	31-Dec-14	18-Jul-12	Service	AMD 2: INCREASE AUTHORITY \$17,450.00 FROM \$156,400.00 TO \$173,850.00 FOR CHANGES TO THE PLAN SETS. AMD 1: DECREASE AUTHORITY FROM \$271,375.00 TO \$156,400.00 FOR ARCHITECTURAL DESIGN SERVICES FOR THE ROOP STREET ANNEX ARCHITECTURAL DESIGN SERVICES FOR THE ROOP STREET ANNEX BUILDING IN CARSON CITY. NV B/L #: NV19991421705

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98	50511	00	01	TIMOTHY R MORSE & ASSOC	APPRAISAL BLUE DIAMOND RV	N	\$ 15,000.00	\$ 12,500.00	\$ 27,500.00	\$ -	23-Oct-11	23-Oct-13	6-Aug-12	Service	AMD 1: ADD AUTHORITY FROM \$15,000.00 TO \$27,500.00. PREPARATION OF A REAL ESTATE APPRAISAL RESULTING FROM AN INVERSE CONDEMNATION, BLUE DIAMOND RV VS. STATE OF NEVADA, CLARK COUNTY NV B/L #:NV20101119562
99	55411	00	01	I3TECH DATA SOLUTIONS INC	PROJ SCHED AND MGMT SYSTEM	N	\$ 300,000.00	\$ -	\$ 300,000.00	\$ -	28-Dec-11	30-Jun-13	9-Jul-12	Service	AMD 1: EXTEND END DATE FROM 1/30/13 TO 6/30/13. DESIGN, INTEGRATE, CODE, TEST AND DOCUMENT ELEMENTS OF THE PROJECT SCHEDULING AND MANAGEMENT SYSTEM, CARSON CITY. NV B/L #: NV20101275411
100	10409	00	03	SJOBERG EVASHENK CONSULTING	GOVERNMENT AUDITING SERVICES	Y	\$ 150,000.00	\$ 20,790.00	\$ 230,695.00	\$ -	29-Apr-09	31-Dec-13	15-Aug-12	SERVICE PROVIDER	AMD 3: ADDITIONAL SERVICES, EXTEND END DATE FROM 12/31/12 TO 12/31/2013 AND INCREASE AUTHORITY \$20,790.00 FROM \$209,905.00 TO \$230,695.00 AMD 2: ADDITIONAL SERVICES, EXTEND END DATE FROM 12/31/11 TO 12/31/12 AND INCREASE AUTHORITY \$6,305.00 FROM \$203,600.00 TO \$209,905.00. AMD 1: ADDITIONAL SERVICES, EXTEND THE END DATE FROM 03/15/2011 TO 12/31/2011 AND INCREASE AUTHORITY \$53,600.00 FROM \$150,000.00 TO \$203,600.00. PROVIDE GOVERNMENT AUDITING SERVICES. CARSON CITY. NV B/L #: NV20111329433

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101	10509	05	00	LUMOS AND ASSOCIATES	INSPECT VEHICLE BAY EXTENSIONS	N	\$ 62,915.00	\$ -	\$ 62,915.00	\$ -	20-Jul-12	30-Jun-13	NULL	SERVICE PROVIDER	BUILDING INSPECTIONS FOR THE GOLDFIELD AND BIG SMOKEY MAINTENANCE STATIONS VEHICLE STORAGE BAY EXTENSIONS. ESMERALDA AND NYE COUNTIES. NV B/L #: NV19791006982
102	10509	06	00	LUMOS AND ASSOCIATES	M&T SERVICES AT MS	N	\$ 41,650.00	\$ -	\$ 41,650.00	\$ -	14-Jun-11	30-Jul-12	NULL	SERVICE PROVIDER	MATERIALS AND TESTING SERVICES AT THE ELY ,RUBY VALLEY, AND WELLS MAINTENANCE STATIONS. WHITE PINE AND ELKO COUNTIES. NV B/L #: NV19791006982
103	14112	00	01	SAIC	DEPT WIDE DATA GOVERNANCE	N	\$ 1,000,000.00	\$ 210,000.00	\$ 286,000.00	\$ -	4-Apr-12	30-Jun-13	26-Jun-12	SERVICE PROVIDER	AMD 1: INCREASE AUTHORITY BY \$210,000.00 BRINGING THE TOTAL TO \$286,000.00 AND EXTEND TIME FROM 6/30/12 TO 6/30/13. THIS IS A MSA THROUGH STATE PURCHASING.MASTER SERVICE AGREEMENT FOR THE DEVELOPMENT AND IMPLEMENTATION OF A DEPARTMENT WIDE DATA GOVERNANCE PLAN, DATA AND GIS STANDARDS. CARSON CITY NV B/L #: 19841001792
104	23709	00	02	JBR ENVIRONMENTAL SERVICE PROVIDERS	I580 FREEWAY EXTENSION PROJECT	N	\$ 183,081.00	\$ -	\$ 183,081.00	\$ -	19-Aug-09	15-Feb-13	21-Jun-12	SERVICE PROVIDER	AMD 2: EXTENDING THE TERMINATION DATE FROM 08/01/12 TO 02/15/13 TO ALLOW COMPLETION OF PROJECT. AMD 1: EXTENDING THE TERMINATION DATE FROM 09/30/11 TO 08/01/12 TO ALLOW COMPLETION OF PROJECT. TO CONTINUE WATER QUALITY AND BMP EFFECTIVENESS MONITORING EFFORTS INSUPPORT OF THE I580 FREEWAY EXTENSION PROJECT, "PACKAGE B". WASHOE COUNTY. NV B/L #: NV20101171742

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105	27306	00	06	MIS 2000 INC	HAR/RWIS SUPPORT CHUCK SLAVIN	N	\$ 148,400.00	\$ 69,750.00	\$ 583,072.00	\$ -	1-Jul-06	30-Jun-13	10-Jul-12	SERVICE PROVIDER	AMD 6: EXTEND TERMINATION DATE FROM 06/30/12 TO 06/30/13 AND INCREASE AUTHORITY BY \$69,750.00 BRINGING THE TOTAL TO \$583,072.00. AMD 5: CONTINUE MAINTENANCE AGREEMENT. AMD 4: TIME & MONEY INCREASE FOR THE ROAD WEATHER INFORMATION SYSTEM (RWIS) SERVICES. AMD 3: INCREASE FUNDING AND EXTEND TIME AMD 2: INCREASE FUNDING AND EXTEND TIME AMD 1: INCREASE FUNDING AND EXTEND TIME PROVIDE ENGINEERING SUPPORT FOR NHP TRANSITION TO THE 800 MHZ RADIO SYSTEM AND THE NEW FREEWAY ARTERIAL SYSTEM OF TRANSPORTATION IN CARSONCITY. NV/BL#: NV20031293761

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106	28709	00	04	KPMG CORP FINANCE LLC	FINANCIAL SUPPORT PIONEER PROG	N	\$ 75,000.00	\$ -	\$ 190,000.00	\$ -	23-Sep-09	1-Jul-13	25-Jun-12	SERVICE PROVIDER	AMD 4: TIME EXTENSION ONLY FROM 07/1/12 TO 07/01/13. AMD 3: SCOPE AND MONEY INCREASE FROM \$85,000.00 TO \$190,000.00 TO SUPPORT THE PIONEER PROGRAM BY PROVIDING SERVICES NECESSARY TO ANALYZE THE SUBMITTED UNSOLICITED PROPOSAL FOR PROJECT NEON. AMD 2: TIME EXTENSION FROM 7/31/11 TO 7/1/12. AMD 1: TIME FROM 6/30/10 TO 7/31/11 AND MONEY INCREASE FROM \$75,000.00 TO \$85,000.00 TO PROVIDE FINANCIAL SUPPORT FOR THE PPP PROGRAM. PROVIDE FINANCIAL SUPPORT FOR THE PIONEER PROGRAM. STATEWIDE. NV B/L#: NV20081199470

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107	29209	00	05	CDM SMITH	TECH SUPPORT PIONEER PROGRAM	N	\$ 170,000.00	\$ -	\$ 360,000.00	\$ -	23-Sep-09	1-Jul-13	25-Jun-12	SERVICE PROVIDER	AMD 5 TIME EXTENSION FROM 7/1/12 TO 7/1/13. AMD 4 TIME EXTENSION FROM 7/31/11 TO 7/1/12. AMD 3 MONEY INCREASE TO PROVIDE TECHNICAL SUPPORT FOR THE PPP, DB AND CMGC PROGRAM DEVELOPMENT. AMD 2 TIME EXTENSION FROM 6/30/10 TO 7/31/11, MONEY INCREASE FROM \$170,000.00 TO \$325,000.00 AND SCOPE REFINEMENT TO PROVIDE TECHNICAL SUPPORT FOR THE PPP, DB AND CMGC PROGRAM DEVELOPMENT. AMD 1 CORRECT OVERHEAD LANGUAGE TO PROVIDE TECHNICAL SUPPORT FOR THE PIONEER PROGRAM. PROVIDE TECHNICAL SUPPORT FOR THE PIONEER PROGRAM. STATEWIDE. NV B/L#: NV199771008410

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108	32807	01	02	STANTEC CONSULTING INC	LANDSCAPE AESTHETICS DESIGN	Y	\$ 374,163.00	\$ -	\$ 404,163.00	\$ -	20-Mar-08	30-Jun-13	21-Jun-12	SERVICE PROVIDER	AMD #2: DATED 6/21/12 TO EXTEND THE TERMINATION DATE FROM 6/30/12 TO 6/30/13 DUE TO THE TIME FROM BEGINNING DESIGN TO THE END OF CONSTRUCTION HAS GONE BEYOND THE ORIGINALLY PLANNED DATE. AMD #1: ADDITIONAL DESIGN REQUIRED DUE TO CHANGES MADE BY THE NDOT TEAM AFTER SERVICE PROVIDER COMPLETED HIS PLANS ACCORDING TO THE PROJECT SUBMITTAL DATES. LANDSCAPE & ASTHETICS DESIGN AND CONSTRUCTION SUPPORT ON US 95 FROM RAINBOW BLVD TO ANN ROAD (PACKAGE 1) IN CLARK COUNTY. NV B/L #: NV20101021081
109	04112	00	00	TERRACON SERVICE PROVIDERS, INC.	CROSSHOLE SONIC LOGGING TEST	N	\$ 250,000.00	\$ -	\$ 250,000.00	\$ -	28-Jun-12	30-Jun-14	NULL	Service Provider	PROVIDE CROSS HOLE SONIC LOGGING (CSL) TESTING AND ASSOCIATED TESTING SERVICES FOR DRILLED SHAFT CONSTRUCTION. STATEWIDE NV B/L #: NV20041426032
110	04512	00	02	SAIC	GOVERNANCE PLAN, DATA AND GIS	N	\$ 100,000.00	\$ 87,024.00	\$ 202,024.00	\$ -	6-Feb-12	30-Oct-12	26-Jun-12	Service Provider	AMD 2: INCREASE AUTHORITY BY \$87,024.00 TO BRING THE TOTAL AGREEMENT TO \$202,024.00 AND EXTEND TIME. AMD 1: INCREASE AUTHORITY BY \$15,000.00 TO BRING THE TOTAL AGREEMENT TO \$115,000.00. WORK ORDER NO. 628, MASTER SERVICE AGREEMENT FOR THE DEVELOPMENT AND IMPLEMENTATION OF A DEPARTMENT WIDE DATA GOVERNANCE PLAN AND DATA AND GIS STANDARDS. STATEWIDE. NV B/L #: NV19841001792

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111	04812	00	00	GML ARCHITECTS	MONT PASS AND FALLON MS	N	\$ 230,000.00	\$ -	\$ 230,000.00	\$ -	16-Aug-12	31-Dec-14	NULL	Service Provider	ARCHITECTURAL SERVICES FOR VEHICLE STORAGE BAY EXTENSIONS AT MONTGOMERY PASS AND FALLON MAINTENANCE STATIONS, AND ARCHITECTURAL SERVICES FOR THE DEVELOPMENT OF A VEHICLE STORAGE BUILDING AT THE FERNLEY MAINTENANCE STATION. LYON COUNTY NV B/L #: NV19981053945
112	10812	00	00	UNION PACIFIC RAILROAD COMPANY	INSTALL CANTILEVER LIGHTS	Y	\$ 15,000.00	\$ -	\$ 15,000.00	\$ -	22-Jun-12	30-Jul-13	NULL	Service Provider	INSTALL CANTILEVER LIGHTS AT TWO RAILROAD CROSSINGS: US 93 SOUTH OF WELLS DOT #833-523F; MONTELLO ROAD DOT #740-889K. IN ELKO COUNTY. NV B/L #: NV19691003146
113	10912	00	00	UNION PACIFIC RAILROAD COMPANY	SIGNAL INTERCONNECT	Y	\$ 40,000.00	\$ -	\$ 40,000.00	\$ -	20-Jun-12	31-Jul-13	NULL	Service Provider	TO COMPLETE A SIGNAL INTERCONNECT AGREEMENT FOR FOUR RAILROAD CROSSINGS: US 93 SOUTH OF WELLS (DOT #833-523F), MONTELLO ROAD (DOT #740-889K), US 95 LOVELOCK CUTOFF (DOT #740-965S), AND US 95A WEEKS (DOT #740-918T). CHURCHILL AND ELKO COUNTIES. NV B/L #: NV19691003146
114	12211	07	00	AINSWORTH ASSOCIATES	PRELIMINARY DESIGN FIELD STUDY	N	\$ 17,000.00	\$ -	\$ 17,000.00	\$ -	27-Jul-12	31-Dec-14	NULL	Service Provider	TASK ORDER TO PROVIDE PRELIMINARY DESIGN FIELD STUDY FOR IMPROVEMENTS TO PAINTING FACILITIES AT ELKO MAINTENANCE STATION. LOCATED IN HUMBOLDT COUNTY. NV B/L #: NV19751005286

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115	12211	08	00	AINSWORTH ASSOCIATES	REPLACE EXISTING BOILER	N	\$ 13,500.00	\$ -	\$ 13,500.00	\$ -	27-Jul-12	31-Dec-14	NULL	Service Provider	TASK ORDER TO PROVIDE DESIGN, DRAWINGS, SPECIFICATIONS, PLUS BIDDING AND CONSTRUCTION ADMIN FOR MECHANICAL/ELECTRICAL DESIGN SERVICES TO REPLACE THE EXISTING FUEL-OIL BOILER SPARKS MAINTENANCE STATION. LOCATED IN HUMBOLDT COUNTY. NV B/L #: NV19751005286
116	12711	02	00	GML ARCHITECTS	REROOFING DRAWINGS	N	\$ 36,800.00	\$ -	\$ 36,800.00	\$ -	26-Jul-13	31-Dec-13	NULL	Service Provider	PROVIDE REROOFING DRAWINGS AND SPECIFICATIONS FOR BLUE JAY, EUREKA, AND FALLON MAINTENANCE STATIONS, AND STRUCTURAL ASSESSMENT OF ROOFING SYSTEMS AT BATTLE MOUNTAIN AND SEARCHLIGHT MAINTENANCE STATIONS. NYE, EUREKA, CHURCHILL, AND CLARK COUNTIES. NV B/L #: NV19981053945
117	12711	03	00	GML ARCHITECTS	DESIGN ADA HQ REAR ENTRANCE	N	\$ 13,200.00	\$ -	\$ 13,200.00	\$ -	10-Jul-12	31-Dec-13	NULL	Service Provider	TASK ORDER TO PROVIDE DESIGN SERVICES FOR ADA CORRECTIONS AT THE HEAD QUARTERS BUILDING REAR ENTRANCE. CARSON CITY NV B/L #: NV19981053945
118	14312	00	00	BH CONSULTING LLC	REBANDING PROJECT	N	\$ 77,750.00	\$ -	\$ 77,750.00	\$ -	20-Jul-12	30-Jun-13	NULL	Service Provider	ASSIST AND ADVISE NDOT ON THE MANAGEMENT, POLICIES AND NEGOTIATIONS FOR THE REBANDING PROJECT. STATEWIDE. NV B/L #: 20051242757
119	19512	00	00	CAPITOL NORTH AMERICA	MOVE CARMIC INC PROJ NEON	Y	\$ 10,248.00	\$ -	\$ 10,248.00	\$ -	25-Jun-12	31-Dec-15	NULL	Service Provider	COMMERCIAL MOVER AGREES TO MOVE AND DO ALL ACTS NECESSARY OR INCIDENTAL TO THE TRANSFER OF THE PERSONAL PROPERTY OF CARMIC, INC. PARCEL: I-015-CL-041.692 R8, PROJECT NEON, CLARK COUNTY. NV B/L #: NV19631000684

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120	21812	00	00	ACHA CONSTRUCTION	GUARDRAIL SR227	N	\$ 54,648.00	\$ -	\$ 54,648.00	\$ -	11-Jun-12	30-Sep-12	NULL	Service Provider	Q3-011-12 TO REMOVE AND REPLACE GUARDRAIL ON SR226 AT DEEP CREEK AND SR227 AT LAMOILLE CREEK IN ELKO COUNTY. NV B/L #: NV20091375725
121	21912	00	00	FACILITIES MANAGEMENT INC	COSGRAVE REST AREA	N	\$ 175,690.00	\$ -	\$ 175,690.00	\$ -	11-Jun-12	31-Dec-12	NULL	Service Provider	QA-009-12 TO CONSTRUCT IMPROVEMENTS AT THE COSGRAVE REST AREA IN PERSHING COUNTY. NV B/L #: NV20011331118
122	22012	00	00	DOMBRIAL	JANITORIAL SN VISITOR CTR	N	\$ 68,428.00	\$ -	\$ 68,428.00	\$ -	1-Jun-12	31-May-13	NULL	Service Provider	Q1-031-12 FOR JANITORIAL SERVICES AT THE SOUTHERN NEVADA VISITORS CENTER IN CLARK COUNTY. NV B/L #: NV19991275505
123	22512	00	00	MONARCH CONSTRUCTION	REPLACE HANDICAP RAMP CC HQ	N	\$ 64,000.00	\$ -	\$ 64,000.00	\$ -	15-Jun-12	31-Dec-12	NULL	Service Provider	REPLACE THE EAST ENTRANCE HANDICAP RAMP AT THE CARSON CITY HEADQUARTERS TO MEET CURRENT AMERICANS WITH DISABILITY ACT REQUIREMENTS. CARSON CITY. NV B/L#: NV20051384000
124	22812	00	00	FAITH VISION, INC	TROP BRIDGE CUSTODIAL CARE	N	\$ 219,976.00	\$ -	\$ 219,976.00	\$ -	18-Jun-12	30-Jun-14	NULL	Service Provider	Q1-025-12 TO PROVIDE CUSTODIAL CARE FOR THE TROPICANA OVERPASS PEDESTRIAN BRIDGE IN CLARK COUNTY. NV B/L #: NV20091465624
125	22912	00	00	PRECISION CRANE & HOISTS	CRANE INSPECTION	N	\$ 28,040.00	\$ -	\$ 28,040.00	\$ -	18-Jun-12	31-Mar-15	NULL	Service Provider	Q3-016-12 PROVIDE MAINTENANCE AND INSPECTION OF CRANES AND HOISTS IN ELKO, EUREKA, HUMBOLDT, LANDER AND WHITE PINE COUNTIES. NV B/L #: 20051280421
126	23011	07	00	ORTH RODGERS & ASSOCIATES	RSA ON US395	Y	\$ 20,369.00	\$ -	\$ 20,369.00	\$ -	5-Jun-12	17-Sep-12	NULL	Service Provider	ROAD SAFETY AUDIT ON US 395 FROM MP WA 25.72 TO 38.50. WASHOE COUNTY NV B/L #: NV20001460282

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127	23011	08	00	ORTH RODGERS & ASSOCIATES	RSA ON SR 163	Y	\$ 12,607.00	\$ -	\$ 12,607.00	\$ -	5-Jun-12	17-Sep-12	NULL	Service Provider	ROAD SAFETY AUDIT ON SR 163 FROM MP CL 0.00 TO 19.256. CLARK COUNTY NV B/L #: NV20001460282
128	23012	00	00	GRANITE CONSTRUCTION	DISPUTES REVIEW TEAM I80 DB	N	\$ -	\$ -	\$ -	\$ -	31-May-12	31-Dec-12	NULL	Service Provider	TO ESTABLISH A DISPUTES REVIEW TEAM (DRT) TO ASSIST IN THE RESOLUTION OF ANY DISPUTES ARISING OUT OF THE I80 DESIGN BUILD PROJECT. WASHOE COUNTY. NV B/L #: NV19631001612
129	23411	06	02	KIMLEY-HORN & ASSOCIATES	PEDESTRIAN RSA ON SAHARA AVE	Y	\$ 17,943.00	\$ 3,730.00	\$ 21,673.00	\$ -	19-Jan-12	31-Aug-12	15-Jun-12	Service Provider	AMD 2: INCREASE AUTHORITY BY \$3,730.00 TO BRING AGREEMENT TOTAL TO \$21,673.00 AND EXTENDING THE TERMINATION DATE FROM 07/30/2012 TO 08/31/2012 TO ALLOW COMPLETION OF PROJECT. AMD 1: EXTENDING TERMINATION DATE FROM 04/16/12 TO 07/30/12 TO ALLOW COMPLETION OF PROJECT. PERFORM PEDESTRIAN FOCUSED ROAD SAFETY AUDIT ON SAHARA AVE FROM LAS VEGAS TO EASTERN AVE. CLARK COUNTY. NV B/L #: NV19911015458
130	23411	08	00	KIMLEY HORN	RSA ON US 93	Y	\$ 15,424.00	\$ -	\$ 15,424.00	\$ -	15-Jun-12	28-Sep-12	NULL	Service Provider	ROAD SAFETY AUDIT ON US 93 FROM MP 24.705 TO MP 39.430 AND MP 94 TO MP 95. LINCOLN COUNTY NV B/L #: NV19911015458
131	23411	09	00	KIMLEY HORN	RSA ON US 95	Y	\$ 15,674.00	\$ -	\$ 15,674.00	\$ -	24-Jul-12	12-Oct-12	NULL	Service Provider	ROAD SAFETY AUDIT ON US 95 FROM MP ES 32.880 TO 44.194. ESERALDA COUNTY NV B/L #: NV19911015458
132	23712	00	00	J C BUILDING MAINTENANCE	CREW OFFICE JANITORIAL SERVICE	N	\$ 30,840.00	\$ -	\$ 30,840.00	\$ -	21-Jun-12	30-Jun-14	NULL	Service Provider	Q1-032-12 PROVIDE JANITORIAL SERVICES FOR CONSTRUCTION CREW TRAILERS IN CLARK COUNTY. NV B/L #: 20111472128

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133	23912	00	00	TODD MORRISON	LTAP SEMINARS	Y	\$ 17,900.00	\$ -	\$ 17,900.00	\$ -	1-Aug-12	31-Aug-12	NULL	Service Provider	WORK ZONE SAFETY AND TRAFFIC CONTROL SEMINARS FOR LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP), 60560P5R.IN CLARK, WHITE PINE, WASHOE, NYE AND ELKO COUNTIES. NV B/L #: NV20121357617
134	24312	00	00	DELL INC.	INSTALL & IMPLEMENT STORAGE	N	\$ 14,800.00	\$ -	\$ 14,800.00	\$ -	6-Jul-12	30-Jun-13	NULL	Service Provider	INSTALLATION AND IMPLEMENTATION OF A DELL COMPELLENT STORAGE ARRAY ENVIRONMENT IN CARSON CITY NV B/L #: NV19991113026
135	24512	00	00	NEVADA BARRICADE	SIGNS ON SR28	N	\$ 44,895.00	\$ -	\$ 44,895.00	\$ -	29-Jun-12	31-Dec-13	NULL	Service Provider	Q2-011-12 FOR THE REMOVAL AND INSTALLATION OF NEW SIGNS ON SR28 NEAR SAND HARBOR IN WASHOE COUNTY. NV B/L #: 20001224303
136	25311	00	02	PAR ELECTRICAL	ITS SMART POLES ON SR429	N	\$ 159,968.00	\$ -	\$ 159,968.00	\$ -	3-Jun-11	31-Dec-12	18-Jun-12	Service Provider	AMD 2: DATED 06/18/12: EXTENDING THE TERMINATION DATE FROM 06/30/12 TO 12/31/12 TO ALLOW COMPLETION OF PROJECT. AMD 1: TO CHANGE THE EXPIRATION DATE OF AGREEMENT FROM 3/31/12 TO 6/30/12 TO ALLOW FOR COMPLETION OF PROJECT. Q2-005-11 TO INSTALL ITS SMART POLES WITH CCTV CAMERAS AND FLOW DETECTORS ON SR429 AND SR431 IN WASHOE COUNTY. NV B/L #: 19931031312

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137	25811	12	00	PARSONS TRANSPORTATION GROUP	RSA'S ON SR 756	Y	\$ 12,946.00	\$ -	\$ 12,946.00	\$ -	15-Jun-12	10-Sep-12	NULL	Service Provider	ROAD SAFETY AUDIT ON SR 756, CENTERVILLE LANE FROM FOOTHILL ROAD TO US 395; WATERLOO LANE FROM SR 756 TO SR 88; MOTTSVILLE LANE FROM SR 756 TO FOOTHILL ROAD. DOUGLAS COUNTY NV B/L #: NV19781009263
138	25811	13	00	PARSONS TRANSPORTATION GROUP	RSA ON I-580	Y	\$ 10,954.00	\$ -	\$ 10,954.00	\$ -	2-Jul-12	31-Aug-12	NULL	Service Provider	ROAD SAFETY AUDIT ON I-580 FROM THE WASHOE VALLEY INTERCHANGE TO THE MOUNT ROSE INTERCHANGE. WASHOE COUNTY. NV B/L #: NV19781009263
139	26612	00	00	TODD MORRISON	LTAP SEMINARS	Y	\$ 17,900.00	\$ -	\$ 17,900.00	\$ -	1-Aug-12	31-Oct-12	NULL	Service Provider	FFY12 ASPHALT PAVEMENT MAINTENANCE SEMINARS FOR LOCAL TECHNICAL ASSISTNACE PROGRAM (LTAP), 60560P5R. LOCATED IN CLARK, WHITE PINE, ELKO, HUMBOLDT, WASHOE, AND NYE COUNITES. NV B/L #: NV20121357617
140	27712	00	00	DELL MARKETING LP	INSTALL COMMVault SYSTEM	N	\$ 27,503.05	\$ -	\$ 27,503.05	\$ -	25-Jul-12	30-Jun-13	NULL	Service Provider	INSTALLATION OF THE COMMVault SYSTEM. CARSON CITY NV B/L #: NV19991113026
141	28612	00	00	MKD CONSTRUCTION	RCP PERSHING	N	\$ 180,000.00	\$ -	\$ 180,000.00	\$ -	27-Jul-12	31-Mar-13	NULL	Service Provider	Q2-005-12 TO REMOVE RCP IN PERSHING COUNTY. NV B/L #:19991170548
142	28712	00	00	ROAD & HWY BUILDERS	REMOVE CATTLE GUARD US 95A	N	\$ 78,787.00	\$ -	\$ 78,787.00	\$ -	27-Jul-12	31-Dec-13	NULL	Service Provider	Q2-003-12 TO REMOVE CATTLE GUARD AT US 95A IN WASHOE COUNTY. NV B/L #: 19991088088
143	31112	00	00	LAS VEGAS PAVING	MILL FILL I-15 ALTA	N	\$ 145,000.00	\$ -	\$ 145,000.00	\$ -	9-Aug-12	30-Jun-13	NULL	Service Provider	Q1-023-12 FOR A MILL AND FILL ON I-15 BRIDGE APPROACH AT TWAIN AND OVER ALTA IN CLARK COUNTY. NV B/L #: 19581000650

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144	36011	00	01	PAR ELECTRICAL	INSTALL ITS POLE US395	N	\$ 207,119.00	\$ -	\$ 207,119.00	\$ -	19-Aug-11	31-Dec-12	18-Jun-12	Service Provider	AMD 1: DATED 06/18/12: EXTENDING THE TERMINATION DATE FROM 06/30/12 TO 12/31/12 TO ALLOW COMPLETION OF PROJECT. Q2-006-11 TO INSTALL ITS SMART POLES WITH CCTV CAMERAS, FLOW DETECTORS AND RWIS AT TWO LOCATIONS ON US 395 IN WASHOE COUNTY. NV B/L #: 19931031312
145	41211	00	01	SMART DATA STRATEGIES	DESIGN, ETC. OF IRWIN	N	\$ 36,520.65	\$ -	\$ 36,520.65	\$ -	1-Jul-11	30-Jun-13	29-Jun-12	Service Provider	AMD 1: EXTENDING THE TERMINATION DATE FROM 06/30/2012 TO 06/30/2013 FOR MAINTENANCE AND OPERATIONS OF THE SOFTWARE. DESIGN, IMPLEMENTATION AND ACQUISITION OF SOFTWARE AND MAINTENANCE OF IRWIN (INTEGRATED RIGHT-OF-WAY INFORMATION NETWORK). THIS IS A CONTINUATION OF A PREVIOUS AGREEMENT, P514-07-067. CARSON CITY. NV B/L #: NV20121402899
146	42211	00	02	FARR CONSTRUCTION	ADA RAMP AND PARKING LOT	N	\$ 95,000.00	\$ -	\$ 95,000.00	\$ -	30-Sep-11	31-Oct-12	21-Jun-12	Service Provider	AMD 2: EXTENDING THE TERMINATION DATE FROM 6/30/12 TO 10/31/12 TO ALLOW COMPLETION OF PROJECT. AMD 1: TIME EXTENSION FROM 11/14/11 TO 06/30/12 FOR CONSTRUCTION OF ADA RAMP AND PARKING LOT IMPROVEMENTS AT D2 HQ. QA-010-11 TO CONSTRUCT ADA RAMPS AND PARKING LOT IMPROVEMENTS AT DISTRICT II HQ IN WASHOE COUNTY NV B/L #: NV20051549969

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June 6, 2012 to August 17, 2012

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
147	04610	00	02	CITY OF LAS VEGAS	PEDESTRIAN BRIDGE	Y	\$ 500,000.00	\$ 1,600,000.00	\$ 4,126,316.00	\$ 26,316.00	1-Mar-10	31-Dec-13	9-Aug-12	Stewardship	AMD 2: INCREASE AUTHORITY BY \$1,600,000.00 TO BRING AGREEMENT TOTAL TO \$4,126,316.00. AMD 1: TO INCREASE FUNDING BY \$2,000,000.00 TO BRING TOTAL TO \$2,526,316.00 AND TO CHANGE THE EXPIRATION DATE OF AGREEMENT FROM 12/31/12 TO 12/31/13 TO ALLOW FOR COMPLETION OF PROJECT IN CLARK COUNTY. AUTHORIZE CITY OF LAS VEGAS TO BUILD A PEDESTRIAN BRIDGE OVER THE UPRR FROM MAIN TO UNION PARK IN CLARK COUNTY. NV B/L #: Exempt
148	11211	00	03	CITY OF LAS VEGAS	ELECTRIC BIKES PROJECT	Y	\$ 261,629.00	\$ 250,000.00	\$ 816,629.00	\$ -	17-Mar-11	31-Dec-13	9-Aug-12	Stewardship	AMD 3: INCREASING AUTHORITY BY \$250,000.00 TO BRING AGREEMENT TOTAL TO \$816,629.00. AMD 2: TO ADD SCOPE AND FUNDS, BRINGING TOTAL TO \$566629.00 AMD 1: TO EXTEND THE DATE OF THE AGREEMENT. TO AUTHORIZE THE CITY OF LAS VEGAS TO ADVERTISE, AWARD AND ADMINISTER A CONTRACT TO CONSTRUCT BIKE INFRASTRUCTURE IMPROVEMENTS ON VARIOUS ROADS IN DOWNTOWN LAS VEGAS IN CLARK COUNTY. NV B/L #: EXEMPT

State of Nevada Department of Transportation
Executed Agreements - Under \$300,000
June 6, 2012 to August 17, 2012

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
149	20110	00	01	CARSON CITY RTC	MOFFAT OPEN SPACE CONNECTION	Y	\$ 187,000.00	\$ -	\$ 187,000.00	\$ -	26-Jul-10	30-Jun-12	30-Jun-12	Stewardship	AMD 1: TO CHANGE EXPIRATION DATE OF AGREEMENT DATE FROM 12/31/11 TO 6/30/12 TO ALLOW CARSON CITY RTC TO COMPLETE THE SHARED USE PATH BETWEEN HELLS BELLS AND LEPIRE IN CARSON CITY. CARSON CITY RTC MOFFAT OPEN SPACE CONNECTION PROJECT, CARSON CITY. NV B/L #: Exempt
150	24712	00	00	CITY OF LAS VEGAS	5 BUS TURNOUTS CHARLESTON	Y	\$ 450,000.00	\$ -	\$ 450,000.00	\$ -	27-Jun-12	31-Dec-15	NULL	Stewardship	TO CONSTRUCT 5 BUS TURNOUTS ON WEST CHARLESTON BLVD FROM HUALAPAI WAY TO I-15 IN CLARK COUNTY. NV B/L #: EXEMPT
151	24812	00	00	CITY OF LAS VEGAS	BUS TURNOUTS ON BUFFALO DR	Y	\$ 1,360,456.00	\$ -	\$ 450,000.00	\$ -	27-Jun-12	31-Dec-16	NULL	Stewardship	Construction of bus turnouts on Buffalo Drive in CLARK COUNTY. NV B/L #: EXEMPT.
152	24912	00	00	CITY OF HENDERSON	LANDSCAPE ON WATER ST	Y	\$ 684,211.00	\$ -	\$ 684,211.00	\$ -	27-Jun-12	31-Dec-15	NULL	Stewardship	TO CONSTRUCT LANDSCAPING IMPROVEMENTS ON WATER STREET IN HENDERSON IN CLARK COUNTY. NV B/L #: EXEMPT
153	25012	00	00	CITY OF LAS VEGAS	IMPROVEMENTS TO BONNEVILLE	Y	\$ 6,070,257.00	\$ -	\$ 6,070,257.00	\$ 303,513.00	27-Jun-12	31-Dec-14	NULL	Stewardship	TO CONVERT BONNEVILLE AND CLARK AVENUES INTO A ONE WAY COUPLETFROM LAS VEGAS BLVD TO MARYLAND PKWY IN CLARK COUNTY. NV B/L #: EXEMPT
154	26812	00	00	CLARK COUNTY PUBLIC WORKS	RUSSELL VALLEY VIEW IMPROVEMEN	Y	\$ 226,440.00	\$ -	\$ 226,440.00	\$ -	17-Jul-12	30-Sep-15	NULL	Stewardship	INTERSECTION IMPROVEMENTS ON RUSSELL AND VALLEY VIEW IN CLARK COUNTY. NV B/L #: EXEMPT

State of Nevada Department of Transportation
Executed Agreements - Under \$300,000
June 6, 2012 to August 17, 2012

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
155	27812	00	00	CARSON CITY PUBLIC WORKS	BIKE IMPROVEMENTS	Y	\$ 236,846.00	\$ -	\$ 236,846.00	\$ 11,842.00	20-Jul-12	30-Nov-14	NULL	Stewardship	FOR A BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT ON 5TH STREET AND SALIMAN IN CARSON CITY. NV B/L #: EXEMPT
156	28512	00	00	WASHOE COUNTY	SRTS VARIOUS	Y	\$ 94,922.00	\$ -	\$ 94,922.00	\$ -	27-Jul-12	30-Nov-13	NULL	Stewardship	TO ALLOW WASHOE COUNTY TO INSTALL VARIOUS SAFE ROUTES TO SCHOOL DEVICES IN WASHOE COUNTY. NV B/L #: EXEMPT
157	33410	00	02	CITY OF LAS VEGAS	LANDSCAPING ON D STREET	Y	\$ 684,211.00	\$ -	\$ 2,491,100.00	\$ 116,572.00	1-Dec-10	31-Dec-15	27-Jun-12	Stewardship	AMD 2: INCREASING AUTHORITY BY \$1,647,224.00 TO BRING AGREEMENT TOTAL TO \$2,491.100.00. AMD 1: INCREASING AUTHORITY BY \$159,665.00 TO BRING AGREEMENT TOTAL TO \$843.876.00. LANDSCAPE IMPROVEMENTS ON D ST IN CLARK COUNTY. NV B/L #: EXEMPT
158	44611	00	01	RTC OF SOUTHERN NEVADA	BIKE LANES	Y	\$ 3,574,000.00	\$ -	\$ 3,574,000.00	\$ -	14-Oct-11	30-Sep-13	27-Jun-12	Stewardship	AMD 1: TO INCREASE SCOPE BY 12 SEGMENTS. AUTHORIZE AGENCY TO INSTALL STRIPING AND SIGNAGE FOR BIKE LANES IN CLARK COUNTY. NV B/L #: EXEMPT
159	30112	00	00	RENNER EQUIPMENT COMPANY	OVERDIMENSIONAL PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	3-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV19691000476
160	30212	00	00	ATLAS CONTRACTORS	TRUCKING PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	15-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV20031302149
161	30312	00	00	CHICKEN HAWK TRANSPORT	TRUCKING PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	15-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV20101049644
162	30412	00	00	HUNEWILL CONSTRUCTION	TRUCK PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	15-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV19731000076

State of Nevada Department of Transportation
Executed Agreements - Under \$300,000
June 6, 2012 to August 17, 2012

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
163	30512	00	00	PEAVINE CONSTRUCTION	TRUCK PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	15-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV19841011208
164	30612	00	00	SIERRA RENTAL & TRANSPORT	TRUCK PERMIT	N	\$ -	\$ -	\$ -	\$ 1,200.00	3-Aug-12	31-Dec-16	NULL	Truck Permits	OVERDIMENSIONAL TRUCKING PERMIT, STATEWIDE. NV B/L #: NV19761002218

Attachment C

**State of Nevada Department of Transportation
Emergency Agreements Executed
June 6, 2012 to August 17, 2012**

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
1	49607	00	03	SAMARITANIA INC	FREEWAY SERVICE PATROL IN L V	Y	\$ 5,760,445.50	\$ 1,013,383.00	\$ 8,786,967.00	\$ -	25-Sep-07	31-Mar-13	9-Aug-12	INDEPENDENT CONTRACTOR	AMD 3: EXTEND END DATE FROM 09/30/12 TO 03/31/13 AND INCREASE AUTHORITY BY \$1,013,383.00 BRINGING THE TOTAL TO \$8,786,967.00 AMD 2: EXTEND END DATE FROM 03/31/12 TO 09/30/12 AND INCREASE AUTHORITY \$1,006,570.00 FROM \$6,767,014.00 TO \$7,773,584.00. AMD 1: EXTEND END DATE FROM 09/30/11 TO 03/31/12 AND INCREASE AUTHORITY \$1,006,568.50 FROM \$5,760,445.50 TO \$6,767,014.00. WORK BEING TO OPERATE A FREEWAY SERVICE PATROL PROGRAM IN CLARK COUNTY. NV B/L #: NV19971309430
2	49707	00	04	SAMARITANIA INC	FREEWAY SERVICE PATROL IN RENO	Y	\$ 1,710,182.50	\$ 53,240.00	\$ 3,487,420.50	\$ -	25-Sep-07	31-Mar-13	9-Aug-12	INDEPENDENT CONTRACTOR	AMD 4: EXTEND END DATE FROM 09/30/2012 TO 03/31/2013. INCREASE AUTHORITY \$53,240.00 FROM \$3,434,180.50 TO \$3,487,420.50. AMD 3: INCREASE FUNDING FOR AN ADDITIONAL SIX MONTHS OF SERVICE TO ALLOW TIME TO DEVELOP AND READVERTISE AN RPF FOR THE NEW FSP/IRV CONTRACT. EXTEND END DATE FROM 3/31/2012 TO 9/30/2012. INCREASE AUTHORITY \$520,000.00 FROM \$2,914,180.50 TO \$3,434,180.50. AMD 2: EXTEND END DATE FROM 09/30/2011 TO 03/31/2012 AND INCREASE AUTHORITY \$520,000.00 FROM \$2,394,180.50 TO 2,914,180.50. AMD 1: INCREASE AUTHORITY \$683,998.00 FROM \$1,710,182.50 TO \$2,394,180.50 TO PROVIDE ADDITIONAL FSP SERVICE ALONG NORTH BOUND US 395 CONSTRUCTION ZONE. TO OPERATE A FREEWAY SERVICE PATROL PROGRAM IN WASHOE COUNTY. NV B/L#: NV19971309430

The RFP for this service was cancelled due to a DBE goal conflict. The existing agreements had to be amended so there was no lapse in service while a new RFP is issued.

Attachment D

OFFICE OF THE ATTORNEY GENERAL

TRANSPORTATION DIVISION
1263 South Stewart Street
Carson City, Nevada 89712
Telephone (775) 888-7420
Fax (775) 888-7309

CATHERINE CORTEZ MASTO
Attorney General

KEITH G. MUNRO
Assistant Attorney General



DENNIS V. GALLAGHER
Chief Deputy Attorney General

MEMORANDUM

DATE: August 17, 2012

TO: Board of Directors
Nevada Department of Transportation

FROM: Dennis Gallagher, Chief Deputy Attorney General / Chief Counsel

SUBJECT: Informational Item – Approval of Settlement of Inverse Condemnation in the Matter of *P8 Arden, LLC vs. State of Nevada, Dept. of Transportation*, 8th Judicial District Court Case No. A-09-591048-C, Dept. XXV

A handwritten signature in blue ink, reading "Dennis Gallagher".

At their August 14, 2012 meeting, the Board of Examiners approved the settlement of payment of \$650,000.00 to be paid from NDOT funds to resolve an inverse condemnation action involving property generally located southerly of Blue Diamond and Arden Road (between Jones and Torrey Pines). The property owned by P8 Arden, LLC.

Attached is the July 12, 2012 memorandum from Incoming Director, Rudy Malfabon, Senior Deputy Attorney General, Karissa Vero, and myself to the Board of Examiners setting forth a summary of the total settlement.



STATE OF NEVADA
OFFICE OF THE ATTORNEY GENERAL
555 East Washington Avenue, Suite 3900
Las Vegas, Nevada 89101

CATHERINE CORTEZ MASTO
Attorney General

KEITH G. MUNRO
Assistant Attorney General

GREGORY M. SMITH
Chief of Staff

MEMORANDUM

DATE: July 12, 2012

TO: Board of Examiners
Governor Brian Sandoval
Attorney General Catherine Cortez Masto
Secretary of State Ross Miller

FROM: Rudy Malfabon, Nevada Department of Transportation
Karissa D. Vero, Senior Deputy Attorney General
Dennis Gallagher, Chief Deputy Attorney General

A handwritten signature in black ink, appearing to read "Dennis Gallagher".

SUBJECT: Proposed Settlement for an Inverse Condemnation Action involving Property generally located southerly of Blue Diamond and Arden Road (between Jones and Torrey Pines)

SUMMARY

NDOT requests settlement approval in the amount of **\$650,000.00** to resolve an inverse condemnation claim pertaining to the Property (defined below), owned by P8 Arden, LLC.

BACKGROUND

On May 27, 2009, P8 Arden, LLC, a Nevada limited liability company ("Plaintiff") brought an inverse condemnation suit against NDOT and later, Clark County, for the alleged taking of its access at Arden Road and Blue Diamond when NDOT reconstructed and widened Blue Diamond Road from Decatur Boulevard to Rainbow Boulevard as Part of Phase IIB of the project ("Project.")

Plaintiff is the owner of Clark County Assessor's Parcel No. 176-23-601-008, which consists of approximately 1.01 net usable acres of land, hereinafter the "Property." The Property is generally located southerly of Blue Diamond Road between Torrey Pines and Jones.

Prior to the Project, Plaintiff directly accessed Blue Diamond Road from its Property by travelling north on Arden Road to Blue Diamond Road. Once the grade separation/highway bridge was put in place, Plaintiff could no longer directly access Blue Diamond via Arden Road. Plaintiff then filed suit alleging that the Project took its access.

NDOT vigorously defended this lawsuit and all parties filed motions with the Court to determine liability with respect to whether the Project took Plaintiff's access rights on Arden Road such that Plaintiff was entitled to compensation for a taking. On March 27, 2012, the judge issued an order that Plaintiff was entitled to compensation for the taking of its access rights on Arden.

COMPENSATION

Plaintiff is requesting that the inverse condemnation action be settled for \$650,000.00, inclusive of all interest, attorneys' fees, and damages. The compensation is based on NDOT paying a rental rate of 9.78 percent of the value of the Property (\$925,000.00) for a 4.25 year period for a temporary taking of the Property (the parties stipulated that the date of value in the case was January 4, 2008), constituting a total of \$384,476.00, plus attorneys' fees and costs in the amount of \$265,524.00. Pursuant to NRS 37.185, and the Section 22 of the Nevada Constitution (passed as part of PISTOL) NDOT is liable to Plaintiff for interest, reasonable attorneys' fees, and expenses incurred in the litigation.

The \$650,000.00 settlement is broken down as follows

Value of Property	\$925,000.00
Multiplied by rental rate of	<u>9.78%</u>
Annual rent due	\$90,465.00
Multiplied by 4.25 years	<u>x 4.25</u>
	\$384,476.25
Plus attorneys' fees & costs	+ <u>265,523.75</u>
Total Settlement	\$650,000.00

There will be no subrogation or any other attempt to offset the settlement amount.

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RECOMMENDATION

NDOT has considered the benefits of settlement and has made the decision that the settlement is reasonable, prudent, and in the public interest. NDOT requests authority to settle the inverse condemnation action for **\$650,000.00**.

If the Board approves the settlement, NDOT intends to enter into a settlement agreement with Plaintiff to resolve the inverse condemnation action in full for the said amount, inclusive of all damages, including, but not limited to, costs, interest, and attorneys' fees.



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7a: Disposal of NDOT property located along N. Lompa Lane, north of Dori Way in Carson City, NV. SUR 09-09 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along N. Lompa Lane, north of Dori Way in Carson City, NV. The property is currently unimproved land consisting of 14,705 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property on November 16, 1999, in fee, for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this surplus property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$90,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533

Recommendation for Board Action:

Approval of disposal of NDOT property located along N. Lompa Lane, north of Dori Way in Carson City, NV.

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



SUR 09-09
DESCRIPTION: Along a Portion of N. Lompa Lane
North of Dori Way

PARCEL NUMBER PREFIX: U-395-CC-

"L1" ϕ
 $\Delta = 19^{\circ} 05' 04''$
 $R = 1,394.00'$
 $L = 464.32'$

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-005.795

EXHIBIT "A"

005.795 XS1

STATE OF NEVADA
14,705 SQ. FT.

NW 1/4 SE 1/4
SECTION 9
T. 15 N., R. 20 E.
M.D.M.

324
TO COLLEGE PARKWAY
INTERCHANGE
US-395 FREEWAY "O" ϕ N. 21° 50' 31" W.
320
TO US-50
NORTH INTERCHANGE

$\Delta = 3^{\circ} 58' 37''$
 $R = 1,360.00'$
 $L = 94.40'$
T.B. = N. 41° 22' 55" W.

$\Delta = 35^{\circ} 30' 05''$
 $R = 210.00'$
 $L = 130.12'$
T.B. = N. 76° 53' 00" W.

S. 89° 28' 46" E. - 171.50'
"L1" ϕ
 $\Delta = 47^{\circ} 57' 01''$
 $R = 244.00'$
 $L = 204.20'$
S. 0° 42' 11" W. - 137.09'

TIE: N. 21° 05' 39" E. - 1,922.59' FROM THE
N 1/4 COR. SEC. 16, T. 15 N., R. 20 E., M.D.M.

P.O.B. = 370.77' RT. "O" 320+90.67 P.O.T.

"L1" ϕ
"L1" 8+75.74 P.C.
N. LOMPA LANE

CARSON CITY

US-395 R/W

CC-017 STATE OF NEVADA SUR 09-09

Dept. of Transportation R/W Division
Date: October 21, 2010

Sketch Map

Approved: *Malana P. Salazar*
Manager, R/W Engineering

Scale: 1" = 100'

Sheet 1 of 1 Sheets

TRACED: JDF CHECKED: *[Signature]*

Date of last revision: _____

\037Engineering\Sketch\carson_city\sar0909.dgn

NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
P.O. Box 1888 Carson City, NV 89702
(775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
1263 South Stewart Street
Carson City, NV 89701
Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of 4 time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: *Rachel Renaud*
Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day
of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

The following subject properties are vacant parcels of land located in Carson City, Nevada:

SUR 09-09 The subject property comprises 14,705 square feet of land located at 1720 Dori Way on the north side of North Lompa Lane, 227.61 feet west of Dori Way. The site is triangular in shape, having 224.52 feet of frontage on Lompa Lane, and is part of a larger property that includes the existing Lompa Lane, site and land along the east boundary of the US Highway 395 Freeway. The larger parcel is identified as Assessor's Parcel Number is 008-161-70. The Department's appraisal of fair market value is \$90,000.00, as established by a licensed appraiser.

SUR 09-10 The subject property comprises 21,402 square feet of land located at 2049 N. Lompa Lane on the northeast corner of North Lompa Lane and Carmine Street. The site is of irregular shape, and having 52.98 feet of frontage on Carmine Street along its south property line and 293.49 feet of frontage on Lompa Lane along its west property line. The Assessor's Parcel Number is 008-171-26. The Department's appraisal of fair market value is \$40,000.00, as established by a licensed appraiser.

SUR 09-12 The subject property comprises 3,063 square feet of land located at 3850 Alexa Way at the southeast corner of Broadleaf Lane and Imperial Way. The site is of triangular shape and having 51.37 feet of frontage on Imperial Way along its west property line and 105.33 feet of frontage on Broadleaf Lane along its north property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$500.00, as established by a licensed appraiser.

SUR 09-13 The subject property comprises 9,246 square feet of land located at 3866 Alexa Way on the southwest corner of Broadleaf Lane and Alexa Way. The site is irregular shape and having 173.80 feet of frontage on Broadleaf Lane/Alexa Way along its north/east property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$30,000.00, as established by a licensed appraiser.

SUR 09-14 The subject property comprises 7,101 square feet of land located at 3865 Alexa Way on the east side of Alexa Way, 133.44 feet north of Lisa Way. The site is of irregular shape and having 95.04 feet of frontage on Alexa Way along its west property line and 110.61 feet of frontage on a bike path in the US Highway 395 Freeway right-of-way along its north property line. The Assessor's Parcel Number is 002-503-35. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-15 The subject property comprises 5,426 square feet of land located at 3884 Imperial Way on the southwest corner of Broadleaf Lane and Imperial Way. The site is of quarter-circle shape and having 121.73 feet of frontage on Broadleaf Lane/Imperial Way along its north/east property lines. The Assessor's Parcel Number is a portion of 002-501-13. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-16 The subject property comprises 1.11 acres (48,179 square feet) of land located at 59 Arrowhead Drive on the southeast corner of Arrowhead Drive and the US Highway 395 Freeway. The site is of irregular shape and having 281.81 feet of frontage on Arrowhead Drive along the north property line and 417.03 feet of frontage on the northbound off-ramp for the US Highway 395 Freeway along its west property line. The Assessor's Parcel Number is 008-053-39. The Department's appraisal of fair market value is \$100,000, as established by a licensed appraiser.

Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (l) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-way Division
Attn: Carrie Byron,
Supervisory Right-of-way Agent
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

RECEIVED
 4/18/12

BRIAN SANDOVAL
 Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
 Surplus No.: SUR 09-09
 Project: NH-395-2(033)
 E.A. No.: 72616
 Parcel: U-395-CC-005.795XS1
 Description: Disposal of NDOT
 property located along a portion of
 N. Lompa Lane, north of Dori Way,
 in Carson City, NV.

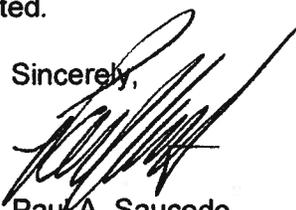
Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

 Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:



 Kevin Ressler, Right-of-Way Program Manager
 Hugh Haddock

5/7/12

 Date

pas/jb/jm

Enclosures

cc: H. Salazar, Manager, Right-of-Way Engineering
 J. Biggin, Staff Specialist

ATTACHMENT 5

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7b: Disposal of NDOT property located along N. Lompa Lane at Carmine Street in Carson City, NV. SUR 09-10 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along N. Lompa Lane at Carmine Street in Carson City, NV. The property is unimproved land consisting of 21,402 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property, in fee, as parcel number U-395-CC-005.995 on April 28, 1999 consisting of 11,935 sq. ft. and as parcel number U-395-CC-005.996 on August 24, 1999 consisting of 11,935 sq. ft. and as parcel number U-395-CC-006.002 on April 16, 1996 consisting of 12,268 sq. ft. for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this surplus property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$40,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along N. Lompa Lane at Carmine Street in Carson City, NV.

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent

jb/gf

A handwritten signature in blue ink, appearing to be the initials 'PS' or similar, located to the right of the 'Prepared by' text.

LOCATION MAP



SUR 09-10

**DESCRIPTION: Along a Portion of N. Lompa Lane
At Carmine Street**

PARCEL NUMBER PREFIX: U-395-CC-

PROJECT: NH-395-2(033)
E.A. 72616

PTN. OF PARCELS: U-395-CC-005.995 - 1,570 SQ. FT
U-395-CC-005.996 - 11,451 SQ. FT
U-395-CC-006.002 - 8,381 SQ. FT

EXHIBIT "A"
CARSON CITY

- ① N. 89° 21'46" W. - 52.98'
- ② N. 22° 57'55" W. - 29.37'
- Δ - 15° 45'48"
- ③ R - 960.00'
- L - 264.12'
- ④ S. 89° 21'46" E. - 78.42'
- ⑤ S. 0° 42'11" W. - 125.35'
- ⑥ S. 89° 21'46" E. - 57.98'
- ⑦ S. 0° 42'11" W. - 155.00'

T. 15 SEC. 9
R. 20 E.
M.D.M.

N. LOMPA LN.

CARSON CITY PUBLIC WORKS

"L1" C
Δ = 23° 37'12"
R = 1,000.00'
L = 412.24'

005.995 XS1

STATE OF NEVADA
21,402 SQ. FT.

TIE: N. 4° 40'10" E. - 2,686.97' FROM THE
N 1/4 COR. SEC. 16, T. 15 N., R. 20 E.

POB - 260.52' RT. "O1" 330+87.55 P.O.T.

R/W

R/W

US-395 FREEWAY "O1" C N 21° 50'31" W
"O1" 331+73.83 P.O.T. -
"CS" 6+94.78 P.O.T.

TO COLLEGE PARKWAY
INTERCHANGE

1/4 SECTION
LINE

1/4 SECTION
LINE

TO US-50
INTERCHANGE

"L1" 20+09.66 P.C.

20

10

CARMINE ST.

POOLE WAY

R/W

R/W

TRACED: JDF CHECKED: JHN

Date of last revision: 3/26/12

CC-017 STATE OF NEVADA SUR 09-10

Dept. of Transportation R/W Division

Date: October 21, 2010

Sketch Map

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

Scale: 1" = 100'

Sheet 1 of 1 Sheets

\\037Engineering\Sketch\carson_city\sur0910.dgn

NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
P.O. Box 1888 Carson City, NV 89702
(775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
1263 South Stewart Street
Carson City, NV 89701
Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of **4** time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: _____

Rachel Renaud

Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day
of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

The following subject properties are vacant parcels of land located in Carson City, Nevada:

SUR 09-09 The subject property comprises 14,705 square feet of land located at 1720 Dori Way on the north side of North Lompa Lane, 227.61 feet west of Dori Way. The site is triangular in shape, having 224.52 feet of frontage on Lompa Lane, and is part of a larger property that includes the existing Lompa Lane, site and land along the east boundary of the US Highway 395 Freeway. The larger parcel is identified as Assessor's Parcel Number is 008-161-70. The Department's appraisal of fair market value is \$90,000.00, as established by a licensed appraiser.

SUR 09-10 The subject property comprises 21,402 square feet of land located at 2049 N. Lompa Lane on the northeast corner of North Lompa Lane and Carmine Street. The site is of irregular shape, and having 52.98 feet of frontage on Carmine Street along its south property line and 293.49 feet of frontage on Lompa Lane along its west property line. The Assessor's Parcel Number is 008-171-26. The Department's appraisal of fair market value is \$40,000.00, as established by a licensed appraiser.

SUR 09-12 The subject property comprises 3,063 square feet of land located at 3850 Alexa Way at the southeast corner of Broadleaf Lane and Imperial Way. The site is of triangular shape and having 51.37 feet of frontage on Imperial Way along its west property line and 105.33 feet of frontage on Broadleaf Lane along its north property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$500.00, as established by a licensed appraiser.

SUR 09-13 The subject property comprises 9,246 square feet of land located at 3866 Alexa Way on the southwest corner of Broadleaf Lane and Alexa Way. The site is of irregular shape and having 173.80 feet of frontage on Broadleaf Lane/Alexa Way along its north/east property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$30,000.00, as established by a licensed appraiser.

SUR 09-14 The subject property comprises 7,101 square feet of land located at 3865 Alexa Way on the east side of Alexa Way, 133.44 feet north of Lisa Way. The site is of irregular shape and having 95.04 feet of frontage on Alexa Way along its west property line and 110.61 feet of frontage on a bike path in the US Highway 395 Freeway right-of-way along its north property line. The Assessor's Parcel Number is 002-503-35. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-15 The subject property comprises 5,426 square feet of land located at 3884 Imperial Way on the southwest corner of Broadleaf Lane and Imperial Way. The site is of quarter-circle shape and having 121.73 feet of frontage on Broadleaf Lane/Imperial Way along its north/east property lines. The Assessor's Parcel Number is a portion of 002-501-13. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-16 The subject property comprises 1.11 acres (48,179 square feet) of land located at 59 Arrowhead Drive on the southeast corner of Arrowhead Drive and the US Highway 395 Freeway. The site is of irregular shape and having 281.81 feet of frontage on Arrowhead Drive along the north property line and 417.03 feet of frontage on the northbound off-ramp for the US Highway 395 Freeway along its west property line. The Assessor's Parcel Number is 008-053-39. The Department's appraisal of fair market value is \$100,000, as established by a licensed appraiser.

Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (1) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-way Division
Attn: Carrie Byron,
Supervisory Right-of-way Agent
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

RECEIVED
 4/18/12

BRIAN SANDOVAL
 Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
 Surplus No.: SUR 09-10
 Project: NH-395-2(033)
 E.A. No.: 72616
 Parcel: U-395-CC-005.995 XS1
 Description: Disposal of NDOT
 property located along a portion of
 N. Lompa Lane at Carmine Street in
 Carson City, NV.

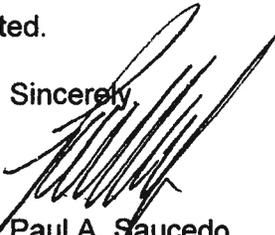
Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

 Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:



 Kevin Resler, Right-of-Way Program Manager
 Hugh Hadsock

5/7/12

 Date

pas/jb/jm

Enclosures

cc: H. Salazar, Manager, R/W Engineering
 J. Biggin, Staff Specialist

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7c: Disposal of NDOT property along Broadleaf Lane at Alexa Way in Carson City, NV. SUR 09-13 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along Broadleaf Lane at Alexa Way in Carson City, NV. The property is currently unimproved land consisting of 9,246 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property on January 22, 1988, in fee, for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this surplus property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$30,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this property is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along Broadleaf Lane at Alexa Way in Carson City, NV.

**Department of Transportation Board of Directors
August 21, 2012**

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



SUR 09-13

DESCRIPTION: Along a Portion of Broadleaf Lane at Alexa Way

PARCEL NUMBER PREFIX: U-395-CC-

EXHIBIT "A"

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-008.087

CARSON CITY

US-395 R/W

BROADLEAF

LANE

"AB" 5+91.12 P.R.C.

P.O.B. = 198.90' LT "O" 442+21.98 P.O.C.

TIE: N. 84° 16' 11" E. - 261.63' FROM
THE W 1/4 COR. OF SEC. 5,
T. 15 N., R. 20 E.

$\Delta = 1^\circ 24' 20''$
R = 2,798.90'
L = 68.66'
T.B. = S. 59° 54' 58" E.

"O" ϕ
 $\Delta = 47^\circ 39' 37''$
R = 2,600.00'
L = 2,162.76'

008.087 XS1

STATE OF NEVADA
9,246 SQ. FT.

FD. 2 1/2" ALUM. CAP
STAMPED "S5/6 1984 RLS 3519"

IMPERIAL WAY

N. 0° 40' 44" E. - 123.17'

N. 89° 19' 16" W. - 100.00'

"AB" 1+82.53 P.C.

$\Delta = 62^\circ 00' 02''$
R = 75.00'
L = 81.16'
T.B. = S. 61° 19' 18" E.

1/4 SECTION LINE

TO COLLEGE PARKWAY
INTERCHANGE

S. 0° 40' 44" W. - 23.98'

US-395 R/W

T. 15 N., R. 20 E.



M.D.M.

SECTION 6

SECTION 5



CONTROL OF ACCESS WITH
FENCE OR BARRIER



AREA TO BE SOLD

TRACED: DBW

CHECKED: *AD*

Date of last revision: _____

CC-017

SUR 09-13

STATE OF NEVADA

Dept. of Transportation

R/W Division

Date: October 21, 2010

Sketch Map

Approved: *Malana D. Salazar*
Manager, R/W Engineering

Scale: 1" = 100'

Sheet 1 of 1 Sheets



NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
 P.O. Box 1888 Carson City, NV 89702
 (775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
 1263 South Stewart Street
 Carson City, NV 89701
 Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of 4 time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: *Rachel Renaud*
 Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

The following subject properties are vacant parcels of land located in Carson City, Nevada:

SUR 09-09 The subject property comprises 14,705 square feet of land located at 1720 Dori Way on the north side of North Lompa Lane, 227.61 feet west of Dori Way. The site is triangular in shape, having 224.52 feet of frontage on Lompa Lane, and is part of a larger property that includes the existing Lompa Lane, site and land along the east boundary of the US Highway 395 Freeway. The larger parcel is identified as Assessor's Parcel Number is 008-161-70. The Department's appraisal of fair market value is \$90,000.00, as established by a licensed appraiser.

SUR 09-10 The subject property comprises 21,402 square feet of land located at 2049 N. Lompa Lane on the northeast corner of North Lompa Lane and Carmine Street. The site is of irregular shape, and having 52.98 feet of frontage on Carmine Street along its south property line and 293.49 feet of frontage on Lompa Lane along its west property line. The Assessor's Parcel Number is 008-171-26. The Department's appraisal of fair market value is \$40,000.00, as established by a licensed appraiser.

SUR 09-12 The subject property comprises 3,063 square feet of land located at 3850 Alexa Way at the southeast corner of Broadleaf Lane and Imperial Way. The site is of triangular shape and having 51.37 feet of frontage on Imperial Way along its west property line and 105.33 feet of frontage on Broadleaf Lane along its north property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$500.00, as established by a licensed appraiser.

SUR 09-13 The subject property comprises 9,246 square feet of land located at 3866 Alexa Way on the southwest corner of Broadleaf Lane and Alexa Way. The site is irregular shape and having 173.80 feet of frontage on Broadleaf Lane/Alexa Way along its north/east property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$30,000.00, as established by a licensed appraiser.

SUR 09-14 The subject property comprises 7,101 square feet of land located at 3865 Alexa Way on the east side of Alexa Way, 133.44 feet north of Lisa Way. The site is of irregular shape and having 95.04 feet of frontage on Alexa Way along its west property line and 110.61 feet of frontage on a bike path in the US Highway 395 Freeway right-of-way along its north property line. The Assessor's Parcel Number is 002-503-35. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-15 The subject property comprises 5,426 square feet of land located at 3884 Imperial Way on the southwest corner of Broadleaf Lane and Imperial Way. The site is of quarter-circle shape and having 121.73 feet of frontage on Broadleaf Lane/Imperial Way along its north/east property lines. The Assessor's Parcel Number is a portion of 002-501-13. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-16 The subject property comprises 1.11 acres (48,179 square feet) of land located at 59 Arrowhead Drive on the southeast corner of Arrowhead Drive and the US Highway 395 Freeway. The site is of irregular shape and having 281.81 feet of frontage on Arrowhead Drive along the north property line and 417.03 feet of frontage on the northbound off-ramp for the US Highway 395 Freeway along its west property line. The Assessor's Parcel Number is 008-053-39. The Department's appraisal of fair market value is \$100,000, as established by a licensed appraiser.

Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (l) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
 Right-of-way Division
 Attn: Carrie Byron,
 Supervisory Right-of-way Agent
 1263 S. Stewart Street, Rm. 320
 Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

RECEIVED
4/18/12

BRIAN SANDOVAL
Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
Surplus No.: SUR 09-13
Project: NH-395-2(033)
E.A. No.: 72616
Parcel: U-395-CC-008.087 XS1
Description: Disposal of NDOT
property located along Broadleaf
Lane at Alexa Way in Carson City,
NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

Paul A. Saucedo
Chief Right-of-Way Agent

CONCUR:

Hugh Hadsoek
~~Kevin Resler~~, Right-of-Way Program Manager
Hugh Hadsoek

5/7/12
Date

pas/jb/jm

Enclosures

cc: H. Salazar, Manager, R/W Engineering
J. Biggin, Staff Specialist

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7d: Disposal of NDOT property located along US-395 Freeway at Alexa Way in Carson City, NV. SUR 09-14 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along US-395 Freeway at Alexa Way in Carson City, NV. The property is currently unimproved land consisting of 7,101 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property on January 15, 1988, in fee, for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$28,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this property is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along US-395 Freeway at Alexa Way in Carson City, NV.

**Department of Transportation Board of Directors
August 21, 2012**

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



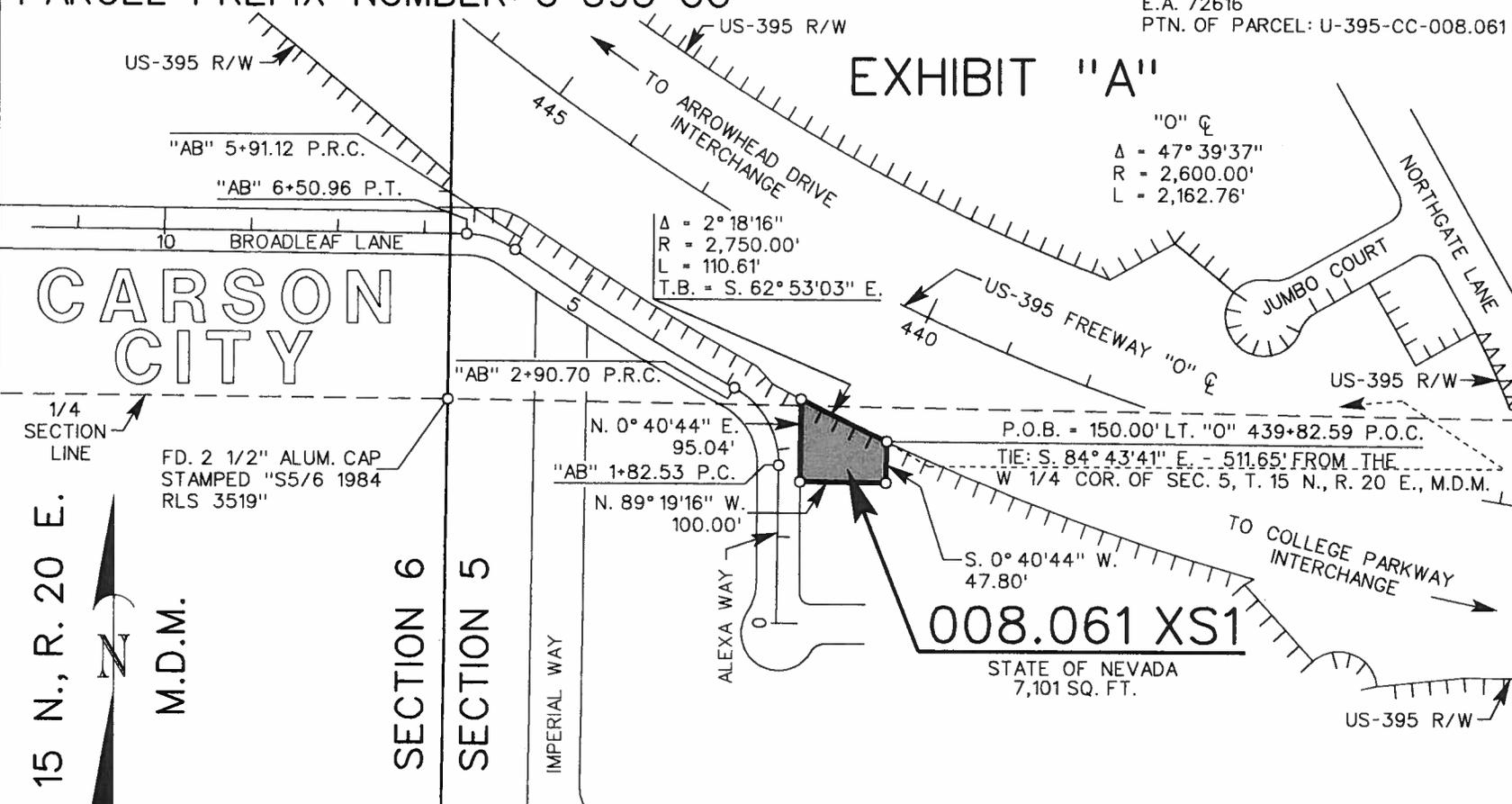
SUR 09-14

**DESCRIPTION: Along a portion of US-395 Freeway
At Alexa Way**

PARCEL PREFIX NUMBER: U-395-CC-

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-008.061

EXHIBIT "A"



- ||||| CONTROL OF ACCESS WITH FENCE OR BARRIER
- △△△△ CONTROL OF ACCESS WITHOUT FENCE OR BARRIER
- AREA TO BE SOLD

TRACED: JDF CHECKED: *[Signature]*

Date of last revision: _____

CC-017 SUR 09-14

STATE OF NEVADA

Dept. of Transportation R/W Division

Date: October 22, 2010

Sketch Map

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

Scale: 1" = 200' Sheet 1 of 1 Sheets

\\037Engineering\Sketch\carson_city\sar0914.dgn



NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
 P.O. Box 1888 Carson City, NV 89702
 (775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
 1263 South Stewart Street
 Carson City, NV 89701
 Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of 4 time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: *Rachel Renaud*

Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

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Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

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Nevada Department of Transportation
 Right-of-way Division
 Attn: Carrie Byron,
 Supervisory Right-of-way Agent
 1263 S. Stewart Street, Rm. 320
 Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712



BRIAN SANDOVAL
Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
Surplus No.: SUR 09-14
Project: NH-395-2(033)
E.A. No.: 72616
Parcel: U-395-CC-008.061 XS1
Description: Disposal of NDOT
property located along a portion of
US-395 Freeway at Alexa Way in
Carson City, NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

Paul A. Saucedo
Chief Right-of-Way Agent

CONCUR:

Kevin Resler
Kevin Resler, Right-of-Way Program Manager

pas/b/jm
pas/b/jm

Enclosures

cc: H. Salazar, Manager, R/W Engineering
J. Biggin, Staff Specialist

5/7/12
Date

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7e: Disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV. SUR 09-15 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along Broadleaf Lane at Imperial Way in Carson City, NV. The property is currently unimproved land consisting of 5,426 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property on January 19, 1999, in fee, for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway is now complete and operational and the Department has determined that this surplus property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$28,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this property is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV.

Department of Transportation Board of Directors
August 21, 2012

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



SUR 09-15

DESCRIPTION: Along a Portion of Broadleaf Lane at Imperial Way

PARCEL NUMBER PREFIX: U-395-CC-

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-008.139

EXHIBIT "A"

T. 15 N., R. 20 E.



CARSON CITY

US-395 R/W

"AB" ϕ
 $\Delta = 34^\circ 17' 14''$
R = 100.00'
L = 59.84'



CONTROL OF ACCESS WITH FENCE OR BARRIER



AREA TO BE SOLD

"O" ϕ
 $\Delta = 47^\circ 39' 37''$
R = 2,600.00'
L = 2,162.76'

BROADLEAF LANE
10 N. $89^\circ 24' 16''$ W.

008.139 XS1

STATE OF NEVADA
1/4 SECTION LINE
5,426 SQ. FT.

$\Delta = 34^\circ 17' 14''$
R = 75.00'
L = 44.88'

S. $89^\circ 24' 16''$ E.
18.80'

$\Delta = 0^\circ 47' 56''$
R = 2,798.90'
L = 39.03'
T.B. = S. $55^\circ 07' 02''$ E.

N. $0^\circ 35' 44''$ E.
66.20'

FD. 2 1/2" ALUM. CAP
STAMPED "S5/6 1984 RLS 3519"

SECTION 6
SECTION 5

IMPERIAL WAY

"AB" ϕ
 $\Delta = 6^\circ 12' 16''$
R = 2,773.90'
L = 300.38'

ALEXA WAY

"AB" 2+90.70 P.R.C.

US-395 R/W

SUR 09-15

$\Delta = 56^\circ 35' 42''$
R = 15.00'
L = 14.82'

S. $0^\circ 40' 44''$ W.
19.02'
P.O.B.
N. $89^\circ 19' 16''$ W.
100.14'

T.B. = S. $55^\circ 54' 58''$ E.

INSET
NOT TO SCALE

\\037Engineering\Sketch\carson_city\sur0915.dgn

TRACED: DBW CHECKED: *[Signature]*

Date of last revision: _____

CC-017

STATE OF NEVADA

Dept. of Transportation R/W Division

Date: October 22, 2010

Sketch Map

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

Scale: 1" = 200'

Sheet 1 of 1 Sheets

ATTACHMENT 2

NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
P.O. Box 1888 Carson City, NV 89702
(775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
1263 South Stewart Street
Carson City, NV 89701
Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of 4 time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: _____



Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day
of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

The following subject properties are vacant parcels of land located in Carson City, Nevada:

SUR 09-09 The subject property comprises 14,705 square feet of land located at 1720 Dori Way on the north side of North Lompa Lane, 227.61 feet west of Dori Way. The site is triangular in shape, having 224.52 feet of frontage on Lompa Lane, and is part of a larger property that includes the existing Lompa Lane, site and land along the east boundary of the US Highway 395 Freeway. The larger parcel is identified as Assessor's Parcel Number is 008-161-70. The Department's appraisal of fair market value is \$90,000.00, as established by a licensed appraiser.

SUR 09-10 The subject property comprises 21,402 square feet of land located at 2049 N. Lompa Lane on the northeast corner of North Lompa Lane and Carmine Street. The site is of irregular shape, and having 52.98 feet of frontage on Carmine Street along its south property line and 293.49 feet of frontage on Lompa Lane along its west property line. The Assessor's Parcel Number is 008-171-26. The Department's appraisal of fair market value is \$40,000.00, as established by a licensed appraiser.

SUR 09-12 The subject property comprises 3,063 square feet of land located at 3850 Alexa Way at the southeast corner of Broadleaf Lane and Imperial Way. The site is of triangular shape and having 51.37 feet of frontage on Imperial Way along its west property line and 105.33 feet of frontage on Broadleaf Lane along its north property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$500.00, as established by a licensed appraiser.

SUR 09-13 The subject property comprises 9,246 square feet of land located at 3866 Alexa Way on the southwest corner of Broadleaf Lane and Alexa Way. The site is of irregular shape and having 173.80 feet of frontage on Broadleaf Lane/Alexa Way along its north/east property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$30,000.00, as established by a licensed appraiser.

SUR 09-14 The subject property comprises 7,101 square feet of land located at 3865 Alexa Way on the east side of Alexa Way, 133.44 feet north of Lisa Way. The site is of irregular shape and having 95.04 feet of frontage on Alexa Way along its west property line and 110.61 feet of frontage on a bike path in the US Highway 395 Freeway right-of-way along its north property line. The Assessor's Parcel Number is 002-503-35. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-15 The subject property comprises 5,426 square feet of land located at 3884 Imperial Way on the southwest corner of Broadleaf Lane and Imperial Way. The site is of quarter-circle shape and having 121.73 feet of frontage on Broadleaf Lane/Imperial Way along its north/east property lines. The Assessor's Parcel Number is a portion of 002-501-13. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-16 The subject property comprises 1.11 acres (48,179 square feet) of land located at 59 Arrowhead Drive on the southeast corner of Arrowhead Drive and the US Highway 395 Freeway. The site is of irregular shape and having 281.81 feet of frontage on Arrowhead Drive along the north property line and 417.03 feet of frontage on the northbound off-ramp for the US Highway 395 Freeway along its west property line. The Assessor's Parcel Number is 008-053-39. The Department's appraisal of fair market value is \$100,000, as established by a licensed appraiser.

Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (l) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-way Division
Attn: Carrie Byron,
Supervisory Right-of-way Agent
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

RECEIVED
 4/17/12

BRIAN SANDOVAL
 Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
 Surplus No.: SUR 09-15
 Project: NH-395-2(033)
 E.A. No.: 72616
 Parcel: U-395-CC-008.139 XS1
 Description: Disposal of NDOT
 property located along Broadleaf
 Lane at Imperial Way in Carson City,
 NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.553.

Your concurrence in this proposal is requested.

Sincerely,

Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:

 Kevin Resler, Right-of-Way Program Manager
 Hugh Hadscock

5/7/12

 Date

pas/jb/jm

Enclosures

cc: H. Salazar, Manager, RW Engineering
 J. Biggin, Staff Specialist

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #7f: Disposal of NDOT property located along US-395 Freeway at Arrowhead Drive in Carson City, NV. SUR 09-16 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be sold is located along US-395 Freeway at Arrowhead Drive in Carson City, NV. The property is currently unimproved land consisting of 48,179 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property, in fee, as parcel number U-395-CC-008.439 on March 24, 1993 consisting of 54,827 sq. ft. and as parcel number U-395-008.469 on January 19, 1999 consisting of 54,623 sq. ft. for the construction of Phase I of the US-395, Carson City Freeway.

Phase I of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this surplus property is no longer needed for the project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$100,000.00, as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue and eliminate liability. The release of NDOT's interest in this property is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along US-395 Freeway at Arrowhead Drive in Carson City, NV.

**Department of Transportation Board of Directors
August 21, 2012**

List of Attachments:

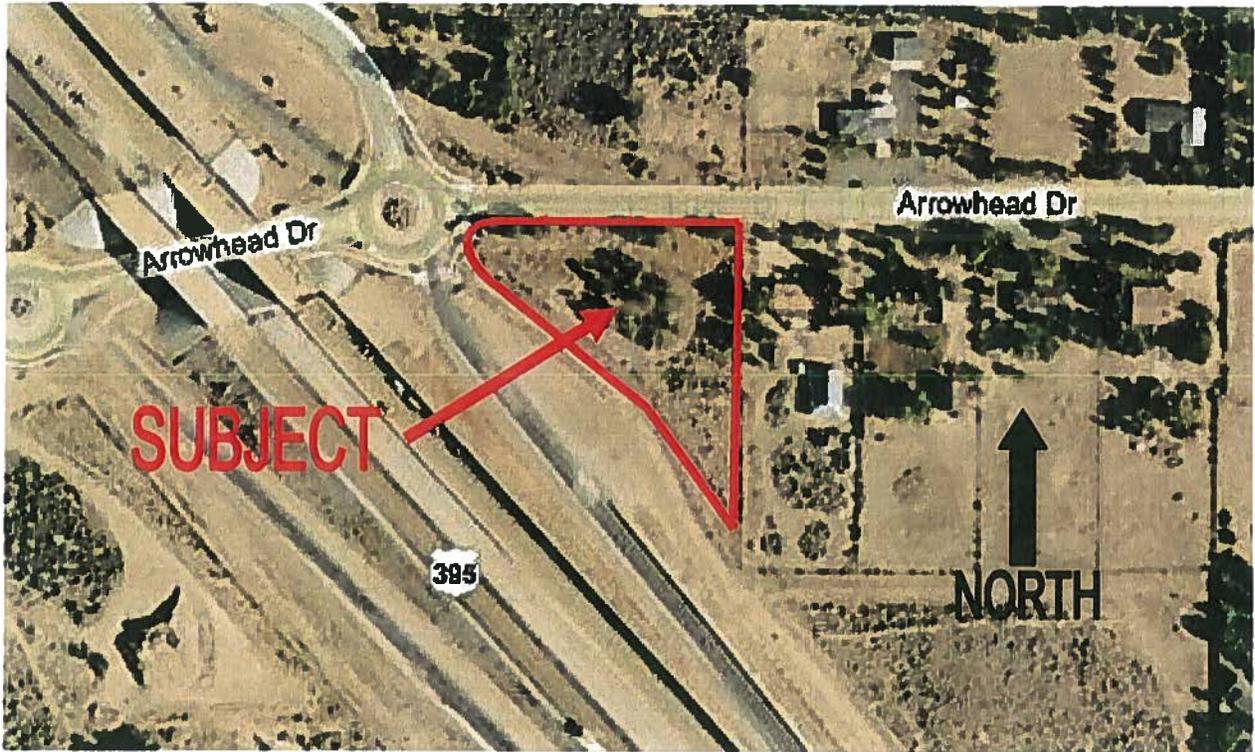
1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



SUR 09-16

**DESCRIPTION: Along a portion of US-395 Freeway
At Arrowhead Drive**

PARCEL NUMBER PREFIX: U-395-CC-

PROJECT: NH-395-2(033)

E.A. 72616

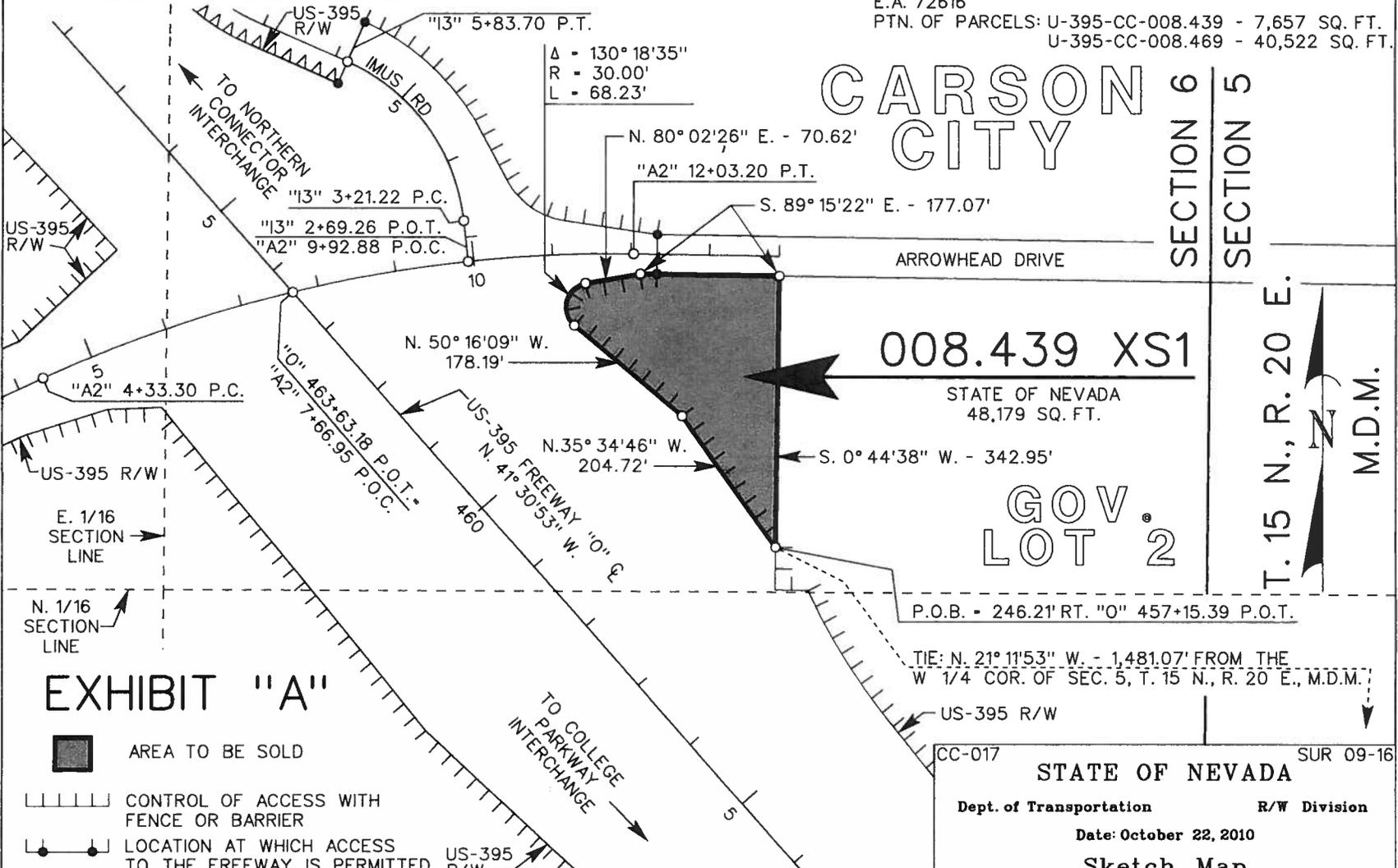
PTN. OF PARCELS: U-395-CC-008.439 - 7,657 SQ. FT.

U-395-CC-008.469 - 40,522 SQ. FT.

CARSON CITY

SECTION 6

SECTION 5



008.439 XS1

STATE OF NEVADA
48,179 SQ. FT.

GOV
LOT 2

T. 15 N., R. 20 E.
M.D.M.

EXHIBIT "A"



AREA TO BE SOLD



CONTROL OF ACCESS WITH FENCE OR BARRIER



LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE



CONTROL OF ACCESS WITHOUT FENCE OR BARRIER

TRACED: JDF

CHECKED: *[Signature]*

Date of last revision: _____

CC-017 SUR 09-16

STATE OF NEVADA

Dept. of Transportation R/W Division

Date: October 22, 2010

Sketch Map

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

Scale: 1" = 200'

Sheet 1 of 4 Sheets

\\037Engineering\Sketch\carson_city\sur0916.dgn

ATTACHMENT 2

NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
P.O. Box 1888 Carson City, NV 89702
(775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
1263 South Stewart Street
Carson City, NV 89701
Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels-of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of 4 time(s) commencing on 3/25/2012, and ending on 4/4/2012, all days inclusive.

Signed: _____

Rachel Renaud

Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day
of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

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Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (l) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-way Division
Attn: Carrie Byron,
Supervisory Right-of-way Agent
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

RECEIVED
 4/13/12

BRIAN SANDOVAL
 Governor

April 17, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Public Auction
 Surplus No.: SUR 09-16
 Project: NH-395-2(033)
 E.A. No.: 72616
 Parcel: U-395-CC-008.439 XS1
 Description: Disposal of NDOT
 property located along US-395
 Freeway at Arrowhead Drive in
 Carson City, NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold at Public Auction, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely

Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:

 Kevin Resler, Right-of-Way Program Manager
 Hugh Hadsack

5/7/12

 Date

pas/jb/jm
 Enclosures

cc: H. Salazar, Manager, R/W Engineering
 J. Rinnin Staff Specialist

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #8a: Disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV. SUR 09-12 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Direct Sale. The property to be sold is located along Broadleaf Lane at Imperial Way in Carson City, NV. The property is currently unimproved land consisting of 3,063 sq. ft. as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally acquired this property on March 18, 1999, in fee, for the construction of Phase 1 of the US-395, Carson City Freeway.

Phase 1 of the US-395, Carson City Freeway Project is now complete and operational and the Department has determined that this surplus property is no longer needed for the project. On June 6, 2012, the adjacent property owner, Jeffrey and Ida Anderson, expressed interest in purchasing this property from the Department.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$500.00, as required by N.R.S. 408.533. A Direct Sale to the adjacent property owner will be beneficial to both the State and the property owner. This parcel is no longer needed for Highway purposes. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located along Broadleaf Lane at Imperial Way in Carson City, NV.

**Department of Transportation Board of Directors
August 21, 2012**

List of Attachments:

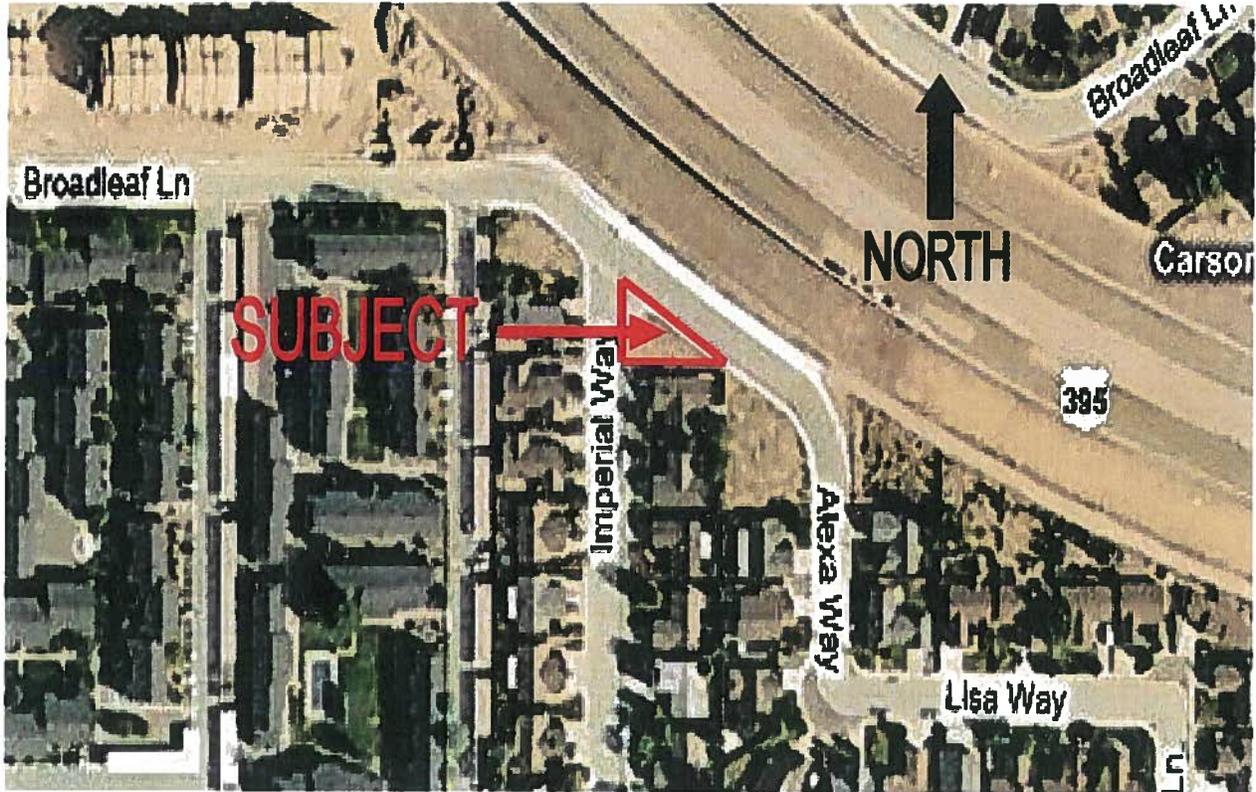
1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Copy of signed Direct Sale Intent to Purchase (Form 894-C)
5. Environmental Approval
6. FHWA Approval
7. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent



jb/gf

LOCATION MAP



SUR 09-12

DESCRIPTION: Along a Portion of Broadleaf Lane at Imperial Way

PARCEL NUMBER PREFIX: U-395-CC-

PROJECT: NH-395-2(033)
E.A. 72616
PTN. OF PARCEL: U-395-CC-008.118

CARSON CITY

EXHIBIT "A"

US-395 R/W

BROADLEAF

"AB" 6+50.96 P.T.

"AB" 5+91.12 P.R.C.

008.118 XS1

STATE OF NEVADA
3,063 SQ. FT.

FD. 2 1/2" ALUM. CAP
STAMPED "S5/6 1984 RLS 3519"

N. 0° 40' 44" E. - 35.50'

N. 89° 19' 16" W. - 100.00'

T. 15 N., R. 20 E.



M.D.M.

SECTION 6

SECTION 5

$\Delta = 121^\circ 14' 11''$
R = 15.00'
L = 31.74'

$\Delta = 1^\circ 49' 53''$
R = 2,798.90'
L = 89.46'

T.B. = S. 58° 05' 05" E.

"O" \curvearrowright
 $\Delta = 47^\circ 39' 37''$
R = 2,600.00'
L = 2,162.76'

443 US-395 - FREEWAY "O" \curvearrowright

TO ARROWHEAD DRIVE INTERCHANGE

P.O.B. = 198.90' LT "O" 442+21.98 P.O.C.

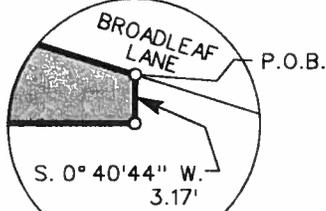
TIE: N. 84° 16' 11" E. - 261.63' FROM THE
W 1/4 COR. OF SEC. 5, T. 15 N., R. 20 E.

1/4 SECTION LINE

TO COLLEGE PARKWAY INTERCHANGE

US-395 R/W

"AB" 2+90.74 P.R.C.



INSET NOT TO SCALE

CONTROL OF ACCESS WITH
FENCE OR BARRIER

AREA TO BE SOLD

TRACED: JDF

CHECKED: *[Signature]*

Date of last revision: _____

CC-017

STATE OF NEVADA

SUR 09-12

Dept. of Transportation

R/W Division

Date: October 21, 2010

Sketch Map

Approved: *[Signature]*

Manager, R/W Engineering

Scale: 1" = 100'

Sheet 1 of 1 Sheets

NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701
P.O. Box 1888 Carson City, NV 89702
(775) 881-1201 FAX: (775) 887-2408

Customer Account: # 7895957

Legal Account

Right-of-Way - NDOT
1263 South Stewart Street
Carson City, NV 89701
Attn: Diana Callahan

Rachel Renaud says:

That (s)he is a legal clerk of the **NEVADA APPEAL**, a newspaper published Tuesday through Sunday at Carson City, in the State of Nevada.

Copy Line

NOI Vacant parcels of land

PO#: 000047189

Ad #: 7705833D

of which a copy is hereto attached, was published in said newspaper for the full required period of **4** time(s) commencing on **3/25/2012**, and ending on **4/4/2012**, all days inclusive.

Signed: _____

Rachel Renaud

Date: 04/05/2012 State of Nevada, Carson City

Price: \$ 1405.200

Subscribed and sworn to before me this ____ day
of _____

Notary Public

Proof and Statement of Publication

Ad #: 7705833D

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY

Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors.

The following subject properties are vacant parcels of land located in Carson City, Nevada:

SUR 09-09 The subject property comprises 14,705 square feet of land located at 1720 Dori Way on the north side of North Lompa Lane, 227.61 feet west of Dori Way. The site is triangular in shape, having 224.52 feet of frontage on Lompa Lane, and is part of a larger property that includes the existing Lompa Lane, site and land along the east boundary of the US Highway 395 Freeway. The larger parcel is identified as Assessor's Parcel Number is 008-161-70. The Department's appraisal of fair market value is \$90,000.00, as established by a licensed appraiser.

SUR 09-10 The subject property comprises 21,402 square feet of land located at 2049 N. Lompa Lane on the northeast corner of North Lompa Lane and Carmine Street. The site is of irregular shape, and having 52.98 feet of frontage on Carmine Street along its south property line and 293.49 feet of frontage on Lompa Lane along its west property line. The Assessor's Parcel Number is 008-171-26. The Department's appraisal of fair market value is \$40,000.00, as established by a licensed appraiser.

SUR 09-12 The subject property comprises 3,063 square feet of land located at 3850 Alexa Way at the southeast corner of Broadleaf Lane and Imperial Way. The site is of triangular shape and having 51.37 feet of frontage on Imperial Way along its west property line and 105.33 feet of frontage on Broadleaf Lane along its north property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$500.00, as established by a licensed appraiser.

SUR 09-13 The subject property comprises 9,246 square feet of land located at 3866 Alexa Way on the southwest corner of Broadleaf Lane and Alexa Way. The site is irregular shape and having 173.80 feet of frontage on Broadleaf Lane/Alexa Way along its north/east property line. The Assessor's Parcel Number is a portion of 002-502-34. The Department's appraisal of fair market value is \$30,000.00, as established by a licensed appraiser.

SUR 09-14 The subject property comprises 7,101 square feet of land located at 3866 Alexa Way on the east side of Alexa Way, 133.44 feet north of Lisa Way. The site is of irregular shape and having 95.04 feet of frontage on Alexa Way along its west property line and 110.61 feet of frontage on a bike path in the US Highway 395 Freeway right-of-way along its north property line. The Assessor's Parcel Number is 002-503-35. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-15 The subject property comprises 5,426 square feet of land located at 3884 Imperial Way on the southwest corner of Broadleaf Lane and Imperial Way. The site is of quarter-circle shape and having 121.73 feet of frontage on Broadleaf Lane/Imperial Way along its north/east property lines. The Assessor's Parcel Number is a portion of 002-501-13. The Department's appraisal of fair market value is \$28,000.00, as established by a licensed appraiser.

SUR 09-16 The subject property comprises 1.11 acres (48,179 square feet) of land located at 59 Arrowhead Drive on the southeast corner of Arrowhead Drive and the US Highway 395 Freeway. The site is of irregular shape and having 281.81 feet of frontage on Arrowhead Drive along the north property line and 417.03 feet of frontage on the northbound off-ramp for the US Highway 395 Freeway along its west property line. The Assessor's Parcel Number is 008-053-39. The Department's appraisal of fair market value is \$100,000, as established by a licensed appraiser.

Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (l) (d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to:

Nevada Department of Transportation
Right-of-way Division
Attn: Carrie Byron,
Supervisory Right-of-way Agent
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

For more information, please refer to NRS 408.533 and/or contact Carrie Byron at (775) 888-7966 or by email at CByron@dot.state.nv.us.

Pub: March 25, 28, April 1, 4, 2012

Ad#7705833



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

June 4, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

JEFFREY C & IDA ANDERSON
3847 IMPERIAL WAY
CARSON CITY NV 89706

Project: NH-395-2(033)
E.A.: 72616
Parcel: U-395-CC-008.118 XS1
Owner: NDOT
Surplus No.: SUR 09-12
Ptn of APN: 002-502-34

Dear Jeffrey & Ida Anderson:

The Department's Surplus Property Committee has approved the disposal of the above-referenced parcel by direct sale.

Pursuant to NRS 408.533, the property may be disposed of by Direct Sale, at fair market value, to the previous property owner, which is the owner from whom the Department of Transportation purchased it, their heirs and assigns. If no interest in reacquiring is forthcoming, then it may be disposed of by Direct Sale to the adjacent property owner.

The previous owner, their heirs and assigns, did not show an interest in purchasing the property; therefore the Department is offering you, as the adjacent property owner, the property since there is no access to the parcel other than by the adjacent owner.

The Department of Transportation has performed an appraisal which was reviewed and approved by our Review Appraiser, dated November 30, 2011, and determined the current fair market value to be \$ 500.00. The parcel is described as U-395-CC-008.118 XS1, consisting of 3,063 square feet. In addition to the purchase price, you will be responsible for the real property transfer tax and recording fees. The total direct sale costs are listed as follows:

Fair Market Value	\$500.00
Plus Real Property Transfer Tax	1.95
Plus Recording Fees	<u>17.00</u>
Total Direct Sale Costs	\$518.95

If the direct sale amount of FIVE HUNDRED EIGHTEEN AND 95/100 DOLLARS (\$518.95) is acceptable to you, please acknowledge by securing the authorized signature below, as well as completing the enclosed "Direct Sale Intent to Purchase" form and return within ten (10) working days from receipt of this letter. I have also enclosed a pre-paid, self-addressed envelope, for your convenience.

BY: [Signature]
Signature

June 6th, 2012
Date

BY: [Signature]
Signature

June 6 2012
Date

JEFFREY C & IDA ANDERSON
June 4, 2012

Upon receipt of the "Direct Sale Intent to Purchase" form, a Transportation Board package will be prepared and submitted to the Transportation Board of Directors, for review and approval, at the next scheduled board meeting. Once approved, I will prepare a Land Sale Agreement for your signature and Department execution. Upon receipt of payment, a Quitclaim Deed is prepared, executed and recorded. This conveys the property to you and the transaction is complete. If you prefer this transaction be handled through escrow, please be aware that all costs associated to escrow will be at your expense.

If you have any questions or need further information, please feel free to contact me at (775) 888-7195 or by e-mail at dcallahan@dot.state.nv.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Callahan". The signature is fluid and cursive, with a large initial "D" and "C".

Diana Callahan
Right-of-Way Agent

dtc/jm

By hand delivery

Enclosure

cc: C. Byron, Supervisory R/W Agent
J. Biggin, Staff Specialist - PM

Project: NH-395-2(003)
E.A.: 72616
Parcel: U-395-CC-008.118 XS1
SUR #: SUR 09-12
Date: April 19, 2012

DIRECT SALE INTENT TO PURCHASE
Nevada Department of Transportation

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

The undersigned purchaser hereby agrees to pay to the Nevada Department of Transportation, \$518.95 as the full purchase price for said property, to be paid in a lump sum payment, without interest, on or before 30 days from the Transportation Board approval date.

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

The property will be conveyed by Quitclaim Deed.

The name on the deed is to be as follows:

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

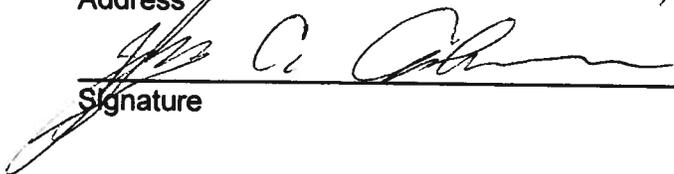
All notices pertaining to matters arising in connection with this transaction may be made to purchaser in person or by registered mail addressed as follows:

Jeffrey C. ANDERSON
Name (Please Print)

June 6th, 2012
Date

3847 Imperial Way Carson City, NV, 89706
Address

775 887 1825
Phone


Signature

Title

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

State of Nevada, Department of Transportation
Right-of-Way Division, Attn: Diana Callahan
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 11, 2012

To: Jessica Biggin, Right-of-Way

From: Steve M. Cooke, P.E., Chief, Environmental Services *SMC*

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 09-09, 10, 12, 13, 14, 15 & 16
Parcels: U-395-CC-005.795 & 995 XS1; AND, U-395-CC-008.087, 118,
061, 139 & 439 XS1
Carson City, NV
Disposal by Public Auction

The Environmental Services Division (ESD) reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by the FHWA on April 6, 2012 for this action.

SMC/dlh

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



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

RECEIVED
 4/25/12

BRIAN SANDOVAL
 Governor

April 25, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Direct Sale
 Surplus No.: SUR 09-12
 Project: NH-395-2(033)
 E.A. No.: 72616
 Parcel: U-395-CC-008.118 XS1
 Description: Disposal of NDOT
 property located along Broadleaf
 Lane at Imperial Way in Carson City,
 NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map), location map and one set of right-of-way plans depicting the area of surplus property to be sold by Direct Sale, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in Carson City, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The direct sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:

Hugh HadsocK

~~Kevin Resler, Right-of-Way Program Manager~~
 Hugh HadsocK

pas/jb/jm
 Enclosures

cc: H. Salazar, Manager, R/W Engineering
 J. Biggin, Staff Specialist

5/3/12

Date

ATTACHMENT 6

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

Right-of-Way Division

August 27, 2012

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: September 10, 2012 Transportation Board of Directors Meeting
Item #8b: Disposal of NDOT property located southwest of US-395 at the Damonte Ranch Parkway Interchange, southbound off ramp, in the City of Reno, Washoe County, NV. SUR 10-19 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Direct Sale. The property to be sold is located southwest of US-395 at the Damonte Ranch Parkway Interchange, southbound off ramp, in the City of Reno, Washoe County, NV. The parcel is a rectangular vacant strip consisting of 3,811 sq. ft. as depicted on the attached sketch maps marked Exhibits "A" and "B".

Background:

On April 2, 2003 the Department originally acquired 5.67 acres from the Regional Transportation Commission of Washoe County, in fee, for the construction of US-395 Freeway Project. On December 22, 2010 the adjacent property owner, South Towne Crossing, LLC requested the Department consider the release of a small portion of the right-of-way be declared as surplus property to enhance their adjacent property.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$36,300.00, as required by N.R.S. 408.533. A Direct Sale to the adjacent property owner will be beneficial to both the State and the property owner. This parcel is no longer need for Highway purposes. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

Approval of disposal of NDOT property located southwest of US-395 at the Damonte Ranch Parkway Interchange, southbound off ramp, in the City of Reno, Washoe County, NV.

**Department of Transportation Board of Directors
August 21, 2012**

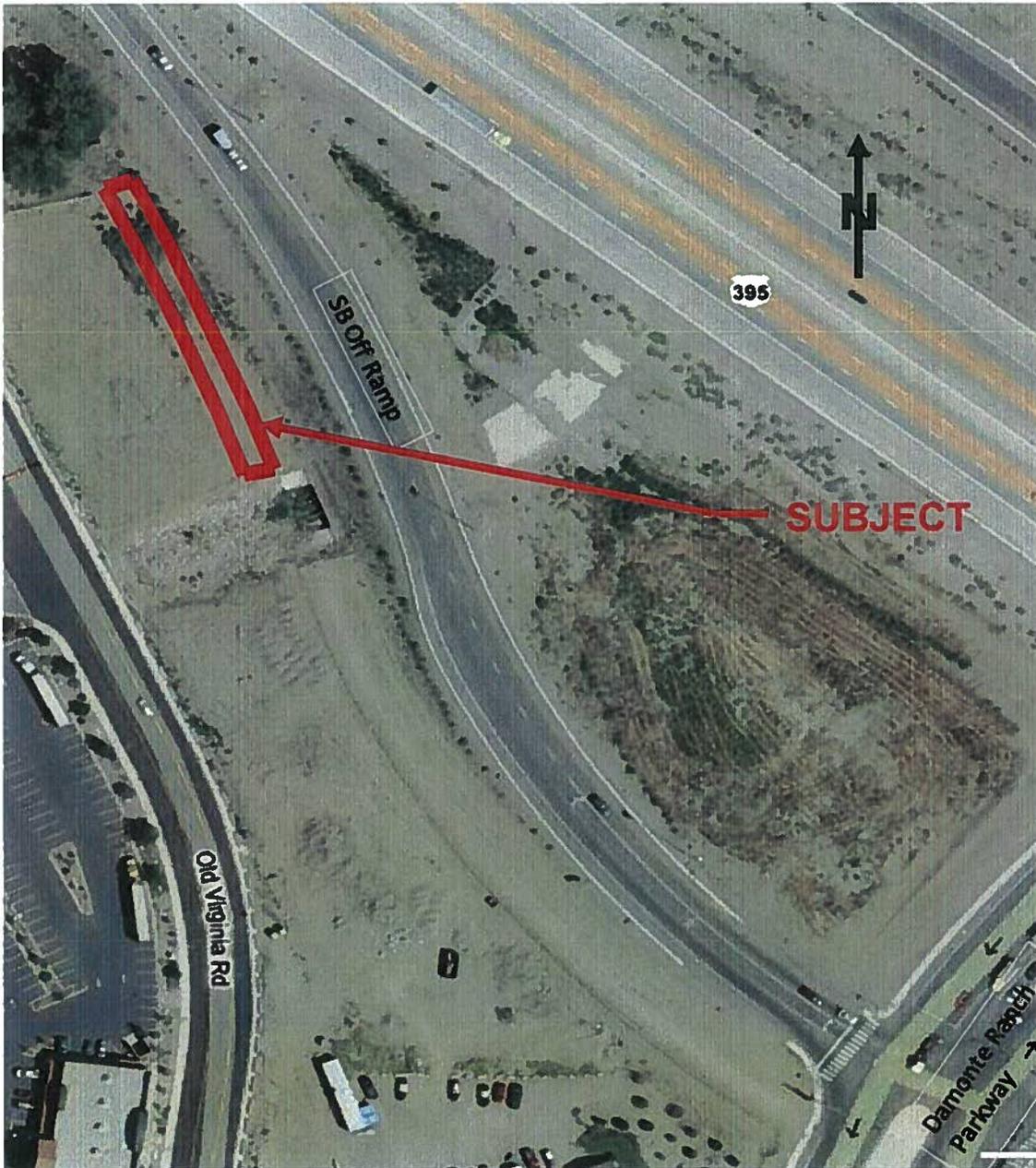
List of Attachments:

1. Location Map
2. Sketch Maps marked Exhibits "A" and "B"
3. Copy of signed Direct Sale Intent to Purchase (Form 894-C)
4. Copy of South Towne Crossing, LLC request letter dated December 22, 2010
5. Environmental Approval
6. FHWA Approval
7. N.R.S. 408.533

Prepared by: Paul A. Saucedo, Chief R/W Agent

jb/gf

LOCATION MAP



SUR 10-19

**DESCRIPTION: US-395 DAMONTE RANCH PARKWAY INTERCHANGE
SOUTHBOUND OFF RAMP**

ATTACHMENT 1

PARCEL NO. PREFIX: U-395-WA-

EXHIBIT "A"

PROJECT: NH-DE-F-395-2(21)
E.A. 71565
PTN. OF PARCELS U-395-WA-016.983
& U-395-WA-017.156

"H" \sphericalangle $\Delta = 20^{\circ} 05' 35''$ R = 3,000.00' L = 1,052.07'

"H" 554+77.94 P.O.C. -
"Z" 32+06.94 P.O.C.

← TO SOUTH MEADOWS PKWY
570

"H" 563+54.72 P.C.

560

TO SR-431 (MT. ROSE HIGHWAY) →
"H" 555+34.26 P.T.

"H" \sphericalangle US-395 N. $49^{\circ} 37' 48''$ W.

SEC. 16
SEC. 17

312.31' LT. "H" 564+63.76 P.O.C.

258.38' LT. "H" 564+29.04 P.O.C.

362.49' LT. "H" 562+05.57 P.O.T.

399.06' LT. "H" 561+45.02 P.O.T.

406.38' LT. "H" 561+33.67 P.O.T.

547.46' LT. "H" 555+82.44 P.O.T.

DAMONTE RANCH PARKWAY
"Z" \sphericalangle 32+32.79 P.T.
"Z" \sphericalangle 26+09.71 P.C.
"Z" \sphericalangle $\Delta = 39^{\circ} 40' 00''$ R = 900.00' L = 623.08'

R/W
OLD VIRGINIA ROAD
P/L

T. 18 N., R. 20 E.
M.D.M.

017.156 XS1

STATE OF NEVADA
3,811 SQ. FT.

016.983 XS1

STATE OF NEVADA
1,377 SQ. FT.

DRAINAGE FACILITY

SEE
INSET "A"

411.70' LT. "H" 561+53.09 P.O.T.

RENO CITY LIMIT
WASHOE COUNTY

COUNTY OF WASHOE

CITY OF RENO

*** FENCE

CONTROL OF ACCESS WITH
FENCE OR BARRIER

AREA TO BE QUITCLAIMED

TRACED: RJL CHECKED: *JSL*

Date of last revision: _____

WA-74 STATE OF NEVADA SUR 10-19

Dept. of Transportation R/W Division

Date: September 23, 2011

Sketch Map

Approved: *Blana Salazar*
Manager, R/W Engineering

Scale: 1" = 200'

Sheet 1 of 2 Sheets

Sketch\Washoe\SUR 10-19.dgn

ATTACHMENT 2



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

BRIAN SANDOVAL
 Governor

June 22, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

MR KENT WITT
 MANAGING MEMBER
 SOUTHTOWNE CROSSING LLC
 C/O MR KEN KRATER
 901 DARTMOUTH DRIVE
 RENO NV 89509

Project: NH-DE-F-395-2(21)
 E.A.: 71565
 Parcel: U-395-WA-017.156
 Surplus No.: SUR 10-19

Dear Gentlemen:

The Transportation Surplus Property Committee met to consider your property purchase request and has approved the disposal of the above-referenced parcel by direct sale.

The Department of Transportation has performed an appraisal which was reviewed and approved by our Review Appraiser, dated March 9, 2012, and determined the current fair market value to be \$36,300.00. The parcel is described as U-395-WA-017.156, consisting of a total of 3,811 square feet. In addition to the purchase price, you will be responsible for the real property transfer tax and recording fees. The total direct sale costs are listed as follows:

Fair Market Value	\$ 36,300.00
Plus Real Property Transfer Tax	\$ 148.83
Plus Recording Fees	\$ 17.00
Total Direct Sale Costs	\$ 36,465.83

If the direct sale amount of THIRTY SIX THOUSAND FOUR HUNDRED SIXTY FIVE AND 83/100 DOLLARS (36,465.83) is acceptable to you, please acknowledge by securing the authorized signature below, as well as completing the enclosed "Direct Sale Intent to Purchase" form and return within 10 (ten) working days from receipt of this letter. I have also enclosed a pre-paid, self-addressed envelope, for your convenience.

SOUTHTOWNE CROSSING LLC

BY:

Signature

Date

Kent Witt, Managing Member

MR KENT WITT MANAGING MEMBER
SOUTHTOWNE CROSSING LLC
C/O MR KEN KRATER
June 22, 2012

Upon receipt of the "Direct Sale Intent to Purchase" form, a Transportation Board package will be prepared and submitted to the Transportation Board of Directors, for review and approval, at the next scheduled board meeting. Once approved, I will prepare a Land Sale Agreement for your signature and Department execution. Upon receipt of payment, a Quitclaim Deed is prepared, executed and recorded. This conveys the property to you and the transaction is complete. If you prefer this transaction be handled through escrow, please be aware that all costs associated to escrow will be at your expense.

If you have any questions or need further information, please feel free to contact me at (775) 888-7195 or by e-mail at dcallahan@dot.state.nv.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Callahan". The signature is fluid and cursive, with a large initial "D" and "C".

Diana Callahan
Right-of-Way Agent

dtc/gf

Enclosures

cc: C. Byron, Supervisory Right-of-Way Agent
M. Orci, Assistant Chief Right-of-Way Agent

Project: NH-DE-F-395-2(21)
E.A.: 71565
Parcel: U-395-WA-017.156
SUR #: SUR 10-19
Date: June 22, 2012

DIRECT SALE INTENT TO PURCHASE
Nevada Department of Transportation

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

The undersigned purchaser hereby agrees to pay to the Nevada Department of Transportation, \$36,465.83 as the full purchase price for said property, to be paid in a lump sum payment, without interest, on or before 90 days from the Transportation Board approval date.

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

The property will be conveyed by Quitclaim Deed.

The name on the deed is to be as follows:

SouthTowne Crossing, LLC

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

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

<u>KENT WITT</u>	<u>6/27/11</u>
Name (Please Print)	Date
<u>PO Box-12457, Reno, NV 89510-2457</u>	<u>775-843-6330</u>
Address	Phone
<u>Kent Witt</u>	<u>MANAGER</u>
Signature	Title

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

State of Nevada, Department of Transportation
Right-of-Way Division, Attn: Diana Callahan
1263 S. Stewart Street, Rm. 320
Carson City, NV 89712

SouthTowne Crossing, LLC
Shopping Center Development

Mailing Address
P. O. Box 12457
Reno, NV 89510

Street Address
600 West 4th Street
Reno, NV 89503

Phone 775-786-8852
Fax 775-786-9505

December 22, 2010

Halana D. Salazar, PLS
Manager, R/W Engineering
1263 S. Stewart St. Rm. 305
Carson City, NV 89712

Re: SouthTowne Crossing NDOT surplus right of way acquisition

Dear Ms. Salazar:

Please accept this letter as our authorization for NDOT to work with Ken Krater, our traffic consultant and agent, with respect to our pending acquisition of the 15' wide surplus property land parcels along the Southbound US-395/I-580 off ramp for the Damonte Ranch Parkway interchange. Please call me at 775-843-6330 if you have any questions.

Sincerely
SouthTowne Crossing LLC



Kent Witt
Manager



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

MEMORANDUM

Environmental Services Division

July 3, 2012

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

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

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 10-19
Project No.: NH-DE-F-395-2(021)
PIN: 71565
Parcel: U-395-WA-017.156 XS1
Reno, NV
Disposal by Direct Sale

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. A Categorical Exclusion was approved by FHWA on June 28, 2012, for this action.

Attachment: Copy of Approved Categorical Exclusion

C (without attachment): R. Borrelli, Surplus Property Committee, Chair
H.D. Salazar, Surplus Property Committee, Vice-Chair
Project File

ATTACHMENT 5



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

BRIAN SANDOVAL
 Governor

July 18, 2012

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

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

Disposal by Direct Sale
 Surplus No.: SUR 10-19
 Project: NH-DE-F-395-2(21)
 E.A. No.: 71565
 Parcel: U-395-WA-017.156 XS1
 Description: Disposal of NDOT
 property located southwest of US-395
 at the Damonte Ranch Parkway
 Interchange, southbound off ramp, in
 the City of Reno, Washoe County, NV.

Dear Ms. Klekar:

Enclosed are Exhibit "A" and Exhibit "B" (sketch maps) and a location map depicting the area of surplus property to be sold by Direct Sale, pursuant to N.R.S. 408.533. It has been determined that the property is no longer needed by NDOT. The aforementioned property is located in the City of Reno, Washoe County, Nevada.

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

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The right-of-way being retained is adequate under present day standards for the facility involved;
3. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
4. The parcel to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act 1965);
5. The parcel to be sold has been cleared through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
6. The direct sale of this parcel is being made in accordance with N.R.S. 408.533.

Your concurrence in this proposal is requested.

Sincerely,

Paul A. Saucedo
 Chief Right-of-Way Agent

CONCUR:

Hugh Haddock
 Hugh Haddock, Right-of-Way Program Manager

7/19/12
 Date

pas/jb/gf
 Enclosures

cc: H. Salazar, Manager, R/W Engineering
 J. Biggin, Staff Specialist

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

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

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

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

(1) There is no access to the property;

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

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

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

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

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

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

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

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

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

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

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

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

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)



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

MEMORANDUM

August 14, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item # 9: Approval of Administrative Modifications to the FFY 2012-2015 Statewide Transportation Improvement Program (STIP) – For possible action.

Summary:

At the October 10, 2011 State Transportation Board of Directors Meeting, the FY 2012-2015 Statewide Transportation Improvement Program (STIP) was approved as a part of the FY 2012-2021 Transportation Systems Projects (TSP). Amendments and Administrative Modifications are made throughout the year to the document in order to facilitate projects. NDOT staff works closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes. Attachment "A" lists Administrative Modifications and other state program projects. NDOT is requesting the State Transportation Board's approval of these changes as summarized in Attachment "A".

Background:

NDOT staff works continuously all year with federal and regional agencies, local governments, and planning boards to develop the *Transportation System Projects* notebook. The fiscal years 2012-2021 document contains the:

Statewide Transportation Improvement Program (STIP), FY 2012-2015
Annual Work Program (AWP), FY 2012
Short Range Element (SRE), FY 2013-2014
Long Range Element (LRE), FY 2015-2021

Attachment "A" details the Administrative Modifications to projects which include any actions taken in Washoe, Clark, TMPO and CAMPO Transportation Improvement Plans (TIP) and areas outside of the MPO boundaries since the last time the Board approved changes to the STIP on June 25, 2012.

Analysis:

The attached listing of administrative modifications to projects are those completed since the June 25, 2012 Transportation Board approval of the *Transportation System Projects* notebook for fiscal years 2012-2021.

Recommendation for Board Action:

Approval of the Amendments/Administrative Modifications to the FY 2012-2015 Statewide Transportation Improvement Program (STIP).

List of Attachments:

A. List of Administrative Modifications.

Prepared by:

Dennis Taylor, Chief, Transportation & Multimodal Planning Division

List of Administrative Modifications

RTC of Southern Nevada

Administrative Modification #7 – Clark 2 (CMAQ) and Clark 4 (FTA Section 5307 Formula)

This action transfers FY 2012 CMAQ funds to Federal Transit Administration (FTA) Section 5307 Urbanized Area for operating for the Express Route bus service.

Administrative Modification #8 – Statewide 1 (NHS)

This action increases National Highway System (NHS) funding for the Freeway Service Patrol for Clark County from \$1.5M in FY 2012, 2013 and 2014 to \$3.1M, \$3.0M and \$3.8M, respectively.

Administrative Modification #9 – Clark 1 (STP Clark), Statewide 1 (NHS), Statewide 2 (STP Statewide), Statewide 3 (High-Priority), SAFETEA-LU), Statewide 4 (Transportation Improvements), Statewide 7 (Public Lands Highway), Statewide 9 Interstate Maintenance – Discretionary), Statewide 11 (State Gas Tax) and Statewide 11 (Section 129 Projects)

This Administrative Modification was made to facilitate funding for construction of CL200515, Cactus Ave, construct a 6 lane roadway with an interchange at I 15. It was processed to better define the scope and budget for CL200802, US93/95 Boulder City Bypass Part 1, Package 2A and 2B.

Administrative Modification #10 – Clark 18 (Ad Valorem Tax), Statewide 2 (STP Statewide), Statewide 7 (Public Lands Highways), Statewide 11 (State Gas Tax) and Statewide 9 (SB 5)

This action was processed to facilitate adding Public Lands Highway funding for CL20090291, Downtown Las Vegas F Street 2 lane underpass in the amount of \$475K.

Administrative Modification #12 – Clark 4 (FTA Section 5307 Formula), Clark 10 (Local Funding –LV) and Clark 23 (FTA Section 5312 Research Grant)

This action adds project NV20120092, One Call-One Click Call Center for Southern Nevada Medical Center in the amount of \$50,000 using FTA Section 5312 Research Grant funding. It also adds project NV20120093, Fuel Efficiency and Propulsion Distribution using FTA Section 5307 Formula and local funding in the amount of \$680,663 and \$170,166, respectively.

Washoe County RTC

Administrative Modification #2 – Washoe 2 (CMAQ Washoe), Washoe 3 (RTC Fuel Tax), Washoe 8 (FTA Section 5316 – JARC) and Washoe 9 (FTA Section 5317 – New Freedom)

This action updates funding for the FTA Section 5316 – JARC and the Section 5317 – New Freedom programs.

Administrative Modification #3 – Washoe 10

This Modification will add State of Good Repair grant funding for a digital radio system for RTC RIDE and ACCESS systems at \$1,147,000.

Carson Area MPO

Administrative Modification # – CAMPO 2 (FTA Section 5307-CAMPO)

This modification is an action to add the purchase of 1 bus for Carson City JAC Fixed Route Services in FY 13 in the amount of \$220K FTA Section 5307 funds.

Tahoe MPO

Administrative Modification #3 – Statewide 7 (PLHD) Statewide 11 (State Gas Tax), Statewide 22 (Federal Lands Highway), Statewide 26 (State Question 1) and Statewide (National Recreational Trails)

This modification will add additional funding to the Nevada Stateline to Stateline Bicycle Facility project for the South Demonstration Phase. An additional \$517,000 State Gas Tax (SGT) for a total of \$1,502,000 and \$2.50M in Public Lands Highway Discretionary (PLHD) was also added.

Statewide/Rural

(NO MODIFICATIONS MADE)



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

MEMORANDUM

August 6, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
ITEM #10: Adoption of the 2012 Nevada State Rail Plan – For Possible Action.

Summary:

The Nevada Department of Transportation (NDOT) has prepared a new statewide rail plan. This plan establishes policy for passenger and freight rail and sets priorities and strategies to enhance rail service in the state that benefits the public, and will serve as the basis for federal and state investments within Nevada. The Nevada State Rail Plan was prepared in accordance with federal requirements so that Nevada would be eligible for federal rail funding.

Background:

NDOT staff worked with Jacobs Engineering Group Inc. between the dates of October 2010 and March 2012 to produce the Nevada State Rail Plan. During this period a comprehensive public information and outreach program was used to engage project stakeholders in the planning process to develop the report. The program included identifying the stakeholders, creating north and south Technical Advisory Committees (TAC) with industry experts, hosting multiple committee and public information meetings, soliciting stakeholder input through surveys and 32 one-on-one interviews. Project information was disseminated through correspondence, TAC and public meetings, including WebEx conferencing, printed collateral materials, and an interactive website to inform stakeholders and the public about project status and outcomes.

The 2012 Nevada State Rail Plan was accepted by the Federal Railroad Administration (FRA) on June 26th, 2012 with no further changes requested.

Analysis:

Attachment A is the 2012 Nevada State Rail Plan that was accepted by the FRA with a policy statement to be signed by the NDOT Director after the Nevada State Transportation Board adopts the plan.

Attachment B is the Appendices to the rail plan that includes all supporting materials that were used such as TAC & public meeting agendas and minutes, stakeholder meeting minutes, PowerPoint presentations, stakeholder list, and the project fact sheet.

Recommendation for Board Action:

Adoption of the 2012 Nevada State Rail Plan.

List of Attachments:

A. 2012 Nevada State Rail Plan*

B. 2012 Nevada State Rail Plan – Appendices*

* Due to the large size of the attachments, both can be found at the link provided:

<http://nvrailplan.com/final-2012-nevada-state-rail-plan/>

Prepared by:

Matthew D. Furedy, Rail Planner_



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

MEMORANDUM

Date: August 22, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item # 11: Presentation of Wind Warning System for US-395 and I-580 in Washoe and Pleasant Valleys – Information Item Only.

Summary:

The Department has utilized a wind warning system through Washoe Valley for over 30 years. Measured wind speeds in the area are used to determine the activation of the system. The purpose of the Wind Warning Study was twofold: first to assess the Department's existing high wind warning system and to recommend strategies to safely increase throughput of High Profile Vehicles (HPV) through Washoe Valley, and secondly, to provide recommendations for the new I-580 corridor.

Historically, HPV have been prohibited from using US-395 through the Washoe Valley when sustained wind speeds exceed 30 mph or wind gusts exceed 40 mph. The study recommended simplifying the criteria to prohibit HPV when wind speeds exceed 40 mph. Implementing this change will allow an additional opportunity for HPV to utilize the corridor.

Additional Road Weather Information System (RWIS) stations will be installed to monitor the winds and increased involvement of meteorologists will be utilized to enhance forecasting of wind events. Additional traveler information will be provided in the form of dynamic and static signs and a dedicated highway advisory radio system, in addition to the 511 system, media outlets, and social media to provide HPV operators opportunities to choose other alternatives before arriving at key decision points.

Based on the findings of this study, NDOT will implement the recommendations of the study and monitor the effectiveness of the new trigger velocities on the operation of the system.

Background:

Over 30 years ago the Department implemented one of the first active wind warning systems in the US. In the early 1990's the existing automated system was developed to post wind advisories and prohibitions for trucks, RV's, campers and buses. Utilizing a weather station situated in Washoe Valley along US-395 the wind speeds are measured and the warnings were transmitted to motorists using Dynamic Message Signs (DMS), and static signs.

Studies have been conducted to determine the correlation of wind speeds between the northern and southern reaches of Washoe Valley and the current trigger velocities were established based on a study of vehicle stability conducted by the University of Nevada. The system

continuously monitors the winds and automatically posts messages accordingly. Currently prohibition messages are posted for US-395 through Washoe Valley when wind gusts to 40 mph or sustained winds of 30 mph are measured.

Analysis:

This study utilized a more sophisticated approach to analyzing vehicle stability under the influence of winds. Likewise the site characteristics were included in the analysis to account for the roadway geometry, terrain, and posted speed limits.

To ensure a thorough understanding and appreciation of the issues involved, two stakeholder group meetings and two public open house meetings were conducted to gather input from local residents, users of the system, affected groups (schools, tourism, trucking), and agency operations personnel (law enforcement, NDOT maintenance). An online survey was also posted to solicit responses to questions that were designed to help gauge the effectiveness of the current wind warning operation.

Currently there is unrestricted access to SR-429 when US-395 through Washoe Valley is closed to HPV during high winds. This study indicates that wind speeds on SR-429 also justify prohibition of HPV during certain conditions.

List of Attachments:

- A. Summary Matrix of Wind Threshold Values
- B. System Map

Recommendation for Board Action: Informational Item Only

Prepared by:

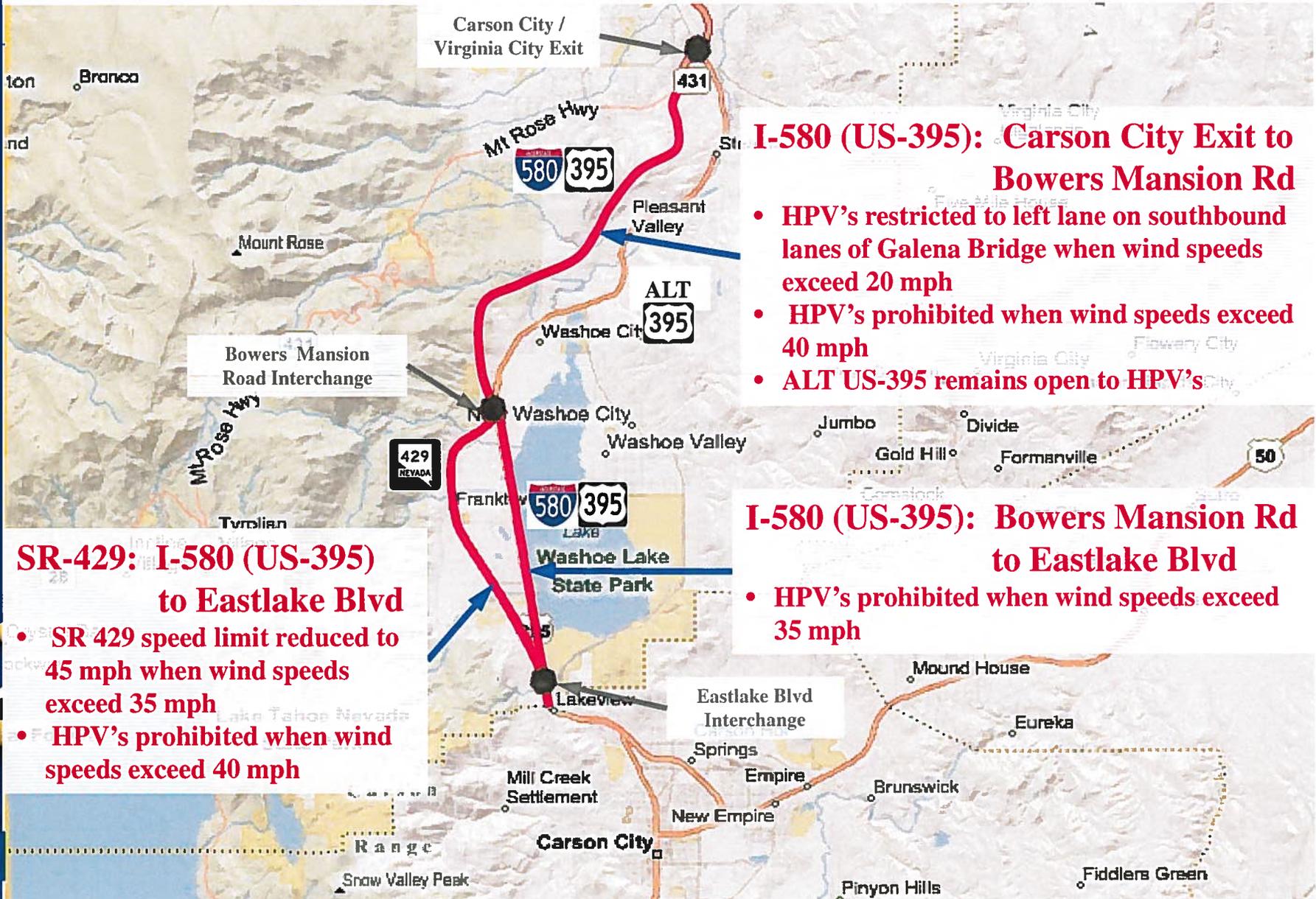
Richard Nelson, Assistant Director, Operations
Lisa Schettler and Ismael Garza, Traffic Operations Division

Summary Matrix of Proposed Wind Speed Thresholds

I 580 / US-395 (Washoe Valley)		SR-429 (Bowers Mansion Rd)		I 580 / US-395 @ Galena Creek Structure	
Actual or Forecasted Wind Speed (MPH)	Action	Actual or Forecasted Wind Speed (MPH)	Action	Actual or Forecasted Wind Speed (MPH)	Action
≤ 30	Continue to monitor	≤ 30	Continue to monitor	≤ 20	Continue to monitor
30 < wind speed ≤ 35	Issue wind alert (HAR/DMS)	30 < wind speed ≤ 35	Issue wind alert (HAR/DMS)	20 < wind speed ≤ 40	Issue wind alert (HAR/DMS). Restrict HPVs to left lane.
		35 < wind speed ≤ 40	Reduce HPV speed limit to 45 mph		
> 35	Activate HPV prohibition	> 40	Activate HPV prohibition	> 40	Activate HPV prohibition

Proposed System Operation

Assumes Wet Road Conditions for Wind Speed Thresholds



I-580 (US-395): Carson City Exit to Bowers Mansion Rd

- HPV's restricted to left lane on southbound lanes of Galena Bridge when wind speeds exceed 20 mph
- HPV's prohibited when wind speeds exceed 40 mph
- ALT US-395 remains open to HPV's

I-580 (US-395): Bowers Mansion Rd to Eastlake Blvd

- HPV's prohibited when wind speeds exceed 35 mph

SR-429: I-580 (US-395) to Eastlake Blvd

- SR 429 speed limit reduced to 45 mph when wind speeds exceed 35 mph
- HPV's prohibited when wind speeds exceed 40 mph



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MEMORANDUM

August 27, 2012

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: September 10, 2012 Transportation Board of Directors Meeting
Item #12: Old Business

Summary:

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

Analysis:

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

List of Attachments:

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

Recommendation for Board Action:

Informational item only.

Prepared by:

Rudy Malfabon, P.E., Director

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF 8/10/2012

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Watt, Tieder, Hoffar & Fitzgerald	Construction Claims of Fisher Sand & Gravel Contract #3292 (I-580 Mt. Rose Hwy to Bowers Extension) NDOT Agmt No. P267-07-004	02/01/07 - 02/01/13	2/1/2007	\$ 15,000.00		
		Amendment #1	7/1/2008	\$ 35,000.00		
		Amendment #2	11/24/2008	\$ 100,000.00		
		Amendment #3	3/23/2009	\$ 200,000.00		
		Amendment #4	11/20/2009	\$ 50,000.00		
		Amendment #5	7/8/2011	Extension of Time		
Nossaman, LLP	Pioneer Program Legal and Financial Planning NDOT Agmt No. 282-09-002	9/23/09 - 7/1/13	9/23/2009	\$ 125,000.00		
		Amendment #1	2/23/2010	\$ 80,000.00		
		Amendment #2	10/6/2010	\$ 30,000.00		
		Amendment #3	10/26/2010	\$ 30,000.00		
		Amendment #4	8/31/2011	\$ 365,000.00		
Chapman Law Firm	NDOT vs. Wall Street 8th JD A-11-650260-C Project Neon - Las Vegas	3/22/2011 - 12/31/12	3/22/2011	\$ 397,675.00		
		Amendment #1	9/30/2011	\$ 162,470.00		
Chapman Law Firm	NDOT vs. Ad America 8th JD A-11-640157 Project Neon - Las Vegas NDOT Agmt No. P301-11-004	6/14/2011 - 12/31/12	6/14/2011	\$ 281,675.00	\$ 281,675.00	\$ 214,389.22
Snell & Wilmer, LLP	Peek Construction vs. NDOT 1st JD 120C 00030 1B Contract # 3407 (Wells Wildlife Crossing) NDOT Agmt No. P082-12-004	3/1/2012 - 6/30/14	3/1/2012	\$ 150,000.00		
Snell & Wilmer, LLP	Peek Construction vs. NDOT 1st JD 120C 00032 1B Contract # 3377 (Kingsbury Grade) NDOT Agmt No. P083-12-004	3/1/2012 - 6/30/14	3/1/2012	\$ 150,000.00		
Snell & Wilmer, LLP	Construction Claims Williams Brother, Inc. Contract # 3392 (Various in Las Vegas) NDOT Agmt No. P084-12-004	3/1/2012 - 6/30/14	3/1/2012	\$ 30,000.00	\$ 30,000.00	\$ 28,571.00

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF 8/10/2012

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Chapman Law Firm	<i>NDOT vs. Blue Diamond R.V. and Storage</i> 8th JD A610962 RE: Work Order 20359000 NDOT Agmt No. P155-12-004	4/24/2012 - 4/24/14	4/24/2012	\$ 82,425.00	\$ 82,425.00	\$ 341.64
Chapman Law Firm	<i>NDOT vs. Vegas Group, LLC</i> 8th JD A-12-661241-C Project Neon - Las Vegas NDOT Agmt No. P156-12-004	4/24/12 - 4/24/14	4/24/2012	\$ 416,800.00	\$ 416,800.00	\$ 404,949.85
Chapman Law Firm	<i>NDOT vs. Carrie Sanders</i> 8th JD - to be filed Project Neon - Las Vegas	6/12/12 - 6/12/14	6/12/2012	\$ 416,800.00	\$ 416,800.00	\$ 415,410.70
* BH Consulting Agreement	<i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i>	6/30/12 - 6/30/16	6/30/2012	\$ 77,750.00	\$ 77,750.00	\$ 77,750.00

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