



Department of Transportation
Board of Directors
Notice of Public Meeting
263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
July 11, 2016 – 9:00 a.m.

AGENDA

1. Presentation of Retirement Plaques to 25+ Year Employees – *Informational item only.*
2. Presentation of Awards – *Informational item only.*
3. Receive Director's Report – *Informational item only.*
4. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
5. June 6, 2016 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
6. Approval of Agreements over \$300,000 – *For possible action.*
7. Contracts, Agreements, and Settlements – *Informational item only.*
8. Condemnation Resolution No.455 – *For possible action.*

SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an unincorporated area of Lyon County, State of Nevada – 1 owner; 2 parcels
9. Resolution of Relinquishment – *For possible action.*

Disposal of a portion NDOT right-of-way located at the Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T.43N., R.51E., Sec. 2 SUR 14-08
10. Approval of Design-Build Procurement for US-95 Northwest Phase 3 Centennial Bowl – *For possible action.*
11. Formal Amendments and Administrative Modifications to the FFY 2016-2019 Statewide Transportation Improvement Program (STIP) – *For possible action.*
12. Presentation on Variable Speed Limits – *Informational item only.*
13. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated June 27, 2016 – *Informational item only.*

14. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
15. Adjournment – *For possible action.*

Notes:

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

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada



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

MEMORANDUM

June 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
Item # 2: Presentation of Awards – *Informational Item Only*

Summary:

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

International Partnering Institute 2016 Partnered Project of the Year Award, Under \$25 Million-Sapphire Kingsbury Grade (SR 207) Reconstruction Project, CMAR

This Kingsbury Grade Reconstruction CMAR Project has received the 2016 Partnered Project of the year award from the International Partnering Institute. The award celebrates success, share lessons learned and best practices, and acknowledges the collaborative efforts of teams and individuals who achieve extraordinary results. The collaborative partnering efforts between NDOT and contractor Q&D Construction helped the project achieve extraordinary results.

Recommendation for Board Action:

This is an informational item only.

Attachments:

None

Prepared by:

Julie Duewel, Public Information Officer

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

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

Sandoval: Good Morning. We will call this Nevada State Board of Transportation, Board of Directors Meeting to order. We will commence with Agenda Item No. 1, which is to receive the Director's Report. Director Malfabon.

Malfabon: Thank you Governor and Board Members, good morning. I wanted to start out with an area of concern on federal funding that we learned about recently. It's called a rescission, so what Senate has to approve the appropriations annually for the Transportation Fund. The FAST Act sets the level of spending for the State DOTs to expect but annual appropriations set the budget for the federal fiscal year. We recently learned that the Senate version of the Appropriations Act, which is combined with Housing and Urban Development, is going to rescind some unobligated balances.

In effect, it takes away some of our anticipated spending authority for the next federal fiscal year which starts October 1st. A significant amount of money nationally, \$2.2B, affects all the State DOTs. For our portion, we're expecting a hit of about \$19M. The good news is, it's not in the House version of the Appropriations Bill. They have to negotiate on their differences and reconcile that. We did note that AASHTO, which is the organization of the State DOTs, National Governors Association and the Conference of State Legislatures submitted a letter to Congress expressing concern about that.

One other thing to note is that this rescission would entirely hit the State DOT program. The money that passes through to the Metropolitan Planning Organizations, the RTCs, some of the other categories of funding, that's not our money to spend, that's not affected by it. The good news is, it's not affecting

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

some of the local agencies that rely on federal funds. The bad news is, it all hits the State DOT.

More to come on that. I wanted to acknowledge that Deputy Director Tracy Larkin is going to be traveling to DC this week with the Las Vegas Chamber of Commerce and she'll definitely express our concerns on that.

We recently announced the availability of Transportation Alternatives Program Funding, TAP, \$8.7M is available, maximum available per project is \$750,000. School districts put in money requests for this, for Safe Routes to School Programs. The money can go to cities, counties, RTCs. It can go for infrastructure projects or non-infrastructure projects. Some of the projects that we've done would be historic preservation. We've done some railroad depots around the state, before with this type of funding. Sidewalks, scenic accessibility. So, any of the scenic routes and accessibility, it's improved to those scenic routes could also be an acceptable project to be considered. Applications are due July 8th for that program.

Recently we were able to highlight some of the things we're doing here, Governor. With your leadership and the New Nevada, in the area of autonomous connected vehicles, definitely the Governor's Office of Economic Development has been a leader in this area. We were able to highlight what Nevada is doing with the testing of autonomous and connected vehicles. I've mentioned, along with Michigan and California, they joined Nevada at a roundtable discussion of it. I wanted to thank DMV Director, Terry Albertson, for sending April Sanborn from Nevada DMV to participate with me. We had our counterparts at the other two states to talk about it. Definitely a lot is happening in Nevada, whether it's connected vehicles, the Google car, the autonomous vehicles, the freightliner truck. A lot of that was highlighted and your engagement on that issue was definitely a major point that I made is that you're really backing that in Nevada to diversify our economy.

We're all doing thing similar but we're also doing some things different. We talked about the regulations. Nevada was the first one in 2011 to adopt those regulations. A lot of other states are getting into the game as well. We're definitely competitive and working with the Governor's Office of Economic Development, as their developing that Center for Advanced Mobility with UNLV. More to come on that. I wanted to acknowledge that we were able to at least tell Nevada's story at that roundtable at AASHTO.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

You received a presentation on our Asset Management Plan that has been drafted. We are going to take the next step of developing the Enterprise Asset Management System. Right now, we have a lot of separate systems that keep track of maintenance management, equipment management for our fleet, pavement management system and these systems don't talk to one another. They're very outdated, siloed. We want to issue our—well, we started out with a request for interest back in April. We received nine responses and four demonstrations. The request for proposals will be issued middle of this month. You should expect a contract for consideration for approval in the fall for the development of that system.

There will definitely be some benefits. When those systems remove those siloes, they can talk to each other. The data will be more accessible throughout the Department, instead of controlled by one division that just watches their data. It's going to be a huge benefit for the Department. It is going to be additional expense, about \$5M to \$7M is what we heard from some of the systems. We're not going to make this system—recreate it from the ground up. It's going to be something that's more off the shelf. I think there's already 25 states that are using these types of systems. We'll definitely look at those vendors that have a proven track record with those other State DOTs.

We've really stepped up our game on social media. With the addition of some of our staff that have a lot of good experience on the outside. Whether they worked for newspapers or journals on construction professional side, we reached 16,000 Twitter followers recently. We're very proud of that. It's nearly doubling it over April, from what we saw in May. The number of Tweets that we generated to let people know what's happening in our transportation program, updates on construction projects, a lot of those get Re-Tweeted. I've got to get this nomenclature down. But, 1.5 million impressions. A lot of that is just people engaging the Department through social media. Definitely Twitter, Facebook. We receive questions, we respond to them, over that social media. We're really showing some and gaining some ground in this method of communication which is really taking us by storm. It's a good way to communicate with a lot of the folks that are staying connected over social media.

Big event tomorrow at 3:00. We're inviting all the Board Members and the public to come out to the Tahoe Reno Industrial Center for the USA Parkway groundbreaking event. You will be able to drive to the end of the paved section.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

That's where we pick-up our design-build project. We'll have shuttles available to take folks one mile to the event site. It is going to be unpaved. They're a little dusty. Dress accordingly. Don't wear your nice dress shoes. We're excited about the kick-off of the construction phase of this design-build project. As stated before, we're on schedule and we anticipate to open before the end of next year. We're very excited about this event. Thank you Governor for speaking at this event tomorrow.

We're doing a lot on State Route 160, which is called the Blue Diamond Highway. We mentioned last month that we had the groundbreaking on the two traffic signals at El Capitan and Fort Apache. We have this construction contract for widening. The first phase, west of Las Vegas there, up towards Mountain Springs Summit, that's a \$16.5M project that Aggregate Industries is doing for us. We recently announced bike restrictions on that. You can see on that photo on the left, there is a barrier rail protecting traffic from a drop-off where construction is being performed. Those lanes are reduced to be 11 foot wide and it wasn't safe to have bicyclists going through that area. We understand it's a nice recreational area but we had to restrict bikes from that during this construction phase. Hopefully we can look at, once we finish half of the road, what we can do to—if we can accommodate anything, at least on one direction when we have a wider shoulder. For now though, we announced the bike restriction.

Recently awarded a project to Las Vegas Paving, \$3.5M. There's a section that, State Route 160 in Pahrump is neck down for about, roughly two miles. So, we're going to address that bottle neck and widen that to four lanes. We're pleased that we're doing a lot of work on State Route 160 to improve safety and mobility.

Also, I mentioned pedestrian safety project on State Route 160. We have one coming up on Sun Valley Boulevard. The \$1M estimated project is going to have a bid opening later this month. It addresses pedestrian safety improvements at three of those intersections. You'll see some of the type of pedestrian activated flashers that you see here in Carson City, on Stewart Street, installed along that route.

Wanted to thank the Department of Public Safety and the Office of Traffic Safety specifically. Director Jim Wright from Department of Public Safety and Amy Davey from Officer of Traffic Safety collaborated with NDOT to host this Nevada Traffic Safety Summit. We had 275 participants and 55 expert speakers.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

We talked about the law enforcement issues, safety issues associated with impaired driving, motorcyclists. It was very comprehensive. They had breakout sessions so that the participants could choose which area to go listen in on and provide feedback. There will be a final report that we'll make available to the Board Members, but it was a very successful event.

Recently we had on May 24th a plane land on McCarran. I wanted to thank our folks in District 2 that responded rapidly. This was a serious issue. I know they're investigating. This plane had either mechanical problems or ran out of fuel. No injuries on that and the Fire Department, Police and NDOT responded very quickly. I wanted to thank our folks for their efforts on that incident.

An update on the Welcome to Nevada signs. We had the four finalist students recently coming in to visit our sign shop so they could see how the signs are going to be produced. This is just a mock-up but they're going to develop further their designs, using this as the template. They'll identify—the picture in the lettering, the Nevada lettering, will be developed with those students so that we have one sign for each of the four regions that fits that region. We have plenty of the obsolete signs so we can have that raffle and also any interested Board Members can also receive a commemorative sign there. They're very large, but I think they're 8 x 4. They're larger signs, but they will be available. We'll announce a raffle for the random drawings in each of the four regions. We'll have a press release in July for that. Then, before Nevada Day, we'll actually have the winners announced. We're also developing 'Thank You for Visiting Nevada' signs.

Sandoval: Thanks Rudy. I don't mean to interrupt your presentation, but I think sign looks great. I already forgot in a month what that little thing is, but I thought we agreed that wasn't going to be on there.

Malfabon: Yeah. I saw that. I don't think the final will have that piece at the bottom. That was something that the original—working with Tourism had that, but I forgot what that was called too.

Sandoval: Before it gets through that sign shop and is permanent—

Malfabon: I'm going to have to check—I know that the manual on Uniform Traffic Control Devices doesn't allow websites on the signs either, so I think Tourism is just trying to get as much as we can in the template. It might not be in the final

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

design. We have to check on whether it's allowable or not, but definitely, whatever that thing was called—

Sandoval: And just to inform everybody else, in my travels as I cross state lines, some of the states have a 'Thank You for Visiting' sign. I've always thought that that's classy. I asked Rudy, if when we install these that on the other side, we can put Thank You for Visiting Nevada, or whatever the verbiage would be, would be a nice touch. So, let's come up with that.

Malfabon: Very good. This shows you a sign that we're going to put up along US-50. It was about 30 years ago, I think it was Life Magazine designated US-50 as the Loneliest—American's Loneliest Road. We're highlighting that anniversary with these signs this year.

We have a public meeting coming up. I mentioned the work on Blue Diamond Highway, State Route 160. The bicycle area that I mentioned is Phase 1. We have another phase coming up that will take it the rest of the way to complete the widening to four lanes of State Route 160. We're going to have a Public Information Meeting May 8th at Blue Diamond Community Center and May 9th Community Library to talk about the next phase and provide the public with some information about that.

Sandoval: Mr. Director, the Controller has a question.

Knecht: Thank you Governor. Rudy, how long will the restrictions on bicycles prevail on that stretch of the Blue Diamond Highway?

Malfabon: I believe we have about one year of construction. At some point, we're going to have the half that they're currently constructing done. We'll start looking into whether we'll have enough shoulder to accommodate bicyclists, at least on one shoulder of that road. Right now, as I said, it's just not enough room. Hopefully with the wider shoulders that are anticipated, that we would have enough room in the second half of the construction project. I would say probably at least six months, if not the entire year, but we definitely would look at what we can do as far as striping and accommodations. I know that a lot of bicyclists like that route. They go on West Charleston on State Route 159 as well. It's unfortunate that we had to restrict bikes.

Knecht: Every time I've been on that road, it's just been flooded with bicyclists and I can see why. It's a great ride. A really great ride. I guess my concern is this, is

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

there—since I don't know off the highway topography and such there, is there an alternate route that bicyclists can take in the meantime? If so, are you helping them find that?

Malfabon: The only—there wouldn't be an alternate route because this is west of the cutoff for 159. You can still go down 159, towards Red Rock, but you can't go up the hill. A lot of them like going up the hill because of they're very much in shape physically. I couldn't do it.

Knecht: It's a real challenge.

Malfabon: I wanted to say that we definitely feel that we can try to look into the options. Also, if there's any special events, we're going to see what we can do in working with those bicycle advocacy groups that host special events, races, what have you, to see if there can be any accommodations. I can't promise anything at this time because we haven't looked into it. I directed staff to reach out to them just very recently to find out what events they had planned.

Knecht: I certainly support that. As I said, I'm not sure I can think of a highway in the State that has more continuous bicycle traffic. Thank you Governor.

Malfabon: The final thing I had was, tomorrow we will be presenting the Consent Decree to the Board of Examiners for the USEPA and the Storm Water issue. I wanted to thank, Governor you and your staff, going back to several years because this audit by the EPA took place several years ago. We've worked very hard and I know that with your support, we obtained that amendment to our budget during the last Legislative Session. We put a lot in place and I know that Dave Gaskin has been doing a great job with Alan Tinney, the Division Chief for Storm Water. We have a good story to tell, to show that we avoided a multi-million dollar fine like some other states have received. We put a lot of boots on the ground. We're buying equipment. And, setting up this program that the EPA wanted to see that we were changing our culture, I feel strongly that we've done that. It's really a testament to your support during the session and negotiations with EPA that we have a good story to present to the Board of Examiners tomorrow.

With that—we'll have a more formal presentation on that Consent Decree to the Transportation Board probably in a month or two, but available for any questions from Board Members. That concludes the Director's Report.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Thank you Rudy. I will obviously talk more about this. I Chair the Board of Examiners as well. That presentation will be made tomorrow. Just briefly, in terms of where we were and where we are and the amount of resources and the staff that we've been able to put forward to make this happen. Truly, it's a win-win on a lot of levels. Obviously, we dodged a massive fine. When you say multi-millions, it was in the teens. With the result that we were able to get and then with the fine that's going to be paid, half of it is actually going to our own Department of Environmental Protection, if I'm correct Mr. Gaskin.

In any event, at the end of the day what's important to me is particularly what we're doing up at Tahoe. It is going to make a tremendous difference in terms of the sediment and storm water and such that gets into the Lake there, in terms of preserving what I feel is one of the finest natural resources on the planet. It's not just there, it is statewide. We have a great team and I think we're fully staffed now. Dave could talk a little bit more about it tomorrow.

I wanted to show my appreciation for your focus and your staff's focus to getting this done because it has been a long time in terms of putting that altogether. It has been complicated. Unfortunately, the Head of EPA Region 9 is no longer there. I'm going to publicly thank him and his patience. They could've come down on us really hard a long time ago and gave us this room to work and get staffed up. Frankly, it's how it should work in terms of collaborating and working together and at the end of the day getting done what needed to be done which is getting it cleaned up and getting the resources to maintain it. All the way around it worked.

So many times the EPA is demonized and sometimes deserved, sometimes not, but in this case, it was as I said, they could've several years ago really whacked us hard. This Board has been listening to the issues associated with it. I want to thank these other Board Members as well for your support.

This really is a good story. Unfortunately, it's not one that I think a lot of people are aware of, but it truly is a collaboration between State and Federal authorities and this Board and the Legislature and everybody coming together to get the results. So, thank you for that, Rudy.

Otherwise, I have no questions with regard to the Director's Report. Do any other Board Members have any questions or comments? Then, let's move to Public Comment. Before I start taking public comment, at least on the sign-in sheet in front of me, I have several folks that are here to comment for/against or neutral,

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

whatever it may be with regard to Agenda Item No. 3, which is the regulation for NAC 410.350. I think you're all aware, this is part of the process. This isn't the final step in the process. From here, if language is adopted, it's going to be sent to the LCB. The LCB will review it, modify it and then it comes back here for a final adoption. Obviously the comments are very important today. Because of the volume of folks that I have signed up here, I'm going to respectfully ask that you each limit your comments to three minutes and go from there. I'm just going to go in order of the folks that are signed up that are for public comment. The first individual is Kelly Clark.

Good morning Ms. Clark.

Clark: Good morning Governor Sandoval and Members of the Transportation Board. Thank you for having me here this morning in Public Comment. This is not for comment to the regulation that you've mentioned but on another general topic, is that okay? All right, thank you.

For the record, my name is Kelly Clark. I am the President of Muscle Powered Citizens for a Walkable and Bikeable Carson City. I'm here today just to make some general comments about bikeability and walkability here in the State of Nevada.

First of all, I'd like to complement you. You're working tirelessly. You've started the process of developing a Complete Streets Design here in the State of Nevada. I could not be happier. That is an amazing process and I'm really pleased to see that our State Department of Transportation is now considering bicyclists and pedestrians as we move forward. Bicyclists and pedestrians should be considered as alternative transportation activity here in the State of Nevada. I really support that activity. Thank you for that.

I also wanted to put on the record that promoting and implementing walking and cycling friendly environments, in Nevada's communities, large and small, carries with it an array of benefits to promote sustainable social, environmental and economic development. Communities and States that have walkable and bikeable environments are statistically healthier and encourage active lifestyles among residents. Communities and States that make it easier for people to walk, bike or take public transit to work, school or to recreate, help to reduce emissions, fossil fuel consumption and toxic air and water pollution caused by traffic congestion.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

However, most importantly, communities that invest in walkable and bikeable environments have experienced renewed economic development energy that encourages small business growth, downtown renewal and urban density to support and increase efficiency. The US Department of Transportation has chronicled the health benefits of creating walkable and bikeable communities in the United States. An increasing number of studies across the nation have shown that cities and towns, both urban and rural that invest in good walking and biking infrastructure have spurred economic growth through increases in employment rates, sales activity, property valuations and improving their overall economic health. And, I might add that they also encourage tourism in states like Iowa, the Rag Bray Ride brings in an enormous economic benefit to those rural communities.

Good road design makes a huge difference and we really support this endeavor to move forward with positive road design for bicyclists and pedestrians here in the State of Nevada. I'd also like to ask you to support roadside that provides not only for bicyclists and pedestrians through the Complete Streets activities, but also to provide training for your traffic safety engineers, so that they understand the concepts and understand how implementation of Complete Streets can work to further safety and health here in the State.

Finally, I just would like to thank you for having me here. This is a very important Board and I think it's important that bicyclists and pedestrians be elevated and considered within all of your roadway planning. Thank you very much.

Sandoval: Thank you Ms. Clark, appreciate your time. Mr. Almberg.

Almberg: Ms. Clark, I'd just like to say that I am a cyclist, so I support you. If you ever need anything, feel free to give me a call.

Sandoval: The next individual, Lori Wray.

Wray: Thank you, good morning. I'm here on behalf of Scenic Nevada. I'm a little confused, do we wait until Item 3 comes up for—

Sandoval: Now is your time.

Wray: No, now is the time.

Sandoval: Yes, thank you.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Wray: Thank you. Thank you very much. So, I'm here on behalf of Scenic Nevada, a non-profit group of volunteers who advocate for strong sign and billboard control to help protect scenic beauty. The billboard regulations before you today leave the door open for the worst offenders, the billboard industry, to blight our public highways with digital billboards that constantly flip annoying bright ads that are distracting to drivers, disrupts scenic views and negatively impact property values and the environment.

We've tried through the public process to convince NDOT staff to give you better regulations. We went to all the public workshops held, submitted studies from experts and in depth letters asking for better regulations; some of which are recommended by the Federal Highway Administration, as well as Traffic Safety and Lighting Experts. Staff largely has relied on the billboard industry preferences. In fact, at the last workshop, every billboard company present recommended approval of this draft, including Clear Channel, Reagan and Lamar.

We think that the proposed regulations are weak, unclear and are confusing and are meant to allow the most digital billboards to be permitted along our public highways. Examples from these proposed regulations are flip times, conversions and lighting. Scientists and safety experts say that flip times and brightness are the two factors that could influence driver safety the most. We ask for 10 second flip times, the FHA recommended a maximum of eight seconds and the proposed regulations call for six second flip times. The reason is, the billboard industry can better market their product saying that they are more views at six second clips than at eight or 10.

Another example is the confusing language concerning digital billboard conversions. We want a simple statement that non-conforming billboards cannot convert, which is more in line with what the FHA Guidance Memo says; that's referred to in your staff report. The proposed regulations say that billboards have to conform unless they meet the requirements of NAC 410.703, which has to do with grandfathering signs that are in NDOT's right-of-way. The proposed regulations also say that NDOT can grant a permit for a conversion if the local jurisdiction permits it or if it's a legal non-conforming sign under local laws. This is important. The way the regulation reads, it's an either/or. A state permit will be granted if there is a local permit or if the sign is non-conforming. Reno, Sparks and the County of Washoe all have many legal non-conforming billboards which are not allowed to convert to digital. We think this creates some confusion.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

It's confusing language and we think that the billboard companies wanted that added so that they could be sure that they're allowed to convert every single billboard they own along a public highway.

The lighting regulations are nonsensical. We ask for a simple compromise on the brightness limits requesting a limit of 0.34 foot candles over ambient light or 250 nits, whichever is less. Someone eliminated over ambient light and whichever is less.

Also, this is hard to explain in three minutes, but basically, the billboard industry also had language inserted regulating where you have to stand to measure a sign in brightness, which they refer to as nits. We've been told that this is complete nonsense, yet this nonsense is included in the State's proposed regulations.

Lastely, of this morning, we have over 300—I think it was 312 petition signatures, of Nevadans, who don't want any—don't want more digital billboards blighting the stunning scenery in our State or distracting drivers. If you haven't seen this, take a moment to read some of the comments.

What we're asking is, not to adopt these regulations as is. Make the changes we've requested of NDOT staff, those requests were made in meetings, phone calls, emails and letters that are all part of the public record and you have a letter with a laundry list of our recommendations. Give us Nevadans tough regulations that are recommended by the experts, not just the billboard industry. Thank you very much. Appreciate it.

Sandoval: Thank you Ms. Wray. Mr. Berry Hall. Or, Ms. Berry Hall, excuse me.

Hall: Good morning Governor Sandoval and Members of the Board. Thank you for this opportunity to speak. The billboard industry's claim that they are not a distraction reminds me of the tobacco industry's claim 30 years ago that cigarettes—that tobacco is not harmful to one's health. It's not true and everybody knows it. The purpose of a billboard is to attract your attention and whether you want to give your attention to it or not. I think they're more dangerous than cell phones because I can turn my cell phone off but I cannot make a billboard disappear.

According to the National Highway Traffic Safety Administration, over 3,331 people were killed last year and over 387,000 were injured in accidents connected to distracted driving. These numbers represent 11% of all fatal crashes and 17%

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

of accidents that caused injuries. According to the NHTSA, distracted driving is “any activity that could divert a person’s attention away from the primary task of driving”. Billboards and digital signs divert people’s attention away from the primary task of driving and as I learned in traffic school a few years ago, taking your eyes off the road for even one second is sometimes all it takes to cause an accident.

Traffic experts classify distractions into three main types; manual, cognitive and visual. A manual distraction is when you reach for something. A cognitive distraction is when your mind wanders to something other than driving. A visual distractions are those where you focus your eyes away from the road. By these definitions then, a billboard or digital sign would qualify as both a cognitive and a visual distraction. There are currently four states that have banned billboards; Vermont, Maine, Hawaii and Alaska.

Why did Vermont ban billboards in 1968? To preserve their natural beauty. Why did Maine ban billboards in 1977? To preserve their natural beauty. Alaska banned billboards by a State Referendum in 1998. Yes, again, to preserve their natural beauty. Hawaii, they were way ahead of everyone. They removed all billboards in the 1920s. By 1927, they were all gone. Why? Because, not only to preserve their natural beauty as they said, but because billboard free scenic vistas nourish the soul and replenish the spirit.

Governor Sandoval, we’re here to ask you to please do what you can to preserve what’s left of Nevada’s natural beauty. Nevada has some of the most spectacular scenery, not just in the United States but in the world, as you referred to Lake Tahoe. Billboards are old technology. They really are. They send a message that we will sell our scenic vistas to anyone who has the money, to put a billboard or a digital sign. Governor Sandoval, please, please tell the outdoor advertising industry our state is not for sale. Thank you.

Sandoval: Thank you very much Ms. Berry. Mr. Wray, Mark Wray.

Wray: Morning everyone, Mark Wray. I’m an attorney in Reno, I represent Scenic Nevada. We’ve been opposed to the draft regulations throughout. We were here in 2013 when AB 308 passed. We’ve been part of every workshop for the last three years.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

As you can tell, our view is that the draft proposed digital billboard regulations reflect the wishes too much of sort of an out-of-state billboard industry component, as opposed to the interest of the people in Nevada who actually live here and have to look at these. What happened in the process, over the last three years was, the billboard industry succeeded in having what they call their industry standards become the standards for these regulations.

That means standards for spacing, for lighting, for flip times, for measuring these signs; those so-called industry standards that apply in say, New Jersey or Delaware or Rhode Island are the standards they want for Nevada. Our problem has always been, why is the standard in New Jersey the standard for Nevada? New Jersey, a flat place, urbanized with a lot of unsightly parts of that state, that's the same standard the billboard industry wants for Nevada and we say, are we a little better than New Jersey, perhaps, when it comes to our scenic vistas? New Jersey is flat. I'm not against New Jersey, it's green and all that, but I mean, it's flat. It doesn't have these scenic vistas. We shouldn't be forced to adopt standards that apply in states like that for Nevada. This is not the Uniform Building Code. This is a unique scenic environment that we're trying to protect, just like Hawaii and Alaska has been mentioned. Please reject anyone who says, these are the industry standards. That's no answer or solution, just because it's a standard in Rhode Island.

If you can't eliminate digital billboards completely then regulate them as strictly as possible. As we know, under our state laws, Chapter 405.020, Section 410.360, billboards are public nuisances. In Chapter 410 of Nevada Revised Statutes, it says, here's how we regulate junk yards, here's how we regulate billboards. Literally junkyards and billboards are in the same chapter of Nevada Revised Statutes, that should tell you something. They're just plain obnoxious.

Now, under NRS 405.050, our state law says that no permit shall issue for a billboard on any location which may measurably destroy the natural beauty of the scenery. That's a state law, NRS 405.050. We think that state law has been overlooked way too much by accepting industry standards that apply in other places but not here.

Finally, I wanted to say that in the April 21, 2016 workshop, I proposed in addition to the regulations that was not included in the draft that you have. This comes from billboards that now can track or scan—they can use cameras and technology to scan the passing traffic. Not only the grill of the vehicle but also

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

cell phones, passengers and they can tell a lot of information in detail about Nevadans who are on our public highways. They're using our public highways already, our tax supported highways for their business. Now they insist on being able to invade the privacy of the people who are driving, so as to target them for advertising. Some of this is called interactive, that is, they can measure who is passing in a Chevrolet versus a Ford and show a Ford commercial to people driving Chevrolets and so forth.

I propose the following: billboards shall not include any device or technology to scan, track, photograph, collect, compile or record information about vehicles or passengers on the public roadway. Any use of any sign to collect such information is prohibited.

I also proposed in the April 21st workshop that interactive signs which is defined as signs that change their messages based on the passing vehicle or person are prohibited. I think that the people of Nevada would really appreciate, if they have to look at these eyesores that they're not also being targeted for future mail campaigns and things based on the kind of car they drive or who is in their car with them. I think that we should adopt that regulation, I don't know why it wasn't included. Thank you for your time.

Sandoval: Mr. Wray, before you leave, I'd like to ask you a question if I may?

Wray: Sure.

Sandoval: You can sit, it's not a problem. Do you know what—and I can ask this of staff as well, but what standards are being used right now?

Wray: Digital billboards, my understanding, there's no digital billboard regulations at this time. The purpose of AB 308 was to enable legislation to adopt regulations for digital billboards specifically. This was industry-sponsored regulation enabling legislation to get these regulations passed for digital billboards.

The answer is, the things that are being put in the regulations now are what the industry wants for digital billboard after the industry sponsored the initial enabling legislation, so all of this is industry driven.

Sandoval: I'm going to have to show my ignorance here, but what are we looking at now when I drive, at least in Nevada and I see the video boards?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Wray: You're looking at digital billboards in Las Vegas, for example you mean or on the tribal lands here in Reno?

Sandoval: Anywhere. Yes.

Wray: Yes, when you're coming south of Reno, Governor, and you look to your right, as you pass the Mercedes dealership, there's tribal lands, they have a big digital billboard right there. It's not in Reno's jurisdiction.

Sandoval: And, do you know what the standard is for that right now? Is it the industry standard as you described?

Wray: I don't believe that Reno can regulate it.

Sandoval: No, I'm not saying—again, I'm going—

Wray: Reno wouldn't allow it I mean.

Speaker: [off mic]

Wray: I don't know what the standards are that they use for that. I also don't know what they use in Las Vegas. Las Vegas may be a place where it's like Times Square. Most of the state isn't like that. There's nothing wrong with Las Vegas, love it, but that's not the rest of the state.

Sandoval: Understood. Thank you Mr. Wray.

Wray: Thank you.

Sandoval: Is there anyone else here who wanted to present public comment in opposition to the regulation? All right, I just wanted to make sure before I went to J. Johnson.

Johnson: Thank you Governor, my name is Jared Johnson. I'm with Prism View. We are a manufacturer of LED digital signage for the advertising industry. We have literally hundreds of electronic message center displays installed in the State and dozens in an outdoor advertising capacity as well. We manufacture in Logan, Utah and we have two offices through our affiliated company, YesCo in Las Vegas and in Reno.

I wanted to start off by thanking the staff and the Department for inviting us to answer questions that they had on the technology. We participated in a number of workshops with staff. We made available to them our actual sign products, so

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

they could understand the technology and how it operated. We also, through the companies that have these displays that will be regulated by this rule, made available to them signs that are presently installed on the highways that they could test the different processes for measuring brightness on the signs so that they could understand the practicality of enforcement for the rule that they were reviewing at the time. They asked perceptive and thorough questions and used a number of surrounding state's regulatory framework as a model and then adjusted it to the situation we have here in the State of Nevada.

The rules that they have presented to you at this time are consistent with the way that a number of surrounding states such as Montana, Colorado, Utah, Wyoming, New Mexico and dozens of surrounding cities regulate this type of display. So, while they do use some standard in the industry, language for the regulation, it's also consistent with our neighboring states and many of the Nevada cities, Sparks being one of them, Elko being another and parts of the metropolitan Las Vegas area as well.

That's an important point because the industry is already, because of local regulation, managing these signs in a way that would be consistent with this rule and if this rule is adopted, the dozens of signs that need to be regulated by the Department will be very quickly, if not almost immediately, come into compliance with this rule. The Department had some real concerns on whether or not the way that all these signs were operating under local ordinances and other regulations would be appropriate statewide.

We're grateful that the Department asked us to come and make those signs available. They made the measurements and they've chosen the rules based on their experience of going out and making sure that the process they were selecting would be practical and would accomplish the purposes that the State Legislation had required of them.

We have a number of companies who already have these displays in the state that will be brought into regulation. We've consulted as a manufacture for them with companies such as Reagan, Saunders Outdoor, YesCo and some of the others who are here today to speak for themselves; all of them are willing to conform to these regulations, have already trained their staff to manage their signs under these types of regulations, very similar. We feel confident that if the Board approves it, you'll have effective safe regulation, consistent with many of your local ordinances and consistent with surrounding state's operations that the industry is

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

prepared and already operating their signs under. We would express our gratitude for this process. It's been lengthy. We've had an opportunity to bring good information and submit good information. Some of the other companies that are here can speak to some of the specifics, but we would recommend that you move this forward and approve this rule. Thank you.

Sandoval: Thank you Mr. Johnson. Lou Musica.

Musica: Hello, yes, Mr. Governor, Members of the Board, my name is Lou Musica. I am Senior Vice President of Domestic Digital for Clear Channel Outdoor. We applaud the Department of Transportation for the comprehensive outreach in this matter over the past two, three years, your state has done more in this regard than any other state that we are familiar with or have been involved with. Also want to point out that the state doesn't regulate on premise signs. Sometimes people can confuse the two types. We are part of the off premise sign industry and the difference is the content. Our signs are not flashing, they're not video, they don't have moving images, unlike many of the others that were mentioned.

We're confident that the state is more concerned about the number of digital signs that are located here in Nevada. There are over 100 off premise digital billboards under operation in the state, between Lamar and Clear Channel alone, seemingly without incident. Most of all them are located in exclusively commercial and industrial zoned areas. Those are also consistent with the local government regulations.

The industry and the manufacturers have provided reliable, tested and true methodologies to measure and regulate sign [inaudible]. Mr. Johnson mentioned, the industry provided experts, people and time in those demonstrations in both Northern and Southern Nevada. We educated the officials on the effective sign brightness regulations.

In closing, there's over 6,400 digital billboards across the US in the 43 states that allow them. We're unaware of any ongoing brightness, compliance or environmental issues with any of the 1,000 digital billboards that Clear Channel operates or the 2,100 that Lamar operates. Furthermore, nearly 1,000 localities allow digital billboards that have been installed in consistent with state and federal regulations.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

We agree with the staff's recommendation. We ask you to approve and adopt the language as presented. I'm available for any questions. Thank you.

Sandoval: No questions, thank you. Ms. Lazovich.

Lazovich: Good morning, Jennifer Lazovich for the record here today representing Lamar Outdoor Advertising. We are here today supporting the regulation that's before you. I want to talk specifically to a section that I believe Lori Wray talked about which deal with the conversion of legal, non-conforming signs.

As we know, this regulation has to cover the entire state when it's adopted. In Southern Nevada, interestingly enough, despite the comment that it's a little like Times Square down there, sometimes I would agree with that. Virtually all billboards in Southern Nevada are considered legal, non-conforming signs. They're considered that for one of really two reasons. Either number one because it no longer meets spacing requirements. The local ordinances have changed, increased separation, but as such, the billboards were already there so they're considered legal, non-conforming for that reason. Or, in Clark County's case, they're considered legal, non-conforming because you can not build a new billboard, period. If one comes down, it stays down.

Despite all of that, every local government in Southern Nevada, that's North Las Vegas, City of Las Vegas, Henderson and Clark County have adopted ordinances that allow for those legal, non-conforming billboards to convert to digital. The conversion of digital billboards started in roughly 2007. Any of those boards that are along your state highways, actually do have an NDOT permit, but they're technically conversions of legal, non-conforming signs. Again, the local governments have recognized that that's a technological advance that they wanted the billboard industry to be able to employ, especially because you cannot build any new billboards, so they've allowed for that. As such the regulation that's before you today has to recognize that there will be and continue to be conversion of legal, non-conforming signs. The section that allows for that, again, addresses the situation that we find in Southern Nevada.

We do appreciate the three years we have worked with your staff on this. I can just tell you that they have taken information from all sides and considered it. I do believe that the regulation before you today is well thought out, well balanced and we'd encourage you to support it moving forward. Thank you.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Thank you very much. Mr. Hillerby.

Hillerby: [off mic]

Sandoval: All right. Is there any further public comment from here in Carson City? Is there any public comment from Las Vegas?

Skancke: No sir.

Sandoval: Thank you. Let's move on to Agenda Item No. 3, which is the consideration of adopting a proposed amendment to NAC 410.350. Who is our presenter today Mr. Malfabon?

Malfabon: Governor, you have the materials before you. As you saw, this is a very sensitive subject and we did our best to try to find the middle ground between the outdoor advertising industry and Scenic Nevada and other folks that felt we had to maintain the beautiful scenery in Nevada. We had quite a task and staff is present to answer any questions. As was pointed out, we tried to adopt regulations that are more in line with what we currently have out there. They addressed the brightness of the signs and how often that they can be switched. The six second is currently what's out there. The comment was made about eight seconds being a standard and they wanted 10 seconds. We adopted regulations that are more in line with what's existing out there.

As was stated, these signs are primarily in urban areas. They're very expensive to install and maintain. We have not seen a safety issue related to—it was a point that was brought up about the ability of signage to distract drivers. Again, we haven't seen any correlation between crashes or incidents related to the location of our existing signs that are out there.

In your packet, you have the existing Chapter 410, as was stated. It addresses outdoor advertising and you have the proposed changes for your consideration.

I don't know if staff, if Ruth, you want to come up and give any specifics about those regulations. We didn't have a formal presentation, but as you stated Governor, this goes to the Legislative Council Bureau and then it comes back to the Board for adoption. We feel that we tried to find a middle ground between both parties and had several public meetings and received the comments. We find that we can't please both groups, but we felt that this is a good middle ground for the rules. Ruth, could you approach the podium please?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Borelli: Ruth Borelli, Chief Right-of-Way Agent, for the record. Good morning. Yes, there was tireless effort, specifically by Jerry Hoover, our former Assistant Chief Right-of-Way Agent over the last three years to bring the two groups together and gather information and comments from them. Whenever there was an alteration made to the language, the language was sent out to both groups and comments were gathered and taken into consideration.

It's a little difficult because our state is so varying. We have the urban areas that have so many billboards and is very active. Then we have the very rural areas. We put in what we felt was the, as Rudy said, the most consistent with what was going on with the states surrounding us. We also make our permits dependent upon the ordinances and regulations in the counties or cities where the billboards are being put. They have to be in compliance with those regulations. If a local government has a more restrictive regulation, then that is what rules over ours. We felt that was a safeguard for the more rural areas.

Our staff did go out to do field reviews, as was eluded to earlier. Both groups, I believe, were invited to attend those field reviews. We wanted to have a better understanding of what our staff would be doing out in the field to measure for compliance and we wanted to become familiar with the technology that was in the signs and the meters that were going to be used to do the measurements. During that field review, the sign companies dimmed the boards. They also put out the different colors, the red, blue and green, so we could take measurements for the individual colors. That was taken into consideration.

Also, our staff observed that when the billboards were dimmed to this lower, 100 nits, they noticed a change in the traffic pattern. They slowed down and were appearing to strain to see what the sign was saying. It's a non-scientific study for sure. We couldn't find consistency in the literature to ascertain what the recommendations truly were. We have two different groups that were putting out literature for different recommendations. We took that information into consideration in crafting these regulations, these changes. Mostly, we were looking at what the surrounding states were doing and how they were handling it and realizing that the local governance should have the final say for their area.

The Department of Transportation is neutral on these changes. Many, many hours spent. Very thick files on this and a lot of thought was given in coming up with these regulations. I have my own personal views on what should happen, but that's not what I'm here to do. I'm here as a representative of NDOT and what I

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

felt, what we as the staff, felt was best for NDOT for regulating these types of boards. Any questions?

Sandoval: Is that everything, Rudy?

Malfabon: Yes Governor, just some of the highlights had to do with how often the signs can change, the six seconds. They have to have dimmers. So, as Ruth mentioned, at night, you don't want the daytime brightness evident at night so it's glaring at the drivers on the highway. There are requirements for those switches and the—

Borelli: I'd also like to add that, as was brought up by Rudy and others, at one point we had our nighttime maximum, 350 nits and took into consideration what Scenic Nevada required. They asked at that point for 250 and we did change it to 250. We felt that that was reasonable. We did do that.

Also, there's a lot of confusion with the off-premise signs and the signs that are on Tribal Lands. We can't control the Tribal Lands signs. Of course, we did not regulate the on premise signs. Often, the complaints that we hear are for those signs that are on premise. They're very bright. There's nothing we can—that's a local jurisdiction, they have to control those.

Malfabon: And Governor, one last thing, it also mentions Tri-Vision and what Tri-Vision is, they have basically slats, three sided slats on the sign that rotate and change the message on the sign. Same kind of dwell time, six seconds, that they can change to a different advertisement on those. So you'll see three messages rotating on a sign. Staff is able to answer any questions from the Board because it is kind of a technical issue and very complicated.

Sandoval: Yeah. Rudy, I'm only going to speak for myself. I can't make an informed decision on this. I thought there'd be a much deeper dive. I can't make an informed decision on brightness. I can't make an informed decision on the difference—please let me finish—between what six seconds is, what eight seconds is, what 10 seconds is. What's an on premise sign? What's an off premise sign? What is a tribal sign? What it looks like at night, what it looks like during the day.

I don't want to diminish the amount of work and time and effort that's gone into this but at the end of the day, it's this Board that has to make the decision and the adoption and frankly we just have some pieces of paper with numbers on it and changes and I have got to have some visuals here to be able to make an informed

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

decision with regard to this. As you said, I know there's been three years of work, but we're basically getting a half hours presentation and making a decision on something, frankly that I only—what I see when I go down. It's going to have a lot of impact here.

If we're going to rely on neighboring states, I'd like to see a little bit more information on what those neighboring states are as well. I mean, what comes to my mind is, we only have anecdotally whether someone has been in an accident or not because they've been looking. I'm very fearful because of the number of accidents that we've had, particularly in Southern Nevada that involve pedestrians and such. I don't know if this adds or subtracts to the distraction with regard to that.

I need some more help and I'm looking at the industry as well. It's probably not—again, the other members can weigh in, but I just don't feel like I can make an informed decision today, one way or the other. I don't know if we're up against any deadlines or anything like that.

Malfabon: No Governor. I think the best thing to do would be to bring some visuals, some video, some photographs and comparisons with the other states and make the distinction between on premise and off premise because that is something that's confusing to the public. You might have heard about the City of Reno not approving one for the mall there, at Mount Rose Highway. That was an on premise sign, but you look in Las Vegas, you'll see full motion video on a sign that's on premise. We can provide some more information to the Board so you can make a more informed decision next month.

Sandoval: I don't know what our jurisdiction is and what it is not in terms of what we decide today. As I said, you said that the local ones are more restrictive. Is there a jurisdiction in Nevada that's more restrictive then what we're looking at today? That would be something I'd like to know.

Malfabon: We'll collect that information Governor, because it is often a local regulation that controls this issue. We'll bring more comprehensive information next month.

Sandoval: Then my final question, Rudy, you talked of finding a middle ground. Is there anything that the DOT accepted from Scenic Nevada with regard to recommendations?

Malfabon: As Ruth Borelli mentioned, it was the brightness during the nighttime.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Borelli: We lowered it 100 nits.

Sandoval: Okay. And I don't even know what 100 nits is, so that's something that I need to know as well, is what that means. This is a really important policy, in my humble opinion. I've said it over and over again, I have to have more information before I can go one way or the other. Mr. Controller you had a comment and then Mr. Almberg. Mr. Controller.

Knecht: Thank you Governor. Just to make sure that I understand the underlying facts here, there are basically—and correct me if I error in the totality of this, Rudy. There are basically four circumstances here. One is an on premise sign, a business next to the highway puts a sign on its roof or whatever, on its premise in any event and that's regulated locally as a zoning matter and not subject to this regulation.

The second is, I guess theoretically, you could have something on public lands which would also be regulated by the entity that owns those lands and a variation of that is tribal lands which are not subject to the jurisdiction here.

The final is, what is subject to the jurisdiction here and namely off premise signs where essentially an advertising company is renting space or leasing or selling space to another business to advertise on so that they reach the people on the road. Is that essentially the big picture?

Malfabon: Yes. The off premise signs also have local regulations, just as was mentioned, the moratorium in Clark County. We'll provide more information about the local component of regulations and the State component at next month's presentation.

Knecht: I appreciate that and I'll look forward to that further information. Let me tell you my big picture view of this matter. I certainly sympathize with the Governor's concerns about having enough information. It's a key point here. Whether we'll ever have enough information is a question I would raise or more to the point, a month from now or two months from now, we'll we have significantly more information on a significantly better basis for a decision than today? I'm a little bit skeptical. We'll have some more anecdotes, we'll have some more rhetoric, etc., but I'm a little bit skeptical that it will be a significantly better basis for decision.

Here's the problem with basis of decision. The issue for matters like this was addressed by Ronald Coase in 1960 in the Journal of Law and Economics which

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

revolutionized modern environmental and public safety and generally public policy economics on exactly questions like this. The thing that Coase recognized is that you have these competing interests, competing values. So on the one hand you've got the outdoor advertising company, but you've also got the people who advertise with them. They're paying good money for a good reason. Advertising delivers, in their estimate, some value to them. There is some social value to it. You'll hear the characterization that somehow they're just predatory and they're doing something mean to other people, it's not true. They're actually delivering some social value, both the advertisers and the industry.

Indeed, to a lot of motorists who are consumers, who are whatever else in their other roles in life, they're looking for a lot of the information that comes from those signs. There's some social value to them too and they're probably the people that are least heard in all of this.

There are also negative externalities as we call these things, technically where indeed, bright signs, flashing signs, signs that are too bright at night, that change too fast, etc., etc., distract drivers and present a public safety problem. You can't necessarily trace any one accident to a particular change of the sign, but you can certainly draw a statistical correlation and the question is, how weak or strong is that? My suspicion is, we don't really have any good evidence on that.

Then you've got the people who are quite simply offended, put off in some way, who feel some negative externality in the fact that they see something that they don't particularly want to see. There's a social cost to that too.

What Coase said and what's the basis of modern environmental public safety and economics of this sort and even the basis for nuisance law, what Coase said is this: what you have to do is balance the social values and you allocate the rights where they would end up if you could actually have a market among all these people in which they all trade their values. We can't do that, but we make an informed assessment and analysis. We do a lot of the investigation. Frankly, I think that's what you all have done. You've done two things. You've done that analysis and investigation. You've looked for factual basis. You've looked for an empirical basis. Oh, a little bit you'll look at best practices. You look at that sort of thing and then, and you used the term middle ground, that's not exactly the term I would use. That's kind of a golden mean thing and I get that, but it's balancing the interests is what this is about. You've at least approached the problem in the right framework on the right basis that way. Can I say that each

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

little detail satisfies what I would conclude as the balance of interest if I did this myself? No. But, I can say that you at least did the effort, you marshaled the facts. You marshaled the evidence. You worked with both sides. You had a good process. I think quite frankly, none of us will be able to say after another meeting, two, three, four more meetings, none of us will be able to say definitively that this detail is right. That one should've been 50% higher, etc.

We have to take this on an overall impressionistic basis and my overall impressionistic basis is that you've done the right process. You've used the right standards. You've marshaled the evidence and I'm willing to go with this today, in respect to my fellow Board Members who are not, I'm certainly willing to put it off until next time. I just think that, there's a whole lot of process that government and society in recent decades in this country has become really good at chewing up a lot of time and resources in the process. We'll give this one one more meeting and then I'm ready to vote on it.

Governor, I thank you and to the staff and to the opponents and the critics and to the industry, I thank you all for a good faith effort.

Sandoval: Mr. Alberg.

Alberg: Thank you Governor. I'm going to go back to what you had mentioned, Governor, about jurisdiction. What percentage of the signs out there actually falls under NDOT? With Reno, Vegas, Clark County, Henderson, all of these other jurisdictions that have potentially more restrictive regulations than us. It was mentioned earlier, somebody had mentioned during public comment about each company had 2,100 signs, approximately plus or minus, is the number I thought I heard. How many of them would actually fall within this regulation that we're actually talking about? Maybe if something—and maybe you have that answer, I don't know, but if not, that would be something I would be looking into to come back and say, hey there's 500 signs in the Washoe Valley area, but truly only 50 of those signs fall under 100% our jurisdiction.

Borelli: Right. We do have an inventory of signs. Then we could take the industry numbers and be able to figure out from that. We have to regulate 650 feet off of the central line, I believe is how the regulation is written. It's signs that are visible to the freeway or to the highways and no greater than 650 feet out. Industrial and urban areas, of course, that 650 goes away, it's much closer. It's within that 650 foot corridor, if I remember the regulation correctly. Even if we

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

have these standards, if the county or city is stricter, then it goes under those because our permit that we issue for signs states that they have to be in compliance with the local ordinances and regulations.

In Clark County, the spacing restriction is more restrictive than ours. We used FHWA standard of 500 feet between signs. They, I think use 550, I can't remember. It might be greater. They have to follow that restrictive spacing.

Almberg: I think that I don't want to read too much into this and think that we're going to be regulating every sign out there because we're not. At the end of the day, it would be nice to come back in here and know, hey we're only truly—this only affects approximately 20% of the signs out there that fall under here. That we're not the main—

Borelli: We can get those numbers.

Almberg: That's it, thank you.

Sandoval: Any other comments from Board Members? Member Savage.

Savage: Thank you Governor. Thank you for everyone who spoke today. Very informative. I do agree with having another session with better support documentation. A lot of the information from the past workshops, what was included in those workshops and the roadmap that BJ speaks about. The jurisdiction and also the enforcement. How does that all occur, I think is one of my curiosities. I appreciate you drilling down on this thing, Ruth. I appreciate all the public speakers today. I look forward to reviewing this in the future. Thank you Governor.

Sandoval: Anyone else? Frank.

Martin: I only had two comments. The part in this letter about the 3,179 people killed and 431,000 injured through distracted driving. Most of the statistics I've studied out, most of the distraction is a little hand held device that we have. So, those kind of statistics for me contain no value because you can't relate them to the subject matter at hand.

The second point is, this datamining as a result of the signs that Mr. Wray brought up. I believe that that is a reasonable point. As I remember several legislative sessions in the past when we've tried to regulate HOV lanes with cameras and tolls and that kind of stuff, the entire state come out in arms against that kind of a

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

measure. I believe that what Mr. Wray talked about with the datamining possibilities of these things, there should be a piece in this legislation that prohibits that. The people of Nevada have already spoken about the HOV cameras and that kind of stuff. That's been clear. There's no reason why we should allow private industry to do something that the people of the State of Nevada will not allow our law enforcement officers to do. Does that make sense?

Borelli: Yes. I don't disagree with that. Regulation of it might be difficult, but it is something we're discussing.

Sandoval: Mr. Skancke, do you have any comments or questions?

Skancke: I do not Governor, but I do support this item being held until we have further information. I do think we have to drill down further. I have experience in this industry and understand both sides. I think the Board needs more information.

Sandoval: Thank you.

Malfabon: Governor, we will definitely take that input from the Board and follow-up. I know that the senior staff member that was guiding this process resigned from NDOT recently. Given the direction and the questions from the Board, we will collect that information and bring it back so that you can have a more comprehensive presentation and make an informed decision.

Sandoval: When will you be prepared to do that?

Malfabon: I'm hopeful it's going to be one to two months. We don't want to delay it any further than that, but I think that some of the questions raised and the information requested is very good. We have to get with industry or some of the local government agencies to collect some of that information. Also, I think that it would be good to take some video. Obviously, seeing it yourself from your vehicle is different from seeing a video at the Board presentation, so we have to take that into account, but you could probably see some of the difference in illumination and we can work with the outdoor advertisers to collect some of that video.

Borelli: Ruth Borelli again, for the record. I'm also thinking that Scenic Nevada may have some good examples of what they see as offensive and we can bring that forward, so we can show what they are seeing as offensive and what we are proposing. Thank you.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Then, if I could ask a representative of the industry to come forward. I'm hearing the issue associated with datamining for the first time. I don't know if that's true or not. Anybody who could at least introduce that concept, so that's something I can think about and contemplate between now and the next meeting?

Skanccke: Governor, this is Tom Skanccke, can I just add one thing, please?

Sandoval: Yes, please.

Skanccke: So, I think your comment is spot on earlier when you said that we've got to make the right decision here. I think if a State Board is going to make a recommendation then it sets a precedent for all the other local governments and the Legislature and the one thing that I don't think we want to do as a Board is send that message to local governments and the Legislature. I think it's really important for us to get this "right", and to get information from both sides that we can make an educated decision, so that both sides or us, or the state in general is not negatively impacted by something we may do in a 30 or 40 minute presentation.

If you would like, I would make a motion to hold this item until our staff is ready to bring forward another item for us to consider.

Sandoval: I'm going to hold your motion until I get a brief response to the self-described datamining. I don't know if that's true or not, but is that something that's even contemplated in this regulation?

Musica: Yes Governor, hi, Lou Musica with Clear Channel Outdoor again. No, this item is not part of the regulation. We'd be happy to submit something to the Board before the next meeting before you.

Sandoval: So, is that happening now?

Musica: Not to my knowledge.

Sandoval: Okay. All right, thank you. Before I take your motion Member Skanccke—thank you Mr. Musica. I would ask if either side, for or against, neutral, what have you is going to submit information, I'd really appreciate it. Some of this I saw for the first time this morning. It would be very helpful to get this at least a week in advance so I can have time to really review this. Again, I'm looking at the industry and I'm looking at the Scenic Nevada. Your letter is dated June 3rd, as I said, it landed on my desk this morning. I want to be able to give you all a

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

meaningful review and I frankly, again, need to be informed. I know there are two sides to every story and that's part of the purpose of this Board is to listen to both sides and make a final recommendation. As I said in my introductory remarks, this isn't the final say here. I think it's very important that we make an informed recommendation that goes to LCB and then will come back here for final adoption. Likely what happens here on that recommendation is going to be very close to what's going to be adopted. This meeting is really important. I really appreciate the help in that regard.

Before I take Member Skancke's motion, are there any other comments or questions? Is there anything else that the Board Members would like to have prior to that next meeting?

Martin: Governor?

Sandoval: Yeah.

Martin: If I could, you made a statement in the beginning that you need a visual. I work in the land of plans and specs and all this stuff but this one has got me snowed. The visual piece, that's extremely important for me to get an idea of or get my hands around what this really means.

Sandoval: Mr. Almberg.

Almberg: Thank you Governor. We might possibly summarize some of the things that we've addressed as far as what Scenic Nevada wanted to see, what federal regulations are and just get it summarized. Make it easier, rather than for us to have to go through and digest this information in a week's time frame, pull out these notes and say, okay these items were important to Scenic Nevada, these items were important to the industry, where do we land in the middle of it. It might make it easier.

Sandoval: I did find what a nit means. A unit of illuminative brightness equal to one candle per square meter, measured perpendicular to the rays of the source. That's not helpful, for me anyway. Again, I mean, in all seriousness, I'm not an engineer, so I'll need some help with regard to this to make this information. I don't want anyone to interpret this as being critical in any way, but I really, at least personally for me, this is an important decision and I want to make the best decision that I can possibly make as we go forward. I know that there's a lot of sensitivity here because of the amount of time and effort that's gone in to this.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

This legislation passed a while ago. This has been in a workshop type status and a staff to staff, as it comes here, I think you understand—I think all the information is there already, it's just a matter of marshaling it and bringing it forward.

So, Member Skancke, do you have a motion?

Skancke: I do Governor. I would move that Item No. 3 be held until the staff is prepared to bring a more thorough presentation to the Board. If that takes two months or three months, but I would recommend that we hold this item until that information is available for us.

Knecht: Second.

Sandoval: Member Skancke has moved, the Controller has seconded the motion. Any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously, thank you very much.

Malfabon: Governor, I had one comment. I had an error in my Director's Report on the public meeting date. It actually is June 8th and 9th. For some reason, I didn't have enough caffeine, I put May on the slide. I wanted to stand corrected on State Route 160 Public Meeting for June.

Sandoval: Okay, I appreciate that, Mr. Director. We'll move to Agenda Item No. 4 which is a consideration of the May 9, 2016 Transportation Board of Director Meeting Minutes. Have the members have an opportunity to review the minutes and are there any changes? Mr. Controller.

Knecht: Thank you Governor. I have two items. One is minor, one is a little more important. The first one, more important, Page 34, in that long paragraph at the bottom where I'm speaking, if you go to the sixth line from the bottom, sixth and seventh line, I say: if this were a civil engineering project, in view of all of that I could understand how there would be any economies of scope, etc. Actually, I believe what I said, what I meant to say is, would not be—that is validated by the rest of the context. I respectfully request that the word 'not' or 'wouldn't' or whatever you want to replace 'would' there, would not would be fine.

On Page 52, in the paragraph toward the bottom of the page, two-thirds down where I'm speaking in the third line, 'GAPP' is 'GAAP', not 'GAPP'. Generally Accepted Accounting Principles.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Thank you Mr. Controller. Any other questions or comments with regard to the proposed minutes? If there are none, the Chair will accept a motion to approve the minutes with the changes recommended by the Controller.

Martin: So moved.

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

Savage: Second.

Sandoval: Second by Member Savage. Any questions or discussion? Hearing none, all in favor say aye. [ayes around]

Almberg: Governor, I'll abstain since I was not here.

Sandoval: So, will you mark Member Almberg as abstaining and the rest as a unanimous vote in support.

Malfabon: Yes Governor.

Sandoval: All right. We'll move to Agenda Item No. 5 which is the Approval of Contracts over \$5,000,000. Mr. Nellis.

Nellis: Thank you Governor, Members of the Board. For the record, Robert Nellis, Assistant Director for Administration. There are two contracts under Agenda Item No. 5, Attachment A for the Board's consideration.

The first project is located on US-6, from the junction with US-95, nearly two miles west of Millers Roadside Park in Esmerelda County. This is for coldmill, stress relief with open grade, shoulder widening, passing lanes, slope flattening, and drainage. There were three bids and the Director recommends award to Fisher Sand and Gravel Company in the amount of \$21,800,000.

The second project is a repaving and widening project located on Interstate 15 north, from Craig Road to Speedway Boulevard. There were also three bids and the Director recommends award to Las Vegas Paving Corporation in the amount of \$33,800,000.

Governor, that concludes the items under Agenda Item No. 5. Are there any questions for the Department?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

- Malfabon: Governor, I would like to make a comment to clarify stress relief. That is actually geotextile that is placed over the pavement so that the cracks don't reflect through the pavement. Different term there, stress relief.
- Sandoval: Thank you. Questions from Board Members with regard to Agenda Item No. 5? Mr. Alberg.
- Alberg: Yeah, quick question here. It tells us where this is, between what road marker and where it starts to park. What's the actual distance of that? How many miles is that? Oh, okay, I'm sorry, I didn't see it on that slide. I guess I need to just look up. And, it also talks about passing lanes. How many passing lanes is there? Is there multiple along that route, every 10 miles?
- Terry: John Terry, Assistant Director for Engineering. I believe there are multiple, but exactly the number, I'll have to get back to you.
- Alberg: Okay.
- Terry: I would like to comment, in our way of doing things, we give it the assignment of a lower route number. That is both US-6 and US-95, most people would consider that stretch of road to be US-95.
- Sandoval: Mr. Controller?
- Knecht: Thank you Governor. I just wanted to say that I am looking at Page 1 of 3, under the Line Item 1 tab here, the spreadsheet pull out. This is an improvement over what we've seen previously on this kind of presentation so that we can understand the differences. I think it satisfies all my concerns. I just wanted to say thanks to the staff for following up on that request. It's very helpful.
- Sandoval: Any other questions or comments? If there are none, the Chair will accept a motion to approve the contracts presented in Agenda Item No. 5.
- Knecht: So moved.
- Sandoval: The Controller has moved for approval, is there a second?
- Martin: Second.
- Sandoval: Second by Member Martin. Any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. So far so good Mr. Nellis.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Nellis: Yeah, let's keep it rolling.

Sandoval: But as the Controller said, that's a compliment to the presentation within the packet. Very informative. Please proceed with Agenda Item No. 6.

Nellis: Thank you Governor. There's three agreements under Agenda Item No. 6 on Page 3 of 30 for the Board's consideration.

Line Item No. 1 is with CA Group in the amount of \$1,430,500. This is for design, project management, landscape and aesthetic concepts, traffic analysis, environmental studies, utility exploration, public relations and outreach services for the I-515/Charleston Boulevard interchange project.

The second item is with Diversified Consulting Services in the amount of \$1,932,409.04, for construction engineering services for augmentation of Crew 908, that would be split equally between two projects located on I-80 in Elko County.

Finally, Item No. 3 is the second amendment for the Tropicana Pedestrian Bridge Maintenance in the amount of \$500,000. This is to increase authority and extend the termination date for continued preventative maintenance, while elevators upgrades take place.

With that, are there any questions on this attachment before we move on?

Sandoval: Just a question on the third one. Will the elevators always be the State's responsibility or is that complete transfer? What's the timing on the Tropicana Pedestrian Bridges?

Terry: Again, John Terry, Assistant Director for Engineering. As we presented in other presentations to the Board, the escalator reconstruction contract is behind schedule for various reasons and this had to be extended to maintain the existing and we continue to work with in full anticipation that at the completion of the construction of the new escalators it will turn over to Clark County.

Sandoval: So that will nullify this contract, even though we're extending it to '18, the County will ultimately be responsible for that maintenance as well?

Terry: Right. This contract will go to either '18, or until the turnover to Clark County at the completion of the construction.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: And then, any estimate when all that will happen, that exchange?

Terry: I apologize, I don't have that right off the top. It will be before '18, but there's that complex schedule of doing one portion at a time that we presented at the last one. I can get back to you on that but I don't have that date.

Sandoval: No, I don't want to bring all that up again. I just want to kind of have an idea of where we are. I have no further questions. Board Members? All right.

Knecht: So moved.

Sandoval: All right. The Controller has moved to approve the agreements over \$300,000 as presented in Agenda Item No. 6, is there a second?

Martin: Second.

Sandoval: Second by Member Martin. Any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 7, Contracts, Agreements and Settlements. Mr. Nellis.

Nellis: Again, thank you Governor. There are three attachments under Agenda Item No. 7 for the Board's information. Beginning with awarded contracts, the first project is located on State Route 160 from Rainbow Avenue, to Calveda Boulevard in Nye County, to widen from two lanes to four lanes. There were five bids and the Director awarded the contract to Las Vegas Paving Corporation in the amount of \$3,494,000.

The second project is located at the North Fork Maintenance Yard on State Route 225 in Elko County for drainage improvements and repave the maintenance yard. There were four bids. The Director awarded the contract to Remington Construction in the amount of \$799,999.

Governor, before turning to Attachment B, does the Board have any questions on either of these two projects?

Sandoval: Mr. Savage.

Savage: Thank you Governor. Thank you Mr. Nellis. I just wanted to take this opportunity to sincerely thank all the contractors that submit bids on all the competitive projects we have here at NDOT. I realize all bids take a lot of time

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

and money and these efforts do not go unnoticed. This package is full of competitive bids in different sections. It can be a very brutal industry at times, but at the same time, it's very gratifying. I want to thank the Department for the diligence and agreeing with services, construction and project management and also the contractors most importantly. We're here to build better roads and highways and bridges in the State of Nevada in the most cost efficient manner possible. I sincerely thank the outside contractors for all the time and efforts. Thank you Governor.

Sandoval: Thank you. Any other questions with regard to the first section? Please proceed Mr. Nellis.

Nellis: Thank you Governor. There are 52 executed agreements under Attachment B that can be found on Pages 8-14 of 24 for the Board's information. Items 1-9 on Page 8 are acquisitions and cooperative agreements. Items 10-23 are facility and interlocal agreements. Items 24 and 25 are a lease and a property sale. Lastly, Items 26-55 are right-of-way access and service provider agreements.

Governor, before turning to Attachment C, does the Board have any question on any of these 55 agreements?

Sandoval: Just on 25, where is that piece of land that is the subject of that land sale agreement?

Terry: I'd have to get back to you.

Sandoval: Is that something we approved already? I don't remember a parcel of land for \$900,000 that we talked about.

Malfabon: We'll have staff look at that Governor.

Terry: I believe this is a follow through to one of the ones where you approved us to go out and sell the land and this is where it actually happened but I'll have to verify and get back to you on that.

Sandoval: That's a good chunk of money. I was curious—

Terry: We have numerous ones like this but I'll have to get back to you.

Sandoval: Okay. Board Members, any other questions with regards to the contracts through 54? Member Savage.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

- Savage: Thank you Governor. Item No. 41, on the Atkins North America. The amount of a \$50,000 increase. I know that we had an amendment to extend the termination date. This is one of my pet peeves, I always like to get, when we have an extension we like to see the dollar amount at the same time. I caught the fact that the dollar amount came afterwards. I didn't know if that was additional scope of work or what the reasoning could've been.
- Kaiser: Reid Kaiser, Assistant Director for Operations. This is for the fiber project that we're going to be installing fiber across US-50. There's going to be some poles installed with that contract and we needed some soils information so the contractor could design the foundation for the poles. Since we did not have the staff to do the soil analysis, we hired Atkins to do that work for us. This is where we're paying them to do that work.
- Savage: Okay, thank you Mr. Kaiser, because again, I think it's very important when we do have a time extension that the dollars are exposed at that time rather than after the fact. It sounds like it was additional scope of work, after the fact.
- Kaiser: It was additional scope of work and I think we pulled this item two meetings ago because we realized there was also a dollar extension to go with the time.
- Savage: Okay, very good. Thank you Mr. Kaiser. Governor, one last item, No. 44, regarding the CH2M Hill amendment. They amend the hourly rate specified in the agreement to reflect the appropriate rates for those individuals ultimately assigned to the project. So by briefly reading that, it looks like they had an opportunity to adjust the original submitted bid rates or am I misreading that?
- Terry: John Terry, Assistant Director for Engineering. It was a contract in which we specified the rates. Essentially this is a clean up both for either different personnels or different rates that were accommodated when the project finally got staffed. It was kind of a wash of one went up, down, when different staff was in there. Personally, I'd rather not see agreements where the rates are specified that exactly because it leads to just this. We have to amend it every time we adjust staff.
- Savage: Thank you very much Mr. Terry. Thank you Governor.
- Sandoval: Board Members, any other questions on Attachment B? Mr. Nellis, please proceed with C.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Nellis: Thank you Governor. There's two eminent domain settlements under Attachment C that can be found on Page 16 of 24 for the Board's information. The first settlement provides for \$3,000 to be paid to Don Chavez for a two year temporary easement of a 155 square foot piece of property on Snow Shoe Lane in Reno for the widening and reconstruction of the South McCarran project. The second settlement provides for \$250,000 to be paid to Las Vegas Golf and Country Club in Las Vegas for Project NEON.

With that, that concludes Agenda Item No. 7 and Mr. Gallagher is prepared to answer any questions the Board may have on these two settlements.

Sandoval: Mr. Gallagher, did the second one involve a digital billboard?

Gallagher: For the record, Dennis Gallagher. No, it didn't.

Sandoval: No? Okay. Board Members, any questions with regard to Attachment C? Mr. Nellis, does that complete your presentation?

Nellis: Yes sir, it does.

Sandoval: If there are no further questions, this is listed as an informational item so we will move on to Agenda Item No. 8, which is a briefing on the Reno Spaghetti Bowl. Thank you Mr. Nellis.

Malfabon: Governor, we are bringing to the Board information regarding the next stages in advancing the solution to address the Reno Spaghetti Bowl, to improve safety and mobility. John Terry is going to present this item to the Board and then we'll respond to any questions.

Terry: John Terry, Assistant Director for Engineering.

Gallagher: [crosstalk] – so it did involve a digital billboard. We worked with the land owner—Excuse me, I'm so shook up that I was wrong, I forgot to turn the mic on. I just wanted to correct the Las Vegas—

Sandoval: And I'm all shook up because I'm relieved, because you bailed me out.

Gallagher: It did involve a digital billboard but we worked with the property owner and modified the design so a small parcel, he would continue to own and we would relocate his digital billboard on that property so that his income from the digital billboard rental would remain intact.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Thank you for the clarification Mr. Gallagher. Mr. Terry, please begin.

Terry: John Terry. This is an informational item but we'd like to discuss how we're proceeding with what we'll call here the Reno Spaghetti Bowl or the interchange of I-80/I-580/US-395 in Reno. This is really to talk about looking at the long-term solutions with beginning the NEPA process or the National Environmental Policy Act process and most likely or almost for sure resulting in the starting on an Environmental Impact Statement. Then we'll talk about phased construction that's consistent with the ultimate interchange design.

Brought up this old photo of when the Spaghetti Bowl was being constructed. The interchange was constructed in 1969-72. A little bit different era and of course it was designed for 20 year projections in 1969. It's obviously gotten beyond it's original design life. We have bridges out there that are nearing their design life, both in terms of the capacity of the structure and certainly as well as the available openings underneath those structures in order to add any capacity. We have talked about this at this Board Meeting before. We have both capacity as well as safety issues at that interchange that need to be addressed. The Spaghetti Bowl, as we'll call it, is really the limiting capacity on Interstate 80 as well as 395 and 580 and is probably the largest backup and capacity issue that we have on the freeway system in the Truckee Meadows area.

A photo of the current interchange and just talk about—hopefully not get too technical here about some of the issues we have with the current interchange. It is a 60s and 70s era interchange. It has a combination of direct ramps as well as loop ramps. For the most part, or I think in every direction is an interchange that involves a single off-ramp that then goes to the two directions on the other freeway. Multiple on ramps on to the receiving freeway, which causes some problems. Even though one of the loop ramps has been widened to two lanes, really the loop ramps are kind of a controlling factor. The other thing I will point out is, it is pretty developed around the entire interchange and we do have excess available right-of-way.

This Board and we're well underway of what we're calling the Reno-Sparks Freeway Traffic Study. While the traffic study takes place on the entire freeway system, under our control, under most of the area, there's really an emphasis on the Spaghetti Bowl. I will say that that traffic study is being done in coordination with the RTC and their modeling efforts. We take that and it will make this comply—update it to the 2040 Traffic Study. We try and go 20 years in advance

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

of when the construction would start. Therefore, we're up to 2040 and these numbers are just coming in. We're updating our traffic model for that.

The traffic study result will be available in the fall or late 2016. That doesn't mean the traffic study will be done in its entirety but the numbers to use on the Spaghetti Bowl area will be available in that period in order to move forward.

There was a presentation to this Board last month about the charrette that was held April 28, 2016. We now have the draft report available from that. To discuss, the charrette really talked about near term and medium term concepts. While we want to incorporate some of those, we're talking about more bigger and long range concepts moving forward.

These are and these were talked about last month. I'm not going to spend a lot of time on them. These are the concepts that were the highest ranked ones in the charrette that was held. Temporary closure of a ramp, closure of an off-ramp, two-laning one of the ramps and partial two-laning one of the ramps as the medium term concepts. We could do the short-term concepts without doing any IS. The medium term concepts would take some level of Environmental and we're talking about incorporating them within the bigger plan.

I'd like to talk a little bit about the challenges of this reconstruction of the Reno Spaghetti Bowl. Obviously designed when population and traffic volumes are much lower than they are today. The limited right-of-way and almost for sure on any major reconstruction project would take going outside of the existing right-of-way, which brings into play a lot of tough issues, it's kind of got them all. We've got a river, the Truckee River. The Union Pacific Railroad. Two parks. Tribal coordination and then there's Tribal Lands in there and what we call the Environmental Justice when we do do right-of-way acquisitions.

This map sort of shows some of the challenges we're facing. You can see in there the Truckee River. The Union Pacific Railroad, two parks. Parks are a very sensitive area when it comes to acquisition. And, the Tribal Lands. There's a lot going on in here. The footprint that's available is almost for sure, not enough.

We don't want to get into designing the new interchange but we talk about some of the issues. A full directional interchange with high capacity is what we need, probably leading to eliminating the loop ramps because they cannot be widened enough to get the capacity needed. Almost for sure, you'd have to braid the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

ramps because we have what we call service interchanges too close to the system interchange. In other words, Wells Avenue is too close, Glendale is too close in the various directions. Any of you that have driven the freeway system in Las Vegas have seen that on US-95, we braided ramps, as you went out there. On I-15 South Design-Build, we braided ramps so that the adjacent close interchange, the ramps go over and don't cause those conflict areas.

Then we have to, if you want to improve the capacity of freeway to freeway interchange, you have to have improved downstream capacity because it's almost always the merge of the on ramp into the existing freeway. If you don't add capacity downstream, it's almost always the constraining factor and so we have to look at these.

We looked at a couple of different ones but we just took a generic interchange. This happens to be I-80 and I-15 in Utah and what I call a stack or this would be a four-level interchange and it's simply would not fit within the current confines of the interchange we've got, nor do we have adequate downstream capacity to accommodate those onramps. This interchange showed a combination of a single onramp where the two ramps combine and then come on together, versus two onramps in one direction. That will certainly have to be looked at, that you have to have the added capacity on the downstream leg in order to do that.

Our proposed approached moving ahead. We've got the traffic study. The traffic study is really critical. We think we can begin NEPA with a notice of intent hopefully by the end of 2016 to pursue an overall solution and then we can phase improvements that match up to that ultimate design. Certainly if we don't have the money or the resources or the right-of-way to do the entire interchange at one time.

To do so, we'd have to do what we call NEPA EIA Acceleration. How can we do NEPA faster? Well, one of the things is, by having the traffic study done, the traffic and the traffic numbers are absolutely critical for the design, for the air analysis and for the noise analysis which are two of the more time consuming aspects of an environmental study. We've worked with the FHWA and they've had numerous initiatives to try and expedite the NEPA process. A few years back they did a process review of our NEPA process, our EISs, how we could accelerate it. I have a longer list here but I put down a few of the ones we think will help accelerate NEPA. The FHWA's new e-NEPA review coordination tool, obviously putting things online and coordinating reviews that way, versus sending

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

out thousands of pages of studies to everyone. Developing programmatic agreements with the State Historic Preservation Officer, the SHPO and others. And, concurrent agency reviews to try and make them overlap and not be in series.

I was hoping we could read this on the big screen. These are the EISs we've done in the past. The most recent ones. You can see Boulder City Bypass, five-years. Pyramid and McCarran, six years. Project NEON, seven years. The ongoing, not yet completed, US-395 Pyramid Highway Connector, eight years. The next blue graph there is kind of the standard EIS process, what we've seen over the years. We can see, we were in about that range in completing these depending upon what sort of controversies erupt. Below is our attempt to try and utilize new resources, working with the FHWA and coming up with an accelerated NEPA process that also takes advantage of the fact that the traffic study and the numbers will be available here soon.

One of the other issues is going to be funding. We don't have all the money in the fiscally constrains Statewide Transportation Improvement Plan for the types of improvements we're talking about. While most of the big construction improvements would be outside the four-year constrained plan, if we have a three-year EIS we have design. They are still within the 5-20 year long-range plan and we have to show what we're going to do.

We are proposing that we would add the preliminary engineering, the PE and the EIS funding which we would need a consultant to do and add that to our current budget as soon as possible so we could get going on that. That will be multi-millions of dollars for this kind of study. Work with the Washoe RTC on the funding in the out years. And at the completion of this EIS process, we have numerous of these major project plans and financial plans, we would need to then show the funding through the entire process. That would be both right-of-way and construction funding.

Our proposed action we're talking about here is accelerate the EIS process by linking the traffic study into NEPA. Utilize the newer tools that the FHWA and others have developed. Begin the consultant procurement process immediately. Work with the RTC and ourselves to prioritize funding for the interchange, probably assuming some sort of phased interchange construction. In other words, we know what the ultimate is and build it in phases but we'll see as the need for process advances.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

With that, I'd answer any of your questions.

Sandoval: Thank you Mr. Terry. This is exactly what I was hoping for and looking for. It really puts things in perspective from the NEPA process, the engineering process, the planning process, the fiscal process. I have a much better lay of the land now as to what we're looking at.

The one issue I think you demonstrated today is, this isn't an 'if'. At least, it was out of date in 1989, if we use those figures that it was a 20-year build out in 1969-1970. Here we are in 2016 and there is going to be a lot more growth, even on top of what we have. There's always an issue there. It's kind of like the I-15 and the 95, going from the 80 to the 395 and that merge and the accidents that happen. I'm not sure what the next step is. This really gives me, as I said, a much better understanding of the obstacles that we have in front of us.

One question I had as you were making your presentation with regard to planning, you said it's going to multi-millions, can you nail that down a little bit closer?

Terry: I'll give you the best I can. I believe this engineering and EIS is a more than \$10M consultant agreement to get us all the way through the EIS process. I don't know the exact number but I think it's more than \$10M and less than \$20M, based on what we spent on NEON and other similar projects. That's for all the documents of an EIS, all the public meetings, all the preliminary design, all the traffic modeling that's still left to do, etc., air, noise, etc. Our environmental staff is available to work with a consultant and prepare the document and get it to the FHWA. We're talking about pretty much consulting out most of the environmental document.

The interchange itself, I can't imagine we can do this for less than \$200M plus and I wouldn't be surprised if it gets to be a lot more than that. We're not here to pre-determine. We're starting the need for process. It all depends how big it gets but it's hundreds of millions of dollars.

Sandoval: That's what I was thinking. The issue here is, it's not going to get better, it's going to get worse. We have to get started. We need to know what we're looking at. I don't know where, in terms of planning, do we do the design-build? Do we model it after Project NEON? Those are some of the other questions.

Terry: I had another slide to present, prepared but I did not show it. Okay, when we get near the end of the NEPA phase, you know, now we know what we've got in

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

moving forward. We have constraints. The FHWA has become more liberal and more willing to work with us on what's "final design" and what's right-of-way acquisition. We can overlap a little bit with the NEPA process in getting into final design, but still we would have to acquire the right-of-way. If we did design-build, which we did on NEON, that provides an acceleration because you can get all the way through to procurement before you have all the right-of-way acquired and before you have the record of decision which is the last step in the NEPA process.

So, we'll look at all those contracting options and the other options could be we have a plan—my view is, some of these medium term concepts we're into or anything beyond those medium term concepts that came out of the charrette, they were going to take some level of environmental work anyway, probably an environmental assessment, which is one level below the EIS. They would probably take right-of-way acquisition, etc. I think accelerating the EIS process, seeing what you've got for the overall interchange would allow us then, perhaps say the east to south movement, which we all know is a problem but involves the Truckee River, involves the Railroad, involves the parks. If we had an EIS in hand, could we accelerate that portion, knowing that that work is consistent with the bigger interchange re-do, that's very possible to get done in a shorter period of time. I don't know if I answered your question.

Sandoval: You did. Because that is the major issue there is, is that piece. The other thing I need a better sense of is moving forward, given all the money that we've dedicated to Project NEON and a lot of other projects statewide is can we afford it and what can we afford?

Terry: I'll turn it over to Robert here in a minute, but before I do that, I'd like to say, yes.

Sandoval: Let me finish, can we afford not to? I mean, that's the other thing we need to consider.

Terry: We have the NEON EIS. We also have three environmental assessments; I-15 South, I-15 North and US-95 North that were done years ago that we have done a really major phase of but we still have hundreds of millions of dollars just to finish those. Thus, our little bit of reluctance to start on a major new EIS. I think we have to. I think we've got most of those phases funded over 20 plus years but it's a matter of which ones are going to get done and in which order. This one, I think, just gets in the mix. Can we afford it? We're talking about this long-range

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

element and money that's out there in that timeframe, not money—well, other than the PE money that is out in that period, there's a lot of assumptions going into what we're spending our money in out there, but I think there is money. We're going to have to be careful on what we prioritize.

Sandoval: That's the other thing. I don't want to spend a lot of money on an EIS and then have to put it on the shelf because we can't afford to build the project, or as you say, do we focus on that one piece from the I-80 East to 395 South, that solves probably most of the problem. I'm not worried at least for now, some of the other pieces of it.

Terry: Which is similar but a little bit different. In those it was more of a geographic limit on what we've done on these major projects in Southern Nevada. We did a big study that went much further. We, Phase 1, like Design-Build South or Design-Build North on I-15 in Las Vegas, we've still got work to do but we got the environmental document to cover the bigger project. We did the most critical need and then we phased the rest of it over time. Not a single interchange, but yes, I think that's very possible.

Malfabon: Governor, if I may add, I know that you put it well, we cannot afford not to do this project. We know that it is outdated as an interchange. We have to do this project. Working with Federal Highway Administration, we can look at our available financing options for the project. I directed Robert Nellis to get with our bonding consultant to look at what additional bonding capacity the State has to at least present that to the Board eventually on whatever our options for funding the big fix to this interchange.

Also, one of the federal requirements is that we will have a very comprehensive financial plan for the project. Whether we look and see what's available in the mid-term and then what has to be deferred to the long-term, we can at least phase the project as Mr. Terry had indicated to get the most critical elements of the project delivered sooner rather than later.

Robert, I don't know if you want to add anything on the analysis. Maybe a future presentation on that.

Nellis: Sure. Governor, for the record, Robert Nellis. Like John said, you know, a little bit in the dark, right now, not knowing what the final solution is. I am confident, if this is a priority moving forward, once we get past our bond sales for Project

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

NEON, we're looking at the analysis there of what can we afford for bond for after that. Looking at the likely environmental process, if we're looking at three years out, that would be timed well for a new bond sale, after we get past Project NEON to where this could be, I think financeable. Not quoting exact numbers but we're looking at that. I think when John is talking in the \$200M range, I believe that will be feasible.

Sandoval: I'll go to the Controller next, thank you. I want to thank you. Now we can have this substantive discussion. I know a lot of time and effort went into this, but this is really productive. We can get the answers to the financing piece, the engineering piece, the environmental piece. I think now that we understand what we have, we can work toward that. Again, I really appreciate learning all this today. Mr. Controller.

Knecht: Thank you Governor. I agree. This is a very helpful presentation. I thank you. I just want to follow-up with one aspect of what the Governor asked about which is, on the engineering and EIS piece, what would be the source of funding for that? Is there federal money available? Does that come out of State General Fund? That low eight figure amount. We hope to keep it very low, but where does that come from?

Terry: Oh yes, we have to go through the process of getting it shown in the fiscally constrained STIP but these are two intersecting, interstate routes and preliminary engineering work is absolutely eligible for federal funding. While we may not only use federal funding, it would be eligible for 95/5 federal funding on something like this because these are—and of our major categories of federal funding, yes.

Knecht: Then when we get to the nine figure level of actually doing it, phased or whatever, what would the bonding be for that but what would the ultimate funding be?

Terry: Again, that has to be worked out but most major projects like this would have a heavy dose if not mostly reimbursing of bonds with federal funding.

Knecht: Thank you. Thank you Governor.

Sandoval: Member Savage.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Savage: Thank you Governor. With our New Nevada, the groundbreaking tomorrow on the USA Parkway, Project NEON under construction, I-11, the Department has a lot on their plate. I thank you Mr. Terry for your very thorough presentation, Mr. Director. I know we can do this. We're all involved. All the stakeholders that you mentioned, the Truckee River, Union Pacific Railroad, the parks, the tribal, environmental justice; it's going to take everybody's sacrifices. It's going to take everybody's involvement to make this happen. With this Board being very diligent, we know what we can afford and what we can't afford. With the federal highway's support, it's instrumental that we all work together. With the RTCs of the world. I thank the Department. I thank the Governor. This has to happen. We know it's a high priority. It's a sense of urgency to make it better now, sooner rather than later. I thank you Governor.

Sandoval: Further questions or comments? I hope we keep this sense of urgency and momentum so Mr. Director, I want to thank you for making this a priority. I think Mr. Savage said it well, I know it's one more thing. It is a lot for this Department, but it's also a product of things—our State is growing. We are one of the top five fastest growing states in the country. Companies are moving here, people are moving here and we have to do the best that we can to keep up. Know that you'll have my full support and back you up. If it takes conversations with the Federal Department of Transportation, with the Union Pacific, or whoever these stakeholders are, I want to be helpful and I know every Member of this Board wants to be helpful in any way.

What I don't want to happen is, fortunately we've got NEON now but it took a while to get to that. In the meantime, that project, we probably could've built that 10-15 years ago. If we can try to get in front of this as much as we can, we have an opportunity to do that. Mr. Terry, again, I can just tell—and all of you that were involved in this presentation, that there was a lot of effort put into this. It shows. I feel good about moving forward. I guess, going back to another part of this meeting, that I can and we all can make informed decisions because we have all of this. I appreciate that.

Any other questions or comments from Board Members? Mr. Terry, is there anything else you wish to present?

Terry: No sir.

Skancke: Governor?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Sandoval: Yes, Mr. Skancke.

Skancke: If I could just offer a suggestion. It might be worth our while to take a look at if the State could handle doing this project without federal funding. I am not as optimistic on the federal government as most people are coming through with any type of funding after the next three to five years. When we did the widening of I-15 South, from about Blue Diamond Road to Stateline, we did those lanes with state funds and no federal funds so we could get around the NEPA process and we could get around a lot of obstacles because we weren't using federal dollars.

I'm not certain the State account could handle that without federal money, but I think we should take a look at two routes. One with federal money and one without and figure out which one of those roads is less traveled, so to speak, and how we can save the taxpayers' dollars and how we can expedite this project and get it down and get it done sooner rather than later. Often times, using federal dollars will extend the time of the project and the cost. If we can get the project done in today's dollars and not 2025 or 2030 dollars, we're actually saving the taxpayers' money. I think we should pursue two different strategies if we could. Thank you.

Sandoval: Thank you Mr. Skancke. Rudy, I don't know if you have any response.

Malfabon: The first step would be, we're going to identify where the approximately \$10M of funding is going to come for our Environmental Impact Statement Consultant. As we develop the plan, we'll definitely look at what's available as far as state funded versus federal funds. We are not going to separate ourselves from some of these issues, the river, the railroad, the parks. We'll definitely look at the funding options that are available so that by the time the Board receives the STIP document this fall to approve for next year, you will see the funding for the environmental study. Then in the years to come, as we developed a construction project, you'll see where that money is going to come from. We have to do a lot of work to study where it's going to come from.

Skancke: Can I just—I have one—

Sandoval: Yes, please.

Skancke: Thank you. I apologize for interrupting. I just want to send a message to the engineering community. Just because we're throwing around \$10M to \$20M does not mean that is what your bid should be. I certainly would hate to hope that

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

we look at the cost of that and not just throw around round numbers of \$10M or \$20M. That seems to be the magic number these days. I think things can be done a lot better or a lot cheaper and more effective and more efficient. Let's not get people's hopes up by throwing around those big numbers because they're all salivating. Thank you.

Sandoval: Well said Tom. One final question I meant to ask earlier was, the RTC, any anticipation on what its contribution would be to this project?

Terry: I believe in the long range they do have some money in there. Obviously they have the Fuel Index Revenue money in Southern Nevada. I don't think anybody is ready to just throw around numbers, but I believe they will be a willing participant and I believe we need some of their money in order to really reconstruct this interchange.

Sandoval: But that just harkens back to Mr. Savage's comment that this is going to take contributions from many different groups and help. I know the RTC participated in the charrette and have been very supportive of this project. I think part of that includes a financial commitment as well.

All right, no further questions or comments on Agenda Item No. 8. Let's move to No. 9, the Design-Build Procurement for I-15 North at US-93.

Malfabon: Thanks Governor. This will be presented by our Project Manager, Dwayne, are you all set?

Wilkinson: I'm all set, a little slow getting up here, I'm sorry. Good morning everyone. My name is Dwayne Wilkinson, Senior Project Manager, based down in Las Vegas. I'm here today to give you a briefing on the Garnet Interchange, US-93 Widening, specifically to ask the Board to make a decision so we can proceed forward with design-build solicitation.

This project is located about 25 miles from what you see on that slide right there. If we could go to the next slide, I'll give you some particulars on the project. What we're looking at doing is reconstructing the existing interchange at 93 and I-15, as well as widening 93.

Why are we doing this? Well, there's some well anticipated development coming along, as we're all aware of. That's the primary reason we're moving forward on this. Based on our preliminary schedule, it looks like we may be able to begin

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

construction as early as June of 2017. Our preliminary estimates look at a cost of somewhere around \$60M.

In order to meet the legal requirements, we have to bring this to a public meeting for the Board to consider. According to NRS 408.388 this is possible for projects that are over \$10M. It's also possible when the cost and design in construction can be a significantly lower by using this method. Also, if we can come up with a faster way of doing the project. Also, if there's some innovation or there's some unique way of doing the project. Are the basic reasons we would consider using design-build. We do already have someone on board getting some of the documents going. We had an early action item where we got a WPS Parsons Brinkerhoff working on at least the environmental work and completing the survey. We are moving forward on the project. To move forward with making the design-build documents, we need your approval today. Part of the reason our schedule can be reduced is that we are working concurrently on documents, pursuing the environmental documents as well as putting together design-build documents at the same time.

I apologize, this is rather difficult for me to read but the major purpose of this slide is to just show you where we're at in our process today. We're at the phase, the identification phase, the end of it where we're asking for the Board to make a determination. If the Board determines that we can move forward with design-build, we would of course move on to the next phase is, that being solicitation, evaluation and award, which would help us lead on to the design-builder moving forward with design and eventual construction of the project.

We are going to recommend that the Board does proceed with endorsing the design-build process for this project. The primary reasons for that are the design-build process allows us to really condense our schedule on this. I think, most of you saw that number with our projection as when we think we can start construction and understand that's preliminary and it may change. We can definitely save a lot of time by doing this concurrently and by doing the design-build. We won't be doing the design in extreme detail. We'll be able to get the contractor and also the design team on board to finish the design for us. They'll be able to work together to come up with a final design, to help mitigate any construction issues. Those are some of the primary reasons design-build works well for us on this project.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

At this time, like I said, we just recently got started. We would like to come back to the Board in July with a stipend amount when we have a better estimate as to how much we think the project is actually going to cost. The \$60M was based on some internal estimates and that's how we programmed the project initially.

I guess that's it, so if there's any questions, I'd be glad to try to answer them.

Sandoval: Questions from Board Members? We're now fortunately familiar with this process, which is a good thing. Then, obviously this is associated with Apex and the development that is going on around there.

Wilkinson: Correct.

Sandoval: This is another one of those projects that's very important to infrastructure and anticipating the use and demand that's going to happen out there at that Apex Park. Full of accolades today, but really appreciate you getting in front of this and finding a way to expedite the consideration of the project. Did I see Mr.—let me go with Mr. Martin and then Mr. Savage.

Martin: Thank you. Very comprehensive and thank you very much. I'm from that part of the country, so we're looking forward to this, just like the USA Parkway was expedited in the same manner, to help the economic situation. I only had one question, how did you pick the Milepost 57 as the end point of the widening of the 93?

Wilkinson: It's supposed to be where Apex Power Parkway comes in, that's an approximate mile post. It may not be exactly right on the head, but approximately Milepost 57.

Martin: Okay, because I didn't see that on this map that we had on our packet. I was wondering what the determining factor was.

Wilkinson: That's basically—I know the—I guess you'd say the farthest northern road on the Apex that we're going to tie into with this project.

Martin: All right, thank you.

Savage: Thank you Governor. Mr. Wilkinson, thank you for the presentation, very thorough. I do realize time is of the essence on this project, so I do appreciate your expediting everything you can. The question I had, I was not clear, has the engineering already been let?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Wilkinson: Yes, we do have a WPS Parsons Brinkerhoff onboard. They're presently doing some of the environmental work and also some conceptual design. That's what they're working on now so we can move on. They also have the capability to provide the design-build documents, but we of course need the determination made before we can do that.

Savage: And I think that's where I'm going here is the check and balances. It's always nice to have everyone's effort and the momentum moving towards the winning goal. At the same time, we have to assure ourselves that the checks and balances are in place on the design-build process. I'm a proponent of the design-build process because of what it does. At the same time, is due diligence from our engineering people through our contractors, we have to be reassured that there are those checks and balances. That's all I ask. It's just a reassurance of diligence to make the end project what we want in the end. That's all I have Governor.

Terry: John Terry, Assistant Director for Engineering. We do have an internal process where we evaluate projects and make a recommendation to go design-build. If that's what you're getting at as a checks and balances, we do have an internal process as well as a committee that evaluates a project that design-build makes sense for this job before we bring it to the Board. If that's what you're getting at on a checks and balances, we have done that.

Savage: Yes, that's exactly right Mr. Terry. Thank you very much.

Wilkinson: Okay. Not to belabor that point any but like John said, we did go for the project delivery method recommendation process. This one did come out on top. Basically we compare it design-build, design-bid-build and CMAR. This one had the highest rating out of all of them. Second was conventional. Because of schedule concerns and the possibility for innovation, I think it's clear to understand why design-build came out on top on this one.

Sandoval: Mr. Alberg and then the Controller.

Alberg: Thank you Governor. I'm going to back Member Martin's comment here that he said about Milepost 57, I'm just going to add one more thing. I wish it went farther than 57.

Terry: If I could, Member Alberg, John Terry, Assistant Director for Engineering, we have a project that is our 3R and Safety Project on US-93, I'll call it north of here that is going to tie into this. We are working to tie in a climbing lane/drop lane

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

into that project that will extend it that far. That is being coordinated. This project will essentially get four lane sectioned to the end of what we believe to be the development. Then a transition down to a two-lane section that continues up north on US-93.

Almberg: That's very good news for me. One of the things that I have been tried to be vocal about or discussing is, we also have a freight plan that's out there being worked on. I've been fortunate to sit in to some meetings with Sondra and Bill Thompson and discuss some of the more details of that. The reason I'm trying to sit in on those meetings is because I am at the northern end of 93 or quite a bit further up north. We've had lots of projects come through here that we've discussed; I-11, USA Parkway, Project NEON.

There's lots of stuff being spent in the south on the west side of the state. I'm a proponent of the east side of the state. Along with that freight plan, I asked a question earlier in this meeting that was kind of a loaded question, with that being, how many miles was that and how many passing lanes were there? As a part of the freight plan and part of the improvements, I would like to see along 93, to increase our truck traffic between Las Vegas and Twin Falls is additional passing lanes. I just wanted to kind of find out some information, as what are those actually are costing us. It's very important for me to promote our side of the state. Obviously, there's potential for some big development down here, right where we're doing this project. I would anticipate any development like that would also increase the traffic that's coming up and down the east side of the state. I just want us to make sure that we're aware of and we look out for what improvements we could do—and I believe a lot of these improvements are basically minor in nature compared to some of the major ones we're looking at in here. Where we can make some slight minor improvements, but actually get a big increase in the number of truck traffic that are coming down the eastern side of the state. I just wanted to express that.

One other comment I want to have. When it comes down to the design-build, I think it was under USA Parkway and we were dealing with USA Parkway and the award of that design-build. We actually got in a situation on USA Parkway that the most qualified did not end up being the one that was awarded, based just on our point system, the way it was set up. I just expressed in there that, and I'm certainly not here to tell you how to scale that judgment or how to give that point system, but I do want you to put some thought and some effort into that point

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

system and realize what we ran into in the past where at the end, our most qualified wasn't the one that was selected. I believe on project NEON, it worked out where the most qualified was also the lowest bidder or the lowest amount. That's just something to consider as you guys are putting this thing together because looking on that flowchart, that's the next thing in line to come in here, if you get the go-ahead today that you go in and you sit down and you're going to look at and create that criteria. I just wanted to express that. Thank you Governor.

Sandoval: Thank you. Mr. Controller.

Knecht: Thank you Governor. Real simple question, \$60M, what are the expected, proposed, contingent ultimate funding sources for this one?

Malfabon: I can respond to that. This is anticipated to be advance construct against federal funds. We'll use the state funds then be reimbursed in the years to come out of the federal funds that Nevada receives.

Knecht: For the entirety of the project?

Malfabon: Yes.

Knecht: Thank you.

Sandoval: Any other questions from Board Members on this Agenda Item? If there are none, the Chair will accept a motion for approval for the Department to begin the solicitation of a design-build project for I-15 North at US-93, Garnet Interchange and US-93 from the junction of I-15 at the Garnet Interchange to five miles north on US-93 in Clark County.

Martin: So moved Governor.

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

Savage: Second.

Savage: Second by Member Savage. Any questions or discussion on the motion? Hearing none all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously, good luck. Thank you. Let's move to Agenda Item No. 10, Old Business.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Malfabon: Thank you Governor and Board Members. We have old business, the report of outside counsel cost on open matters and the monthly litigation report. Our Chief Deputy Attorney General, Dennis Gallagher is able to answer any questions on that. I also have a quick update on the Watts Parcel, with USA Parkway. We're getting very close. Likely we'll make a final offer for an administrative settlement with the Watts. We're about—it depends on the number, but we're about 40-70—I had a range for what they requested, \$420-450,000. We're about \$385,000. We're getting closer. I think that within a month we'll make an administrative settlement with the Watts and we'll avoid condemnation.

Sandoval: Appreciate the update on that. Board Members, any questions with regard to Agenda Item No. 10? Member Martin.

Martin: It's gratifying not to see any red print here for new cases.

Sandoval: All right.

Gallagher: For the record, Dennis Gallagher, wait until next month.

Martin: Oh good!

Malfabon: The last report is the Fatality Report, we had received a recent report from the Office of Traffic Safety on the Fatal Analysis Reporting System, FARS. We do have good information as date of the June 2nd, it's not in your packet, but we are five fatalities lower than we were at this time last year, as of June 1st was the date they ran the report. A good trend there. Hopefully we can keep that up. With all the efforts, as I mentioned at the Traffic Safety Summit and our partners in the Engineering Enforcement, Education, and emergency responders for medical treatment, we're all working together to drive down these numbers and just wanted to make a point that we did receive some additional information, subsequent to the packet being put together.

Sandoval: Any other questions or comments with regards to Agenda Item No. 10? We'll move to Agenda Item No. 11, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Is there anyone present in Las Vegas who would like to make public comment?

Skanche: No one here Governor.

Sandoval: Thank you. Is there a motion to adjourn?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 6, 2016

Knecht: So moved.

Sandoval: The Controller has moved.

Martin: Second.

Sandoval: Second by Member Martin, all in favor say aye. [ayes around] Motion passes unanimously, this meeting is adjourned, thank you very much.

Secretary to Board

Preparer of Minutes

DRAFT



MEMORANDUM

July 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016, Transportation Board of Directors Meeting
Item #6: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from May 19, 2016, through June 15, 2016.

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 new agreements and amendments which take the total agreement above \$300,000 during the period from May 19, 2016, through June 15, 2016.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, May 19, 2016, through June 15, 2016.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A

Prepared by: Administrative Services Division

Attachment

A

**State of Nevada Department of Transportation
Agreements for Approval
May 19, 2016, through June 15, 2016**

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
1	08516	00	STANTEC CONSULTING	BRIDGE INSPECTION	Y	9,335,294.58	-	9,335,294.58	-	7/11/2016	9/30/2020		Service Provider	MIIKE PREMO	7-11-16: SAFETY INSPECTION OF ALL BRIDGES IN THE STATE OF NEVADA AS WELL AS LOAD RATING ANALYSES. STATEWIDE. B/L#: NV20101021081 - R SUBMITTED PROPOSALS: DAVID EVANS & ASSOCIATES, AECOM, HDR.
2	38014	02	ECOINTERACTIVE	ESTIP REPORT	Y	262,494.00	192,492.00	454,986.00	-	1/6/2015	6/30/2017	7/11/2016	Service Provider	COY PEACOCK	AMD 2 7-11-16: INCREASING AUTHORITY \$192,492.00 FOR A TOTAL OF \$454,986.00 FOR THE ADDITION OF THE PLANNING AND NEEDS ASSESSMENT (PLANA) MODULE. AMD 1 06-17-16: NO COST EXTENSION OF TERMINATION DATE FROM 06-30-16 TO 06-30-17 TO ALLOW TIME FOR TRANSPORTATION BOARD APPROVAL OF FUNDING, INCREASE FOR ADDITIONAL SCOPE, AND CONTINUATION OF SUPPORT SERVICES. 12-31-14: TO PROVIDE A SOFTWARE-AS-A-SERVICE APPLICATION AND DATABASE SYSTEM FOR THE MANAGEMENT OF PROJECT DATA AND THE CREATION OF THE ELECTRONIC STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (ESTIP) REPORT. STATEWIDE. NV B/L#: NV20141724067-R SUBMITTED PROPOSALS: AURIGO, DATA TRANS SOLUTIONS, UNLV.
3	64815	00	WOOD RODGERS	STATEWIDE LRTP	Y	1,898,787.00	-	1,898,787.00	-	7/11/2016	7/31/2018	-	Service Provider	TIM MUELLER	7/11/2016: DEVELOPMENT OF NEVADA'S LONG-RANGE TRANSPORTATION PLAN (LRTP) PROJECT NECESSARY FOR BRINGING NEVADA UP TO FEDERAL TRANSPORTATION REQUIREMENTS DEFINED IN THE FAST ACT. B/L#: NV20031304987 - R SUBMITTED PROPOSALS: CDM SMITH, HDR, ATKINS, KIMLEY-HORN.
4	78415	00	HDR ENGINEERING	BIOLOGICAL COMPLIANCE OVERSIGHT	N	2,000,000.00	-	2,000,000.00	-	7/11/2016	6/30/2017	-	Service Provider	JULIA ERVIN-HOLOUBEK	7/11/2016: PROVIDE BIOLOGICAL COMPLIANCE MONITORING FOR THREATENED/ENDANGERED SPECIES (TE). MITIGATION MEASURES WILL BE IMPLEMENTED TO PROTECT THE IDENTIFIED TE DURING CONSTRUCTION ACTIVITIES. B/L#: NV20031304987 - R SUBMITTED PROPOSALS: IRON WOOD CONSULTING, SOUTHERN NEVADA ENVIRO, B&E CONSULTING, NEW FIELDS, KNIGHT & LEAVITT AND BIO LOGICAL.

Line Item 1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Bridge Inspection and Analysis Services

Originated by: Michael Premo Division: Structures Date Originated: 2/4/2016

Division Head/District Engineer: Jessen Mortensen

Budget Category #: 46606 Object #: 814G Organization #: C011

Estimated Cost: \$12,000,000 Type of Funding: Federal/State % of Fund: 95% Federal, 5% State

Funding Notes: State Fiscal Year(s): 2017, 2018, 2019, 2020, 2021

20% FY2017; 25% FYs 2018, 2019, and 2020; 5% FY 2021

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

Federal regulations require the periodic (typically 2 year frequency) safety inspection of all bridges in the State of Nevada as well as load rating analyses of all bridges. In addition, the Department lacks sufficient in-house resources to perform all safety inspections and load ratings. The Structures Division requests approval to develop a Request for Proposal (RFP) for service provider bridge inspections and analysis services to meet the federal requirements. Our existing service provider bridge inspection and analysis services agreement expires September 30, 2016.



Scope of Services:

----- See Attachment -----

Additional Information Attached

*Amendments for time extensions (time only) do not require a form 2a

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

June 20, 2016

TO: John Terry, P.E., Assistant Director
FROM: Michael F. Premo, P.E., Project Manager
SUBJECT: Negotiation Summary for RFP 085-16-011 Statewide Bridge Inspection and Analysis Services

A negotiation meeting was held on June 15, 2016 with Nicholas Cioffredi, P.E. of Stantec Consulting and Michael F. Premo, P.E. of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at Zero percent (0%).

The attached scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The following schedule was agreed to by both parties:

On or before October 1, 2016	Issue Notice to Proceed (NTP)
September 30, 2020	End of Agreement

Key personnel dedicated to this project are as follows:

Nicholas Cioffredi, P.E.	Project Manager
Ryan Nataluk, P.E.	Quality Control Manager
Keith Vernon	Bridge Inspection Team Leader
Michael Marshall	Bridge Inspection Team Leader

Sub-consultant information regarding Project Descriptions on active Agreements (please include agreement numbers):

SUB-CONSULTANT	Not Applicable
----------------	----------------

The DEPARTMENT's original estimate was \$8,485,914.08 including direct labor (54,648 man-hours of work by the SERVICE PROVIDER), overhead rate of 175%, a 10% fee, and direct expenses at \$463,000 (including sub-consultant expenses).

The SERVICE PROVIDER's original estimate was \$8,828,563.07, including direct labor (58,763 man-hours of work by the SERVICE PROVIDER), overhead rate of 177.47%, a 10% fee, and direct expenses at \$1,029,325 (including sub-consultant expenses).

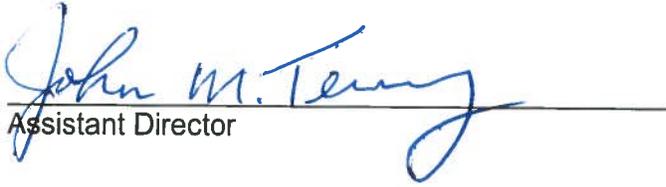
The overhead rate of 166.37% was provided by the Internal Audit Division.

The negotiations yielded the following:

1. There will be 57,916 total man-hours allotted to Mobilization, Inspection/Reporting/Quality Control (QC), Load Rating Analyses, and Project Management tasks throughout the course of this agreement at a direct labor cost of \$2,726,994.10, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.

2. Based upon the direct labor costs and an overhead rate of 166.37%, the overhead amount will be \$4,536,900.08.
3. A fee of 10% was agreed to by both parties, and will be \$726,389.42 for this agreement based upon direct labor costs and an overhead rate of 166.37%.
4. The direct expenses agreed to total \$1,012,045 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$9,002,328.60.
6. The final total man-hours and direct labor costs agreed upon fell between the original NDOT and Stantec estimates. However, the total agreement amount was higher than either estimate. The negotiated amount included the additional scope of work associated with the development of a Structures Division emergency response plan. The higher cost was also attributed to a re-allocation of hours to personnel at a higher rate for the work on the emergency response plan.

Reviewed and Approved:


Assistant Director

Scope of Services

Professional and technical engineering services to perform bridge inspection, tunnel inspection, and load rating services on a statewide basis, in accordance with 23 CFR 650 Part C, National Bridge Inspection Standards (NBIS) and National Tunnel Inspection Standards (NTIS), The AASHTO Manual for Bridge Evaluation, Second Edition/2010 with interim revisions through 2016, The Bridge Inspector's Reference Manual, publication No. FHWA-NHI-12-053, DEPARTMENT policy, and as directed by the DEPARTMENT's Assistant Chief Structures Inventory/Inspection Engineer. Provide a minimum of two (2) inspection teams for concurrent inspection operations. Each team must have a Bridge Inspection Team Leader and an Assistant Inspector. Each Bridge Inspection Team Leader must meet the standards of 23 CFR Part 650, National Bridge Inspection Standards (NBIS). The DEPARTMENT will provide Under Bridge Inspection Trucks (UBITs) and/or bucket trucks and necessary traffic control for Access Required Routine Inspections. The service provider must furnish other necessary equipment to include laptops/tablets, ladders, GPS units, vehicles, etc. for the life of the contract. Types of bridge and tunnel inspections or analysis conducted during the four-year project term will consist of the following:

- Approximately Five Hundred (500) bridges Access-Required Routine Inspections located throughout Nevada. Access-Required inspections use under-bridge "snooper" crane trucks, aerial man-lift vehicles, and/or rope-access climbing techniques and will include two (2) inspections of the O'Callaghan-Tillman Memorial (Hoover Dam By-pass) Bridge, and up to two (2) inspections of the Galena Creek Bridge.
- The rope access inspections will require Society of Professional Rope Access Technician (SPRAT) certified personnel. Team personnel for a complex bridge inspection should include a minimum of one (1) SPRAT Level III Technician and one (1) Level II Technician on site at all times. All other team members must have a minimum of SPRAT Level I Technician certification. For other inspection types, the team composition will adhere to SPRAT recommended guidelines.
- Approximately Three Thousand Three Hundred Fifty (3,350) Ground Level (non-Access-Required) Routine bridge inspections located throughout Nevada. These inspections include several hundred reinforced concrete box culverts (RCBs), approximately Sixty (60) confined space RCBs, and approximately Eighty (80) pedestrian bridges.
- Approximately Sixty (60) Ground-Level Initial Inspections of newly constructed or newly identified bridges located throughout Nevada.
- Approximately Forty (40) Special or Damage bridge inspections which may arise due to vehicular collision, natural disaster, deterioration, etc. during the life of the Agreement. Provide personnel and equipment to perform non-destructive testing to include Ultrasonic Testing and/or Magnetic Particle Testing as necessary for special inspections.
- Approximately Eight (8) tunnel inspections located throughout Nevada.
- Approximately Sixty (60) bridge load ratings which may be required during the life of the Agreement. The load ratings must be completed and stamped by a Nevada Registered Professional Engineer in accordance with the AASHTO Manual for Bridge Evaluation, 2nd Edition with applicable interim provisions.
- Provide one (1) full time Assistant Inspector (AI) to assist with bridge inspections performed by DEPARTMENT inspectors. The inspections will be performed on a statewide basis and will continue for the full duration of the Agreement.

- Provide personnel and/or services to perform material sampling and/or repair of bridge components to determine properties in support of load rating services.
- Provide additional staff to effect procedural coordination with DEPARTMENT inspection staff in order to streamline and standardize procedures utilized by Inspection Teams. This may include review of efforts during emergency mobilization, field inspection, and reporting phases of bridge inspection operations.
- Provide bridge inspection refresher training on a periodic basis to DEPARTMENT bridge inspection personnel to ensure DEPARTMENT meets federal requirements.

Line Item 2

DocuSign Envelope ID: 34D41D49-6E95-48F1-AB80-DF02223B3C91

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

380-14-804
For Agreement Services Only

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request x Request for Amendment #: 2 Agreement #: P380-14-804

If Amendment, name of Company: EcolInteractive, Inc.

Project ID #(s): N/A

Type of Services: Software as a Service application

Originated by: Coy Peacock Division: Multimodal Date Originated: 5/24/2016

 Division Head/District Engineer: Mark Costa

Budget Category #: 006 Object #: 814U Organization #: 804

Estimated Cost: \$192,492 Type of Funding: Federal % of Fund: 80%

Funding Notes: State Fiscal Year(s): 2017

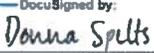
Available Budget FY 16

IT Review:

DocuSigned by:

1478B50112E
Signature 5/25/2016
Date

Financial Management:

DocuSigned by:

BA78D93AD7
Signature 5/27/2016
Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:

3BAB63AE0208
Signature 5/31/2016
Date

Director:

Requires Transportation Board Presentation

x Does not require Transportation Board presentation

DocuSigned by:

C4C7CE5CD580
Signature 5/31/2016
Date

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

June 10, 2016

TO: Sondra Rosenberg, Assistant Director
FROM: Coy Peacock, Project Manager
SUBJECT: Negotiation Summary for Amendment # 2 to Agreement RFP P380-14-804

A negotiation meeting was held at The Nevada Department of Transportation in Carson City, Nevada on May 23, 2016, with Anne Happel of EcoInteractive, Inc. and Coy Peacock of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at zero percent (0%).

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

See attached Scope of Services

The following schedule was agreed to by both parties:

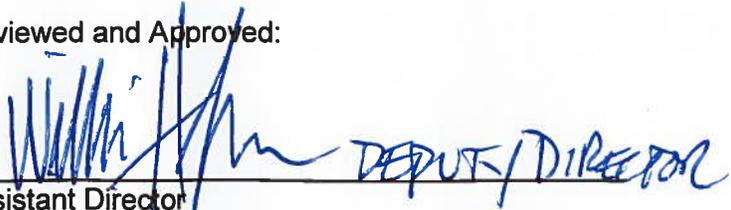
September 1, 2016 to have the Planning and Needs Assessment module to be completed and from July 1, 2016, to June 30, 2017 to maintain the electronic Statewide Transportation Improvement Program (eSTIP) database.

The original agreement was for \$262,494, which included six month development costs and annual technical support. For this Amendment the SERVICE PROVIDER's estimate was \$192,492 for the addition of the Planning and Needs Assessment (PLANA) module and one year of annual technical support.

The negotiations yielded the following:

1. There will be up to 140 hours of technical support during the two month implementation on the PLANA module; billed monthly and includes up to 240 hours annually for technical support billed monthly on each annual renewal. Yearly technical support up to 240 hours.
2. The total negotiated cost for this agreement with direct expenses will be \$262,494 for the original agreement, with the addition of \$192,492 for two month development of the PLANA module and one year of technical support, for a total agreement cost of \$454,986.

Reviewed and Approved:


Assistant Director



I. Current Understanding of Needs:

NDOT has implemented eSTIP to meet the needs for managing Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) transportation project data. NDOT now wants to leverage and expand the current eSTIP system to support the initiation of a NDOT transportation project, review of these proposed projects by planning/scoping staff, and the flow of these projects into the TIP, LRTP, or an unconstrained wishlist.

The needs assessment and cost included the following files provided by NDOT:

- PIF Form- EcoInteractive.docx
- 1) Provide robust online project initiation form/screen for NDOT, MPO, local agency staff, or other secure eSTIP users to suggest transportation projects.
 - Provide screens and process for users to enter basic project information (leveraging the eSTIP project screens as the framework for the new PLANA).
 - Mapping the proposed PLANA form to the eSTIP solution and adding any new fields necessary to capture the PLANA data.
 - Customizing the existing eSTIP forms to meet the proposed PLANA form requirements.
 - Include dynamic error checking to improve the quality of the data.
 - Compare data changes over time and give alerts for specific differences during data entry/upload.
 - Provide tools for easy upload/submission of (PDF) documents.
 - Provide tools for easy mapping of project's geographic location.
 - 2) Provide review module and screen interface for planning/scoping staff to review submitted data
 - Track NDOT reviewer comments
 - Allow the reviewers to make data changes and track these reviewer changes
 - Track multiple levels of approval (initial and final approval/deny interface)
 - 3) Provide tools for NDOT staff to support data routing of projects to the TIP or LRTP or unconstrained wishlist.
 - 4) Leverage admin user access tools to provide functionality for staff to easily manage planning/scoping staff user's access levels/rights. Leverage eSTIP secure user access request with Kaptcha and user verification emails as well as notification emails for admin staff to grant user access.
 - 5) Leverage eSTIP document management system to electronically store and track documents, reports, images, and photos. Securely manage and provide immediate access to a wide selection of electronic documents.
 - 6) Leverage eSTIP GIS interface for displaying integrated data. Displays project locations on electronic map and the ability to drill down through all related information and documents.

Line Item 3

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Long-Range Transportation Plan (LRTP)

Originated by: Tim Mueller Division: Multimodal Date Originated: 4/29/2016

Division Head/District Engineer: Mark Costa

Budget Category #: 06 BLDG LND IMP Object #: 814U Organization #: C802

Estimated Cost: 1,900,000 Type of Funding: Federal % of Fund: 80

Funding Notes: State Fiscal Year(s): 2016,2017,2018

Increased costs will come from 2017 and 2018 SPR Plans. This will be accounted for in this process.

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

There are additional tasks included in this budget request; update to the statewide travel demand model, being consistent with MAP-21 and the FAST Act, tying in with the new Nevada Freight Plan, Rural Bicycle Plans, RTC Southern Nevada Infrastructure study and greater outreach.



Budget	FY	Amount
SPR	2016	\$200,000
SPR	2017	\$1,500,000
SPR	2018	\$200,000
Total		\$1,900,000

Please see attachment for additional information that was included with the previously approved (11/2/15) 2A.

Scope of Services:

The LRTP will be a performance based transportation plan that identifies needs and strategically guides decision-making for future investments that will improve Nevada's multimodal transportation system over the next 20 years. It has an overarching vision that defines system goals, objectives and performance measures that reflect input from Nevada's transportation stakeholders and partners. It is intended to be a living document and is part of a continuous process of planning, implementation, operation and preservation of Nevada's transportation system that will evolve over time to reflect and be responsive to future changes in terms of needs, resources and priorities.

Specific tasks as well as the approved SPR program sheets are included as attachments.

Additional Information Attached X

*Amendments for time extensions (time only) do not require a form 2a



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

June 3, 2016

TO: Sondra Rosenberg, Assistant Director
FROM: Tim Mueller, Project Manager
SUBJECT: Negotiation Summary for RFP 648-15-802 Long-Range Transportation Plan (LRTP)

An initial meeting was held at NDOT Headquarters in Carson City on April 12, 2016, with Bryan Gant (Wood Rodgers), Sondra Rosenberg (NDOT), Randy Travis (NDOT), Tim Mueller (NDOT), and Christina Leach from the FHWA to discuss scope and agreement type. Discussions included level of traffic modeling/model update, inclusion of I-11 corridor advancement, and future technologies.

A second follow-up meeting was held on May 24, 2016 again in Carson City with Bryan Gant, Mark Costa and Tim Mueller. At this meeting the fixed fee was reduced from 12% to 10%, a discussion regarding the schedule and task orders was conducted, and clarification in terms of the master agreement and task orders was completed.

The DBE goal for this agreement has been established at two and a half percent (2.5%).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset. The tasks within the plan are as follows:

- Project Management
- Vision, Goals and Objectives
- Outreach and Engagement
- Existing and Future Conditions
- Performance-Based Strategies
- Final LRTP Report

The following is the proposed schedule was agreed to by both parties:

July 2016	Kickoff Meeting
August 2016	LRTP Public Outreach Plan
Continuous	LRTP Committees, "Inreach" and Outreach
November 2016	Updated NDOT Vision, Goals and Objectives
January 2017	Public Meeting #1
March 2017	Existing and Future Conditions
August 2017	Public Meeting #2
October 2017	Performance-Based Strategies
January 2018	Publish Final Draft LRTP

Consultant and Sub Listing

NAME	ROLE
Wood Rodgers	Prime Consultant

CH2M	Sub
Cambridge Systematics	Sub
Smith Culp	Sub
RCG Economics	Sub
BEC Environmental	Sub
Melchert Consulting	Sub
Abbi Agency	Sub

The DEPARTMENT's original estimate was \$1,900,000 including direct labor, overhead rate, fee, and direct expenses.

The SERVICE PROVIDER's original estimate was \$1,981,960 including direct labor, overhead rate of 176.75%, a 12% fee, and direct expenses at \$73,255 (including sub-consultant expenses).

The overhead rate of 176.75% was approved by the Internal Audit Division.

The negotiations yielded the following:

1. The fixed fee was reduced from 12% to 10%
2. The cost of this agreement will be managed by issuing task orders to the agreement with each being negotiated separately.
3. The negotiated cost for this agreement shall not exceed \$1,898,787

Reviewed and Approved:



Assistant Director for Planning

**Attachment A – Scope of Services
Master Agreement Scope of Services
Nevada’s Long Range Transportation Plan (LRTP) Update**

Background

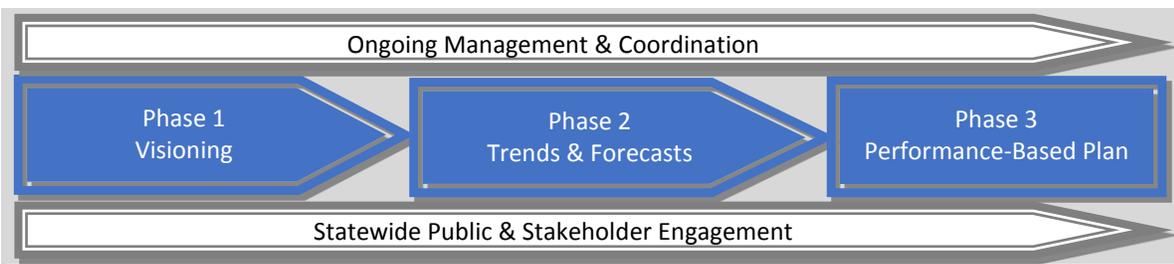
The LRTP will be a performance-based transportation plan that identifies needs and strategically guides decision-making for future investments that will improve Nevada’s multimodal transportation system. It will include an overarching vision that defines agency and system goals, objectives, and performance measures that reflect input from Department leadership, Nevada’s stakeholders, and planning partners. It is intended to be a living document and is a part of a continuous process of planning, implementation, operation, and preservation of Nevada’s transportation system that will evolve over time to reflect and be responsive to future changes in needs, resources, and priorities.

This plan will be one plan, one vision for Nevada’s Transportation needs. It should be consistent with the message of the Unified Transportation Investment Plan Preview, the *Moving Nevada Forward: A Plan for Excellence in Economic Development 2012-2014* published by the Governor’s Office of Economic Development and other statewide and regional transportation and related plans. Below is the scope of services to achieve these goals while meeting federal requirements under the FAST-Act for long range planning.

General Requirements

The work consists of planning, stakeholder coordination, public engagement, internal facilitation within NDOT, development of existing and future conditions, incorporation of performance measures and developing interactive tools. Being a statewide plan, the study limits encompass the entire state, including both metropolitan and rural areas. Close collaboration with the state’s Metropolitan Planning Organizations (MPOs) and other transportation partners will be paramount.

The scope of services encompasses a multi-phase process. Phase 1 focuses on identifying a Vision for the study as well as supporting NDOT in updating their Department Vision and Goals. Phase 2 analyzes and summarizes statewide trends and develops a range of forecasts to which plan recommendations will be responsive. Phase 3 builds on the work of the previous phases and incorporates performance-based planning principles to develop a living Long Range Transportation Plan and supporting tools that meet federal long range transportation planning requirements.



Task 1.0 – Project Management

The development and maintenance of effective communication and coordination among the project team, NDOT, MPOs and other stakeholders will be one of the key factors in achieving success. Wood Rodgers will oversee and manage all activities as follows:

1.1 Project Management – The Wood Rodgers Project Manager, in collaboration with the NDOT Project Manager and leadership, will be responsible for ongoing project coordination of all activities and the contract for the duration of the scope. The Wood Rodgers Project Manager will be responsible throughout the study for management and all communications, including billing/invoicing, with the NDOT Project Manager. Communications between the Wood Rodgers Project Manager and NDOT will be through the NDOT Project Manager unless otherwise directed. The Wood Rodgers Project Manager shall also maintain direct communication, as appropriate, with other local, state, federal, and private stakeholders as required for the progress of the scope-of-work detailed in this document. All communications shall be documented and reported to the NDOT Project Manager.

The Wood Rodgers Project Manager and NDOT Project Manager expect to meet on a monthly basis, at a minimum, and more frequently as deemed necessary to coordinate team activities, review progress and budget, identify issues and identify actions needed to resolve those issues. The Wood Rodgers Project Manager will coordinate with team leads to discuss the progress of the study and identify issues and action items to be addressed. The Wood Rodgers Project Manager will maintain and distribute an Action Items Log identifying the person responsible for resolving each item and the expected date of completion.

The Wood Rodgers Project Manager is responsible for the contracting, coordination, and management of all subconsultants. The Wood Rodgers Project Manager will be the primary point of contact for NDOT for all team subconsultants and will be responsible for communicating and coordinating the direction from the NDOT to all team members.

1.2 Project Controls – Wood Rodgers will develop and maintain the project schedule, staffing plan, accounting structure, and associated updates. The project schedule will be a detailed, graphic project schedule indicating tasks, subtasks, critical dates, milestones, deliverables, and review requirements. The project schedule will be in a format which depicts the order and interdependence of the various tasks, subtasks, milestones, and deliverables for each task identified herein. Progress will be reviewed monthly and should these reviews indicate a substantial change in progress, the schedule will then be reviewed at the team meetings.

1.3 File Management – Wood Rodgers will develop and maintain the project files (electronic). Copies of all outgoing and incoming correspondence will be provided to the Wood Rodgers Project Manager, or designee, on a continuing basis and distributed to the NDOT Project Manager as needed. Word processing, data bases, spreadsheets, etc. will be prepared using a format compatible with Microsoft Office.

1.4 Quality Control – The Wood Rodgers Project Manager is responsible for ensuring a comprehensive, independent quality review is done for each and every project deliverable. The detailed checking procedure will be consistent with industry standard practices for independent review and checking.

Task 1 Deliverables

- Project Management Plan
- Monthly invoices and progress reports

Phase 1: Visioning

Task 2.0 – Vision, Goals and Objectives

Wood Rodgers will assist the Department with an update to their agency vision and goals. Wood Rodgers will facilitate the review, revision and/or identification of new NDOT vision, mission, goals and objectives that will guide both the Department and the LRTP and support a performance-based approach to decision-making.

2.1 NDOT Vision, Goals and Objectives - The team will first review existing background materials and agency guiding documents. In addition, key NDOT personnel will be interviewed preferably face-to-face or by phone depending on availability to solicit individual input on NDOT vision, goals and objectives. All of this information and input will be assimilated to develop an understanding that will be critical in shaping the design and facilitation of the visioning retreat process. The Wood Rodgers team will then work with NDOT to plan and facilitate a 2-day strategic leadership retreat. The retreat will be designed to foster open discussion and collaboration among NDOT leaders and key personnel about their vision of the future NDOT and prioritizing the goals that must be met and barriers addressed to achieve that vision. The retreat is intended to result in a draft Executive Charter that consists of a revised vision and goals that informs future collaboration on the LRTP and other NDOT initiatives. NDOT's internal goals and objectives should be performance driven, with indicators.

Agency goals will be aligned with the ultimate goals and measures of the LRTP/system. The Wood Rodgers team will provide best practices and a scan of lessons learned from other agencies who have successfully aligned agency objectives and system performance measures. We will provide performance information and materials to inform leadership meetings and achieve buy-in on agency performance metrics.

2.2 LRTP Vision, Goals and Objectives – As part of the study process, the Wood Rodgers team will collaborate with NDOT, the MPOs, key stakeholders and the public to develop the performance-based vision, goals and objectives of the LRTP. The public will be engaged through a variety of outlets as described in Task 3 - Outreach and Engagement. These guiding principles and objectives will be used to inform the planning process, develop metrics for successful outcomes and provide a basis for performance-based planning.

Task 2 Deliverables

- Planning Case and Need Statement
- Agency and Plan Vision, Goals and Objectives

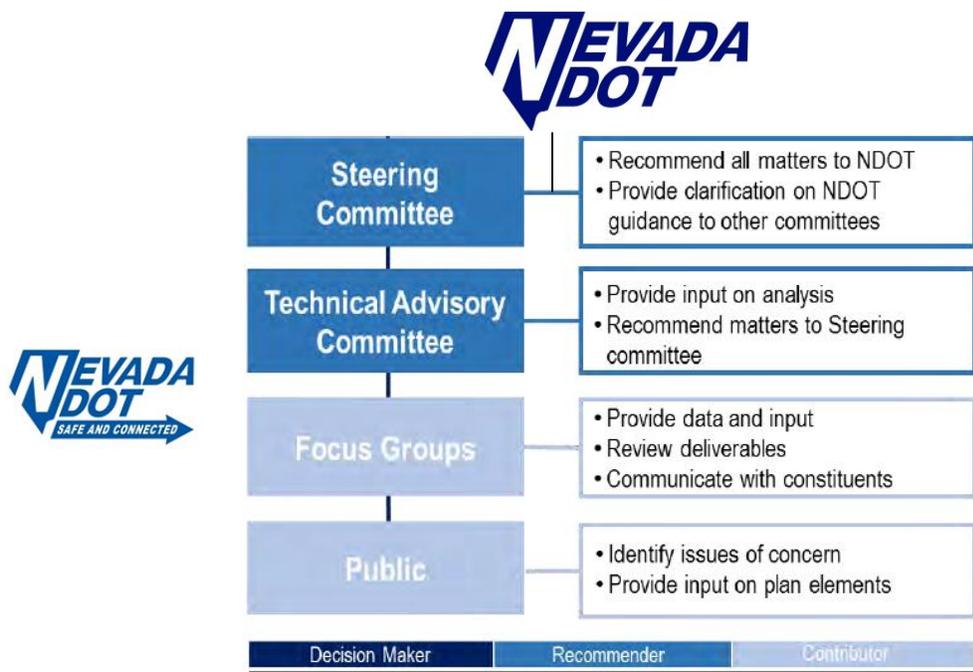
Task 3.0 – Outreach and Engagement

3.1 Public Outreach Plan - Wood Rodgers will prepare a public and stakeholder outreach plan that includes strategies to gather input from internal and external stakeholders, including but not limited to NDOT staff and leadership, MPOs, the Statewide Transportation Technical Advisory Committee (STTAC), local agencies, government leaders, tribes, business leaders and the general public. The plan will identify outreach goals to help measure effectiveness and success.

3.2 Public Outreach Management – By nature, public outreach is a fluid process, requiring reactions to unforeseen and unexpected external developments and inquiries. Wood Rodgers will manage the ongoing support, responsiveness, and modification of the public outreach material, messaging, and support staff from initial inception through completion of the LRTP process.

3.3 Prepare Initial Collateral Materials – The Wood Rodgers team will develop, design and update project collateral information for public use. Traditional collateral materials are assumed to include public meeting notices (including media advertising costs), a project fact sheet, public meeting handouts, website content (hosting by the Wood Rodgers team in accordance with NDOT requirements), and social media accounts. Furthermore, a brief document will be prepared that outlines the current funding situation in Nevada based on existing data and funding sources. The Wood Rodgers team will work with NDOT staff and MPO partners to develop a LRTP branding scheme to uniquely identify the project. The branding scheme will be used for all collateral materials.

3.4 LRTP Committees - Wood Rodgers will create and manage a multi-tiered committee structure comprised of partner agencies and other stakeholders to both provide high-level oversight and visioning, as well as continuous coordination and collaboration. The committees described herein and illustrated on the figure will streamline decision making, while at the same time enable us to gather input from a wide variety of interests. Furthermore, they provide the framework for ongoing planning collaboration.



- **3.4.1 Steering Committee** – Wood Rodgers will work with NDOT to identify and convene a LRTP Steering Committee. The Steering Committee will be tasked with providing overall project direction, goals and objectives to ensure the LRTP meets the executive-level needs of partner agencies. It is anticipated that four meetings of the Steering Committee will be facilitated at key milestones to ensure the LRTP and process are responsive to the needs of participating agency leadership. The Wood Rodgers team will provide materials and briefing information on performance-based planning and facilitate discussions of performance measures to be considered and adopted by the Steering Committee.
- **3.4.2 Advisory Committee** – The Wood Rodgers team will work with NDOT to identify and convene a LRTP Advisory Committee. The Advisory Committee will be tasked with providing ongoing discussion, collaboration and execution of LRTP activities. The Advisory Committee is anticipated to consist of planning department or other staff from

participating agencies. Members will be expected to disseminate information and coordinate activities within their respective agencies. It is assumed that the Advisory Committee will meet eight times throughout the LRTP process. The Wood Rodgers team will provide materials and briefing information on performance-based planning and facilitate discussions of performance measures to be considered and adopted by the Advisory Committee.

- 3.4.3 Focus Groups - Meetings will be held periodically with subject matter experts from public and private stakeholders. These groups will be asked to provide data and input into specific topics, and make recommendations for the Advisory Committee to consider. Focus Group meetings could be held, based on needs identified early in the process from the Steering Committee, centered on geographies (from various regions of the state) or topics (such as land use, economic development, equity, sustainability, etc.). Up to four focus group meetings are assumed.

3.5 Online Surveys – To help shape the LRTP vision, better understand the transportation needs and patterns of state travelers and obtain feedback on LRTP recommendations, the Wood Rodgers team will conduct online surveys. Online surveys allow the team to engage a dispersed audience quickly and easily. Survey responses data will be reviewed and summarized in databases to easily gauge the public’s needs and preference. Approximately two surveys will be conducted throughout the LRTP process. These may be shared online, via social media, or conducted at outreach events, allowing a wide range of opportunities for participants to be involved in the LRTP.

3.6 Public Meetings – Traditional public meetings are anticipated to occur at two major milestones throughout the process – at the end of the Phase 1 visioning process and in Phase 3 to obtain feedback on the LRTP recommendations. Due to the statewide nature of the project, meetings will be held in three locations to cover the disperse geography. All meetings will be noticed and advertised according to NDOT standard practices. Wood Rodgers will be responsible for all aspects of planning, scheduling, material production and advertising. Meeting information will also be posted on the website for those unable to travel to one of the three meeting locations.

3.7 Pop-Up Meetings – Due to Nevada’s diverse geography, the Wood Rodgers team will augment the traditional public meetings with pop-up meetings. The team will prepare a mobile meeting set-up and travel to the state’s more rural communities. Pop-up meetings will occur over approximately two-hour timeframes at central community locations. NDOT will provide a fleet vehicle that can be wrapped in LRTP branded materials. Staff will set-up during mid-day and early evening hours at two locations per day for one work week. Meetings will be advertised through local outlets and news sources. Input from attendees will be recorded and summarized to help inform the planning process.

3.8 Website and Social Media Updates – The Wood Rodgers team will create, host, and frequently update a project website in accordance with NDOT’s website standards. This includes initial webpage development and updates with the latest deliverables and meeting information. Materials will also be prepared and provided to NDOT to support consistent social media updates and engagement.

3.9 One-on-One Briefings – The Wood Rodgers Project Manager or select staff will be available to participate in direct briefings of key stakeholders and elected officials. Recognizing that these briefings will be as needed depending on project development, these will be held as needed throughout the state. Up to ten meetings are assumed.

Task 3 Deliverables

- Public Outreach Plan
- Collateral Materials
- Website and updates
- Meeting materials and summaries

Phase 2: Trends and Forecasts

Task 4.0 – Existing and Future Conditions

4.1 Existing Plans and Studies – The Wood Rodgers team will review existing statewide, MPO, regional and other plans and studies. Examples include:

- Nevada Statewide Freight Plan
- Nevada State Rail Plan
- Southern Nevada Transportation Investment Business Plan
- RTC Regional Transportation Plans
- plans developed by the Governor’s Office of Economic Development
- Nevada Bicycle and Pedestrian Plan

The plans will be reviewed to identify goals and objectives that are consistent with those of the LRTP and metrics that can be used to support performance-based strategies. A Summary of Existing Plans and Studies Technical Memorandum will be prepared outlining the results of the review.

4.2 Existing Conditions Inventories – The Wood Rodgers team will summarize existing conditions from a variety of sources relevant to the LRTP. Summaries will be in text and graphic format, where GIS data is available. Examples include:

- Asset management inventories
- Environmental constraints
- Land use constraints and opportunities
- Socioeconomic/demographic data
- Economic development opportunities
- Inter-regional roadway, transit, freight and multi-modal facilities
- Existing transportation performance/operations
- Crash incident clusters

These datasets and inventories will be summarized in a technical memorandum to inform development of the LRTP.

4.3 Economic, Population, and Land Use Forecasts – The Wood Rodgers team will develop three high-level economic, population, and land use forecast scenarios for the State to illustrate existing and future socio-economic possibilities, as well as commercial development activity that potentially affects growth potential. These patterns and trends likely exert a major influence on future travel demands in the State. The overview will combine regional economic research and the use of RCG’s extensive databases.

The overview is not designed to be a comprehensive evaluation of the market support for explicit development projects, highest-and-best-use analyses of individual parcels or sets of parcels, or an economic development recommendations for the State. Instead, it is a high-level collection of

indicators that illustrate possible outcomes of Nevada's current competitive position, leading to the likely transportation needs of the State. The analysis will include:

- Population trends
- Economic trends
- Geographic setting
- Commuting patterns & income/spending trends, as available
- Commercial real estate market dynamics
- Economic development potential (Location Quotient overview)
- Summary of growth patterns, trends & forces
- Forecast of overall population & job change: 20 years

4.4 Existing and Projected Traffic – Existing and historical data will be obtained, analyzed and summarized for major transportation systems throughout the state. Trends from historic data will be identified and summarized to inform future recommendations.

Using historic data as a backdrop, the Wood Rodgers team will develop future forecasts of the state transportation system. State demographer data and historic growth rates will be used to develop one set of future projections. In addition, Wood Rodgers will work with NDOT staff to update, expand and calibrate the statewide travel demand model. The TransCAD model will be run and future horizon year forecasts developed and post-processed. The travel demand model forecasts will be used alongside other forecasts to obtain study-specific forecasts of future demand. A Future Traffic Forecast Technical Memorandum will be prepared documenting the processes, assumptions and outcomes of the traffic forecasting process.

4.5 Current and Future Performance – Wood Rodgers and the project team will collect and compile data (as required by MAP-21/FAST Act) to evaluate the performance of the existing system against federally required performance measures as well as other goals, objectives and measures such as those identified by NDOT leadership/Steering Committee or the Governor's Office of Economic Development. MPO and regional performance will also be evaluated, as necessary/data available.

A System Performance Report will be prepared, as required by MAP-21 that presents current and future key performance levels based on various funding scenarios and investment allocation approaches.

4.6 Scenario Planning – Wood Rodgers will work with the Advisory Committee to prepare a series of planning scenarios. Scenarios will depict future statewide conditions that may occur and impact the transportation system. The scenarios will be used to compare resulting forecasts against system performance and identify corresponding needs. The investment required to satisfy scenario needs will be determined to help develop a range of statewide needs and sensitivities to those needs.

The Wood Rodgers team will integrate scenario approaches within key phases of the LRTP planning process. For example, illustrative scenarios will be used to communicate the importance of planning for the future to stakeholders and residents by showing what the state and system could look like in several potential futures. Investment and program allocation scenarios will be used to evaluate the performance impacts of various levels of investment on system performance objectives and progress toward statewide goals. Needs analysis and strategy development will examine topics and scenarios not commonly considered in statewide plans, but including:

- Emerging technologies in transportation, communications, automation, and data collection that can significantly improve system performance
- Rising use of shared mobility and autonomous vehicles and the impacts on congestion safety, and travel demand;
- Changing traveler demographics and associated travel demands based on generational behaviors, work patterns, and vehicle ownership;
- Resiliency of infrastructure to fire and flood and connections to asset management strategies;
- Shifts in future energy sources and prices and accompanying changes in infrastructure needs, industry development, and finance;
- Changes in funding at federal, state, and local levels and the strategies and policies need to adjust;
- Application of big data and technological innovations to system operations and management and potential impacts on future NDOT workforce and system needs; and,
- Impacts of industry and economic changes both in Nevada and globally that could significantly affect trade and travel patterns within the state.

4.7 Critical Corridors Plan – With sizeable distances between population centers and congressional designation of Interstate 11, the development of critical corridors will have a large impact on the LRTP. The Wood Rodgers team will identify, review and analyze critical corridors such as I-11, I-15, I-80, US 93, and US 95 to determine key investment strategies. For I-11, this includes identifying reasonable segments for advancement based on logical termini as well as strategies for addressing challenges such as population areas and topography. Wood Rodgers will incorporate these strategies into a critical corridors plan that will inform development of prioritized projects within the LRTP. In addition, corridor segments within publicly owned lands will be identified for potential right-of-way preservation. The Critical Corridors Plan is intended to help populate the LRTP and is not intended to be a detailed corridor study.

4.8 Funding Review – The Wood Rodgers team will review existing transportation revenue sources and develop a summary of anticipated funding commitments and revenue potential. These will be tied to the scenarios to develop a range of funding pictures, identify sources that are most promising and make recommendations for future funding/financing packages.

Task 4 Deliverables

- Existing and Future Conditions
- System Performance Report
- Scenario Planning Review
- Funding Review

Phase 3: Performance Planning

Task 5.0 – Performance-Based Strategies

5.1 Performance Strategies – In conjunction with the Steering and Advisory Committee meetings occurring throughout the plan development process, the Wood Rodgers team will design, develop, and implement a performance-based process to identify and prioritize transportation investments. This performance approach will be consistent with FAST Act requirements and

current federal legislation, be coordinated with internal and regional stakeholders, and will support the Department's goals.

Through Task 2 and 3, performance objectives, measures, strategies, and desired future performance outcomes/levels will be identified. Task 5 will focus on designing and developing the decision tools and processes NDOT may adopt to prioritize transportation investment programs, as well as specific 20-year multimodal investment needs. In general, these targets will include:

- Agency Communications
- Traveler Safety
- Asset Management
- Traffic Operations and Performance
- Mode Share and Freight
- Transit Ridership and Effectiveness

5.2 Implementation Program – The Wood Rodgers team will work with NDOT to design and develop prioritization methods, measures, and decision-support tools to implement the LRTP. Decision-tools may include software programs that apply decision methods (e.g. swing rating, analytical hierarchy, etc.) based on input from stakeholders and leadership to evaluate investment choices.

- A decision-support tool will be developed, or adopted, to suit NDOT's needs. This tool will inform program level tradeoffs across asset classes as well as helping prioritize individual multimodal project needs.
- Apply the project prioritization process to the identified system needs. Develop a 20-year project list(s) based on the previously developed scenarios. Ensure the projects are consistent with MPO, modal and economic development plans
- Create a fiscally-constrained financial plan(s) that also consider the scenarios previously developed. Identify and list unfunded transportation needs and opportunities for future consideration.

5.3 Dashboarding – In conjunction with NDOT staff and the Advisory Committee, the Wood Rodgers team will develop online and static publication flight gauge template and living reporting tool. The flight gauges will be populated with performance metrics to test effectiveness and make enhancements. Protocols and methodologies will be developed for regular updating and reporting by NDOT and partner agency staff.

Assist NDOT in updating the eSTIP program once the preferred fiscally constrained list is approved. The Wood Rodgers team may also work with NDOT staff to develop an enhanced version of eSTIP for the LRTP. This may include additional reporting and project packaging scenario tools for LRTP elements.

5.4 Ongoing Strategies – The Wood Rodgers team will document the process for ongoing performance-based evaluation. Internal processes will be identified for new metrics to be incorporated and/or updated. Reporting protocols will be documented for reporting among partner agencies with responsibilities assigned. Regular intermediate document updates will be scheduled.

Task 5 Deliverables

- Prioritized 20 Year Project List
- Financial Plan
- Implementation Program
- Protocols Diagram & Document
- Flight Gauges
- Online GIS Project Interface

Task 6.0 – Final LRTP Report

6.1 Draft Report – Wood Rodgers will produce a draft report with executive summary that is reader-friendly and summarizes the LRTP vision, goals, process and outcomes. The draft will first be reviewed by NDOT staff, followed by the Advisory Committee and then distributed for public comment through the outreach processes identified above. Summary presentations will be given to transportation agency governing bodies as directed (assume 7 presentations). Comments on the draft plan will be logged and the team will prepare responses in coordination with NDOT staff.

6.2 Final One Nevada Plan – Wood Rodgers will incorporate the comments received on the draft report. The executive summary will be updated and translated into Spanish. A simple one-page infographic will be prepared summarizing the key elements of the LRTP. The final One Nevada Plan will be submitted to NDOT for posting and distribution in electronic format.

Task 6 Deliverables

- Draft Report with Executive Summary
- Final Report with Executive Summary

Line Item 4

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Biological Monitoring Services

Originated by: Julie Ervin-Holoubek Division: Environmental Date Originated: 3/22/2016

Division Head/District Engineer: Steve M. Cooke

Budget Category #: 06-BLDG LND IMP Object #: A04 C)-CAPITAL OUTLAY Organization #: C013

Estimated Cost: \$2,000,000.00 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2017/2018

“Budget by Organization” Report (Report No. NBDM30) attached here:

Purpose of, and Justification for, Budget Request:

See Attached



Scope of Services:

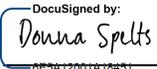
To provide biological monitoring services to ensure biological compliance of construction projects that have been issued a USFWS Biological Opinion and Incidental Take Permit. Projects requiring biological compliance include, but are not limited to: betterments, structures, capacity improvements and hydraulic improvements. The following tasks for the types of projects mentioned above will include: preconstruction fence surveys, fence monitoring, biological clearances, mandatory meetings, desert tortoise educational training to project personnel, and construction activity monitoring and documentation.

The estimation costs for the services are: \$1,000,000.00 Fiscal Year 2017 and \$1,000,000.00 Fiscal Year 2018.

Additional Information Attached

*Amendments for time extensions (time only) do not require a form 2a

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Signed:  3/23/2016 Approve
Financial Management Date

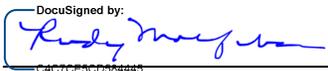
Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Financial Management Comments:

Signed:  3/24/2016 Approve
Project Accounting Date

Project Accounting Comments:

Per Julie Ervin-Holoubek the budget for this agreement is in Object 814F

Signed:  3/24/2016 Approve
Director Date

Director Comments:

- Requires Transportation Board presentation
- Does not require Transportation Board presentation

Board approval is required but the normal backup information should be sufficient. A formal presentation is not necessary but the Assistant Director for Engineering should be briefed on any anticipated questions. - RM

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

June 21, 2016

TO: John Terry, Assistant Director
FROM: Julie Ervin-Holoubek, Project Manager
SUBJECT: Negotiation Summary for RFP 784-15-013 Biological Compliance Monitoring

A negotiation meeting was held at NDOT Headquarters in Carson City on May 19, 2016, with Ruedy Edgington and Kurt Rautenstrauch of HDR and Julie Ervin-Holoubek, Chris Young and Kari Rhodes of the Nevada Department of Transportation (Environmental Services Division) in attendance.

The DBE goal for this agreement has been established at Zero percent (0%).

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

(See Attachment A)

Key personnel dedicated to this project are as follows:

Kurt Rautenstrauch, Project Manager
Kurt Rautenstrauch, QA/QC
Chad Corroy, Authorized Biologist
Tracy Goyak, Authorized Biologist
Barrett Scurlock, Authorized Biologist
Adam Lockyer, Authorized Biologist
Anders Burvall, GIS Specialist
Laura Kubiak, Controller
Madelene Obena Controller

The DEPARTMENT's original estimate was \$1,000,000.00 including direct labor, overhead rate, a fee, and direct expenses.

5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$1,000,000.00.

Reviewed and Approved:


Assistant Director

ATTACHMENT A

SCOPE OF SERVICES

BACKGROUND

NDOT projects issued a Biological Opinion and Incidental Take Permit by the United States Fish and Wildlife Service (USFWS) for the desert tortoise, a threatened species, in southern Nevada require biological compliance monitoring during construction. Because of staffing constraints NDOT has historically tasked the project construction contractor (Contractor) to provide these services, however, this creates a conflict of interest leaving NDOT directly responsible for criminal or civil penalties arising from non-compliance. These services must be provided for NDOT's best interest and not the Contractor's. NDOT is also obligated to protect other biologically sensitive plants and animals such as cacti and yucca, Burrowing owls, Gila monsters, big horn sheep and migratory birds as well as monitor and protect against the spread of invasive noxious weeds species.

Projects requiring biological compliance monitoring include, but are not limited to, betterments, structures, capacity improvements, hydraulic improvements and maintenance activities. NDOT projects located within desert tortoise habitat in Clark, Lincoln and Nye Counties require biological compliance monitoring during construction. Non-compliance could result in project shut down, monetary fines or decreased funding from the Federal Highway Administration (FHWA).

Individual projects will be initiated as individual Task Orders to an overall Service Agreement.

There is no guarantee to the number of projects that may be assigned during the term of this agreement. The SERVICE PROVIDER will need to provide the strategy and personnel resources necessary to successfully address this variability.

The overall goals of the Program administered through this agreement are:

- Provide project specific cost effective Biological Compliance Monitoring to maintain compliance with a project's Biological Opinion (BO)
- Provide NDOT Environmental Services Division (ESD) timely documentation of biological monitoring activities and non-compliance issues
- Provide guidance and corrective measures to the project Resident Engineer (RE) on non-compliance issues

GENERAL REQUIREMENTS

Project Notification

Unless directed by NDOT's Program Manager (NDOT PM), the SERVICE PROVIDER will adhere to these general requirements and any project specific scope of work. The project specific scope of work will override any conflicting requirements between the two documents.

The NDOT PM will forward a project notification form (Exhibit A) to the SERVICE PROVIDER for acceptance or denial providing the following information: the name of the project, a brief project description, the project location and limits (start and end mileposts), construction contract number,

the biological opinion number and any material sites assigned to the project. The SERVICE PROVIDER will have 7 calendar days to either accept or not accept the project.

Immediately upon acceptance of the project, the NDOT PM will provide the SERVICE PROVIDER Project Manager a copy of the BO, United States Army Corps of Engineers 404 permit if applicable, and the Special Provisions and plans for the project. The NDOT PM will coordinate with the SERVICE PROVIDER to set a date for the Field Review Meeting and provide the SERVICE PROVIDER the date and location of the Preconstruction Meeting.

When a SERVICE PROVIDER accepts a project, the NDOT PM will request the preparation of a detailed draft Biological Monitoring Plan (Plan) and Cost Estimate. The draft Plan and Cost Estimate will be submitted to the NDOT PM within 21 calendar days of the acceptance date or within another mutually agreed upon time frame. During that period, the Project Kickoff meeting and Field Review will take place. The NDOT PM will negotiate and approve the Plan and Cost Estimate and initiate the preparation of the Task Order agreement.

Task Project Kickoff Meeting

At the Project Kickoff meeting, the SERVICE PROVIDER in conjunction with the NDOT PM will review the scope of work, the plan sheets and special provisions, review all forms and documents required, provide contact phone numbers for each team member, begin to assess staffing needs, and address any questions. This meeting may be a face-to-face meeting in Las Vegas or via teleconference or the internet. Other NDOT participants may include construction staff, biological staff, the Environmental Services Manager or the Environmental Services Division Chief.

For all projects, compensation for time associated with this task will be covered under Task Order No. 1 Task Order Preparation.

Task Field Review

The field review will be conducted prior to the SERVICE PROVIDER preparing a Biological Monitoring Plan and cost estimate.

The purpose of the field review will be to provide an on-site review of the project construction limits, material sources, staging areas, and access roads. The NDOT PM and SERVICE PROVIDER Project Manager and/or Project Authorized Biologist (AB) will attend the field review. Other NDOT participants may include construction or biology staff. Ideally, the Contractor will also participate.

For all projects, compensation for time associated with this task will be covered under Task Order No. 1 Task Order Preparation.

Task Preparation of a Biological Monitoring Plan (Plan)

After the Field Review meeting and in cooperation with the Contractor, the SERVICE PROVIDER will prepare a draft Plan which will at a minimum include the following:

- Name and contact information for project AB and biological monitors (Monitors)
- Outline how monitoring will be conducted and how many of what type of staff (AB or Monitor) will be in the field monitoring which types of activities. Every effort should be made by the Service Provider to coordinate the development of the Plan with the Contractor to account for their order of work and schedule.
- Additional or special requirements not specifically addressed in the BO
- Roles and responsibilities of ABs and Monitors
- Frequency of tortoise fence monitoring (This should be stated in the biological opinion and that will be the acceptable minimum)
- Frequency of the Contractor's regularly scheduled construction meetings
- Detailed cost estimate

Deviations in staffing from the Plan will be in accordance with the following:

- A request for additional ABs/Monitors will be based on several criteria; the type of construction activities taking place, the distance between activities, the length of time to complete the activities and finally the location of the activities.
- A justification to increase or decrease personnel on a project will be emailed to the NDOT PM for review and approval. The justification will specify the number and type of personnel and estimated duration of their need. Only after approval by the NDOT PM can additional personnel be added to a project. The same process will be used to remove the extra personnel, however the NDOT PM will make the final decision using the above-mentioned criteria.
- To maintain continuity between the RE and the NDOT PM, the AB approved for a project will be assigned for the duration of the project. To substitute an AB on a specific project, approval must be granted by the NDOT PM prior to placing a substitute AB on the project. The NDOT PM will memorialize any verbal approval in a follow-up email. When known in advance, the request for removal or addition must be made within 2 working days of the implementation of the proposed change.

Deliverables: Biological Monitoring Plan, Project Specific Cost Estimate

For all projects, compensation for time associated with this task will be covered under Task Order No. 1 Task Order Preparation.

Task Pre-Construction Tortoise Fence Survey

Pre-construction surveys assess the integrity of desert tortoise fencing attached to the right-of-way fence. If present, all desert tortoise fencing present along the project right-of-way (ROW) and any project material sites is to be inspected for animal holes dug through or under the fence, washouts, vandalism and any other damage which may allow the unwanted passage of desert tortoise through the tortoise fence. The location of fence damage will be documented using Global Positioning System (GPS) and the type of damage, width of damage and materials needed for repairs will be documented. An AB or Monitor will supervise all fence repairs, so that the fence adheres to the specifications set forth by the USFWS (Exhibit B) and as depicted in project plan design details.

The frequency of project tortoise fence monitoring will be identified in the Plan prepared for the project. All fencing within the project limits and material sites will be required to have regular monitoring in accordance with the Plan beginning after this initial fence survey and through construction. If desert tortoise fencing is not present along the ROW, but is only on the material site, then only the fencing on the material site will require monitoring during this task.

At this time all project areas will also be surveyed for all sign of desert tortoise, sensitive plants, bird nests covered under the Migratory Bird Treaty Act, and noxious weeds. Any cacti and yucca to be salvaged are to be flagged and the perimeters of the project areas GPS'd. Physical evidence of desert tortoise is to be documented on the appropriate forms.

If project specific cactus and yucca salvage specifications are not included in the project Special Provisions, then cacti in clumps such as beavertail, and appear to be connected will be counted as 1 plant, regardless if the plant splits apart when removed from the ground. Plants are generally divided into three categories: 1 foot tall or 1 foot diameter; 3 feet tall or diameter; and over 3 feet.

Deliverables: Completed NDOT Preconstruction Tortoise Fence Inspection form (Exhibit C); A map generated using GPS data showing the perimeter of the project area, locations of fence damage, tortoise sign, , MBTA nests, sensitive plants, noxious weeds. All GPS coordinates will be recorded as UTM's.

Task Pre-Construction Meeting

At the pre-construction meeting the SERVICE PROVIDER will meet with the RE, the Contractor, subcontractors and NDOT Inspectors. Roles of each project team member will be discussed and the team will start identifying issues or concerns associated with the project.

Task Pre-Construction Desert Tortoise Clearance

Preconstruction desert tortoise clearance surveys will be conducted only after any permanent or temporary exclusionary fence has been installed or repaired and as immediately prior to surface disturbance activities as possible. The USFWS desert tortoise survey protocol is for 100% coverage of the area within the project limits. Preconstruction clearance requires visual inspection of all ground within the NDOT project limits or ROW, material sites, staging areas, and access roads designated for the project.

The AB and Monitors will walk transects between 15 feet to 30 feet apart depending on the density of the vegetation. Clearances must conform to the USFWS Desert Tortoise Field Manual. If live tortoises are found on the second pass, then notify the NDOT PM for further instructions. Desert tortoises found during the clearance will be recorded on a NDOT Tortoise Encounter form. Tortoises will be relocated according to the stipulations in the project BO. All tortoise burrows within the area of disturbance will be excavated and subsequently filled in or collapsed to ensure non-use. If a tortoise is found in a burrow during the inactive season, notify the NDOT PM for further instructions. All tortoises will be handled according to USFWS protocol. Desert tortoises that need to be relocated will be handled by one individual. There will be no mass handlings of tortoises. Only the individual that handled the tortoise will submit the handling form with their Daily

Biological Report (DBR). All burrows will be examined for tortoise nests and any nest will be relocated according to USFWS protocol.

It is possible that clearances may be required to be completed over a weekend to prevent the Contractor from delaying their work.

Deliverables: DBR form (Exhibit D), Tortoise Encounter form (Exhibit E) if needed, Tortoise Kill/Injure form (Exhibit F) if needed; a map generated using GPS data displaying the project limits and GIS shapefiles depicting the GPS/locational data , location of burrows, carcasses, live tortoise relocation sites.

Task Desert Tortoise Education Training

Desert tortoise education training will be provided by the SERVICE PROVIDER'S AB or Monitor (with experience providing desert tortoise education training) to all personnel on the project, including NDOT personnel. It is expected these will be given once a week on a regularly scheduled day and time. Occasional "emergency" training shall be provide to accommodate short notice personnel adjustments. The topics to be covered include:

- Desert tortoise behavior and ecology
- Status of the species
- Mojave desert tortoise geographical distribution
- Desert tortoise habitat
- Define what "Take" means
- Penalties for "Take" and/or violations of the Endangered Species Act (ESA)
- What should be done when a tortoise is encountered
- What should not be done when encountering a tortoise
- Review the terms and conditions of the project BO
- Review what should be done if the AB or Monitor is unavailable at the time of a tortoise encounter

Deliverable: Educational Training Sign-in sheet (Exhibit G) submitted with the DBR.

Task Project Monitoring

All monitoring will ensure compliance with the BO issued for the project and ensure protection of the desert tortoise and other potentially listed species. This will be accomplished by the successful completion of the Duties of an Authorized Biologist and Biological Monitor (Exhibit H). Some of the duties may or may not be applicable for every project. These duties include, but are not limited to: minimizing ground disturbance, walking the construction zone, inspecting tortoise exclusionary fencing, looking under parked vehicles and equipment prior to their use and completing all applicable forms.

Construction monitoring of the project limits will be required prior the commencement of the day's construction activity and end after all construction activity has ceased for the day. All vehicles and equipment parked within the staging areas, material sites and within the project limits will be checked for desert tortoises that may hide underneath the vehicles for shade prior to the beginning

of the work day. All activities that are listed under linear construction projects will likely be required at one time or another during a project.

A DBR summary spreadsheet will be submitted with each monthly invoice. The following categories will be included in the spreadsheet: Contract Number, DBR report date, the number of the report, the first and last name of the AB assigned to the project, the first and last name of the Monitor assigned to the project, what activities were monitored for the day, if a clearance was conducted on the project, if desert tortoise were relocated off site, if tortoise were injured or killed and any additional information that would be of interest (e.g. not picking up trash, improper water storage). The spreadsheet is used to complete the yearly report for the USFWS and FHWA on the desert tortoise.

The Contractor's regularly scheduled construction meetings and tailgates will be attended by the SERVICE PROVIDER Project Manager or project AB to discuss noncompliance issues, suggest corrective measures to the RE for any noncompliance issues, and discuss upcoming project activities that may affect the number of Monitors required to keep the project in compliance.

If required, an Issue Resolution Meeting will include the NDOT PM, SERVICE PROVIDER Project Manager or project AB and the RE. This meeting will review any noncompliance issues that have not been resolved and the meeting must result in a solution to be implemented immediately by the RE to satisfactorily address the issue.

If nesting migratory birds are found or Burrowing owls, notify the NDOT PM at once for further direction. The NDOT PM will notify USFWS for the required avoidance area and the length of time to avoid this area.

If a breach in the tortoise exclusionary fencing is found, the damage will be reported on the DBR and the RE will be notified at once of the necessary repairs. Document the damage with pictures and submit with the DBR. The immediate area of the breach will be checked for any sign of a desert tortoise accessing the breach. If no sign is found, but it is believed that a desert tortoise has gained access to the project limits then notify the NDOT PM for further instruction.

Additional clearances may be required for either the ROW or a material site, due to vehicle accidents or vandalism to fence occurring between inspections. Any additional clearances must be approved by the NDOT PM prior to being completed.

Deliverables: Monthly updated summary spreadsheet of all DBRs and relevant information; DBR forms, Tortoise Encounter forms if needed, Tortoise Kill/Injure form if needed.

Task Post-construction Meeting

When the project is complete a review meeting will be scheduled between NDOT PM, the RE and the SERVICE PROVIDER Project Manager or project AB. This meeting will review the effectiveness of the program and identify program modifications to make it more efficient

USFWS Approvals

The SERVICE PROVIDER will submit a USFWS Authorized Biologist application for each AB and Monitor to NDOT's PM for review and submittal by NDOT to USFWS for approval before each task order is signed. NDOW permitting will be done directly by the SERVICE PROVIDER or forwarded on to NDOW by USFWS. All ABs will be approved by the USFWS-Las Vegas Office even if they have already been previously approved by the USFWS-Las Vegas Office for non-NDOT projects.

All Monitors will be approved by the NDOT PM prior to being placed on a project. Any new ABs or Monitors brought on by the SERVICE PROVIDER. This approval process can take up to 30 days for review from NDOT ES and USFWS. All approved personnel by USFWS and NDOT will be added to NDOT's Approved Authorized Biologists and Monitors List and will remain on the list for two years for NDOT projects only. If at any time during the two years an individual is required to be placed on an NDOT project then the individual can be placed on the project without delay. This process was approved by the USFWS-Las Vegas Office to save time and resources for NDOT projects.

Lines of Communication

The SERVICE PROVIDER will be working for NDOT ESD during the agreement period. All communication between the AB/Monitor will be with the RE and NDOT PM only. The chain of command associated with NDOT projects in southern Nevada is as follows: the AB/Monitors on site will report issues of non-compliance immediately to the RE and NDOT PM. The RE or NDOT Inspectors will communicate to the Contractor.

- The AB/Monitor can communicate directly with the NDOT PM.
- NDOT PM will coordinate with all federal agencies.
- The SERVICE PROVIDER will only communicate with the USFWS if directed by the NDOT PM.
- The AB/Monitor will not discuss non-compliance issues directly with the Contractor.
- All take issues will be reported to the NDOT PM immediately.
 - If the NDOT PM cannot be contacted, then the Environmental Services Manager must be contacted. If the Environmental Services Manager cannot be contacted then the NDOT Environmental Services Chief should be contacted.

Additions to the Project Area Added by the Contractor

If an additional area of construction, staging area, material site, or access road not covered in the project BO is requested by a Contractor to be added to the project, the SERVICE PROVIDER will not be permitted to provide the initial environmental services or clearances for those areas to the Contractor. This will result in a conflict of interest between the SERVICE PROVIDER and NDOT. **If the SERVICE PROVIDER provides the services to the Contractor it can result in termination of the agreement.** Once the initial environmental surveys and clearances are approved by NDOT and the additional area is added to NDOT's project, then the SERVICE PROVIDER will be required to provide monitoring services for NDOT to the additional area.

PROJECT TEAM (THESE WILL BE YOUR KEY PERSONNEL; THESE INDIVIDUALS WILL NOT BE ABLE TO BE REPLACED WITHOUT WRITTEN APPROVAL FROM NDOT ES PROJECT MANAGER)

Table 1. Project Team

Principle in Charge
Project Manager/Administrator
Authorized Biologist
Biological Monitor 1
Biological Monitor 2
QA/QC

Biological Monitor 1

The Desert Tortoise Monitor I is an entry-level position and should have at least 20 hours conducting desert tortoise related field and project-related activities.

Biological Monitor 2

A Desert Tortoise Monitor II is the most experienced desert tortoise monitor. These individuals must have assisted an AB on one or more projects for a minimum of 30 field days (8 hours each) performing the following tasks: lack of experience in up to three tasks can be offset with a comparable level of additional experience in other tasks as determined by the reviewing official:

- * Excavated 2 or more desert tortoise burrows
- * Conducted presence/absence or clearance surveys (20 or more hours)
- * Relocated 1 or more desert tortoises
- * Constructed one or more artificial desert tortoise burrows
- * Located 2 or more wild desert tortoises
- * Handled 1 or more desert tortoise (wild or captive) under the direction of an AB
- * Have provided 2 or more educational trainings to construction crews

Documentation (Reporting) and QA/QC

All forms that are to be submitted to the NDOT PM will be identified as the original form. Forms needing to be turned in are: DBR's, Tortoise Encounter form, Tortoise Handling and Injury or Death form. The SERVICE PROVIDER shall make DBRs available electronically within 24 hrs. These reports will be legible, complete and signed by the individual that wrote them. Any corrections that need to be made will have the initials of the AB or Monitor next to the correction. If an additional form is required for that day, note on top of the form the following (1 of). If there is no signature of the AB or Monitor on the bottom of the form, that individual will not be paid for that day. An individual will not be allowed to sign for another individual if they forget to sign the form. All invoicing should also be subject to QA/QC check prior to submittal.

SERVICE PROVIDER Hourly Rates

The SERVICE PROVIDER hourly rates for field time are billed from the SERVICE PROVIDER office departure to the SERVICE PROVIDER office return.

Mileage Rates:

Mileage is billed at Government Standard Rate per mile per vehicle for: to, from, and on site miles.

Reimbursable Expenses

Expenses that are reimbursable through the client include but are not limited to: hotel lodging, airfare, vehicle rental, rental of specialized equipment, project specific computer software, and any additional non-standard equipment or expense.

Any hotel lodging, airfare, vehicle rental, rental of specialized equipment, project specific computer software, and any additional non-standard equipment or expense will be pre-approved prior to purchasing or renting. NDOT will not pay for their travel to Nevada.

Any equipment that the SERVICE PROVIDER may purchase and request NDOT for reimbursement will become the property of NDOT and will be turned over to NDOT at the end of the project in excellent condition. The SERVICE PROVIDER provided in the RFP that they have all necessary equipment that is needed to provide these services for NDOT's project.

Per Diem

Per Diem is billed only when biologists and or monitors are required to spend the night away because it is economically beneficial to the client, a safety issue for the SERVICE PROVIDER staff, or is requested by the client. Per Diem will be paid at the level for state employees for instate travel. The website address is www.gsa.gov and click on per diem rates for the most current rates and information. Rates do vary by season; therefore rates should be verified prior to all travel. All per diem will be approved prior to incurring the costs.

On Per Diem, biologists' billable .field time will include round trip drive time from the SERVICE PROVIDER, Las Vegas office to project destination. The hotel will be considered the SERVICE

PROVIDER office departure and return when applicable. Per Diem will be approved for the project by NDOT's ES PM.

Included in Hourly Rates

Telephone, cellular phones, general supplies, the SERVICE PROVIDER standard field equipment and supplies for conducting desert tortoise mitigation services.

Per Diem Rates Allowed State Employees (For Information Only)

- 1) Effective July 1, 2007 all State employees will be required to use the GSA per diem rates for in-state and out-of-state travel. The website address is www.gsa.gov and click on Per Diem Rates for the most current rates and information. Rates do vary by season; therefore rates should be verified prior to all travel.
- 2) Meals will be reimbursed in accordance with the meals and incidental expense (M&IE) allowance for the primary destination.
- 3) Employees must deduct the M&IE allowance for all meals that are included in registration or conference fees. The breakdown for the M&IE can be found on the GSA website under Meals and Incidental Expense Breakdown.
- 4) Receipts will be required for all lodging. The maximum allowance for lodging is the amount the employees are eligible to be reimbursed; therefore, all taxes and fees are included in the maximum lodging allowance.
- 5) If the GSA website does not recognize the county in which the employee is traveling, the rate defaults to the standard CONUS location reimbursement rate. These rates may vary, please verify all rates prior to employee travel.
- 6) A copy of the current GSA allowance for lodging and M&IE must be included with the employee travel claim.



MEMORANDUM

July 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016, Transportation Board of Directors Meeting
Item # 7: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded May 19, 2016, through June 15, 2016
- Agreements under \$300,000 executed May 19, 2016, through June 15, 2016
- Settlements entered into by the Department which were presented for approval to the Board of Examiners May 19, 2016, through June 15, 2016 (No Settlements to report for this time period)

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

Background:

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

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

The attached construction contracts, settlements and agreements constitute all that were awarded for construction from May 19, 2016, through June 15, 2016, and agreements executed by the Department from May 19, 2016, through June 15, 2016. There were two (2) settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded - Under \$5,000,000, May 19, 2016, through June 15, 2016
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, May 19, 2016, through June 15, 2016
- C) State of Nevada Department of Transportation Settlements - Informational, May 19, 2016, through June 15, 2016 (No Settlements to report for this time period)

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
 CONTRACTS AWARDED - INFORMATIONAL
 May 19, 2016, through June 15, 2016**

1. April 28, 2016, at 2:00 PM the following bids were opened for Contract 3633, Project No. SPSR-0318(009), on SR 160, SR 318 Lund, in Nye and White Pine Counties, for a chip seal.

Intermountain Slurry Seal	\$1,788,149.81
Sierra Nevada Construction, Inc.	\$1,834,007.00
VSS International, Inc.	\$2,152,000.01
Geneva Rock Products, Inc.	\$2,334,970.05

Engineer's Estimate..... \$2,330,616.71

The Director awarded the contract, May 25, 2016, to Intermountain Slurry Seal for \$1,788,149.81.

2. April 28, 2016, at 2:30 PM the following bids were opened for Contract 801-16, Project No. SPR16-B & SPR16-C, on US 395, 1.35 miles north of the Junction with SR 208 and on I-80, 2.07 miles west of USA Parkway Interchange, in Douglas and Washoe Counties, to install an Automated Vehicle Classification System (AVCS).

PAR Electrical Contractors	\$192,938.00
Titan Electrical Contracting.....	\$218,640.00

Engineer's Estimate..... \$336,950.00

The Director awarded the contract June 2, 2016, to PAR Electrical Contractors, for \$192,938.00.

3. May 5, 2016, at 2:00 PM the following bids were opened for Contract 3632, Project No. SP-000M(224), on I 580 bridges near the Reno Spaghetti Bowl, G-1233 N&R, I-1149, I-1086, and on US 395 bridge over Ninth Street I-1172, in Washoe County, for bridge deck and approach slab rehabilitation.

The Truesdell Corporation.....	\$1,485,485.00
Q & D Construction, Inc.....	\$1,655,000.00
American Civil Constructors West Coast, LLC.....	\$1,670,000.00

Engineer's Estimate..... \$1,620,830.32

The Director awarded the contract May 25, 2016, to The Truesdell Corporation, for \$1,485,485.00.

4. May 5, 2016, at 2:30 PM the following bids were opened for Contract 3634, Project No. SP-000M(225), on US 93 from SR 232, Clover Valley Road to 0.189 miles south of IR 080 at I-921, and from 5.537 miles north of Elko Street to the Nevada/Idaho state line, and on SR 225, Mountain City Highway from 9.587 miles north of Argent Road to 0.066 miles north of Deep Creek, in Elko County, to chip seal.

Sierra Nevada Construction, Inc.....	\$2,254,007.00
Intermountain Slurry Seal, Inc.	\$2,379,501.00
Graham Contractors, Inc.	\$2,614,924.90
MKD Construction, Inc.....	\$3,529,772.00

Engineer's Estimate..... \$3,211,801.78

The Director awarded the contract May 23, 2016, to Sierra Nevada Construction, Inc., for \$2,254,007.00.

5. May 5, 2016, at 3:00 PM the following bids were opened for Contract 3635, Project No. SPI-080-4(030), on I 80, at structures G-884 and G-885, in Eureka County, to install scour mitigation and erosion control on and under structures.

MKD Construction, Inc.....	\$354,000.54
----------------------------	--------------

Engineer's Estimate..... \$269,412.95

The Director awarded the contract May 26, 2016, to MKD Construction, Inc., for \$354,000.54.

6. May 12, 2016, at 2:00 PM the following bids were opened for Contract 3637, Project No. SPSR-0667(002), on SR 667, Kietzke Lane, Reno, at Grove Street, Apple Street, Taylor Street, Roberts Street; and on SR 430, North Virginia Street, Reno, at Moraine Way and Talus Way, in Washoe County, for pedestrian safety, lighting, and ADA improvements.

Sierra Nevada Construction, Inc.....	\$1,094,007.00
Spanish Springs Construction, Inc.....	\$1,291,444.00

Engineer's Estimate..... \$913,791.89

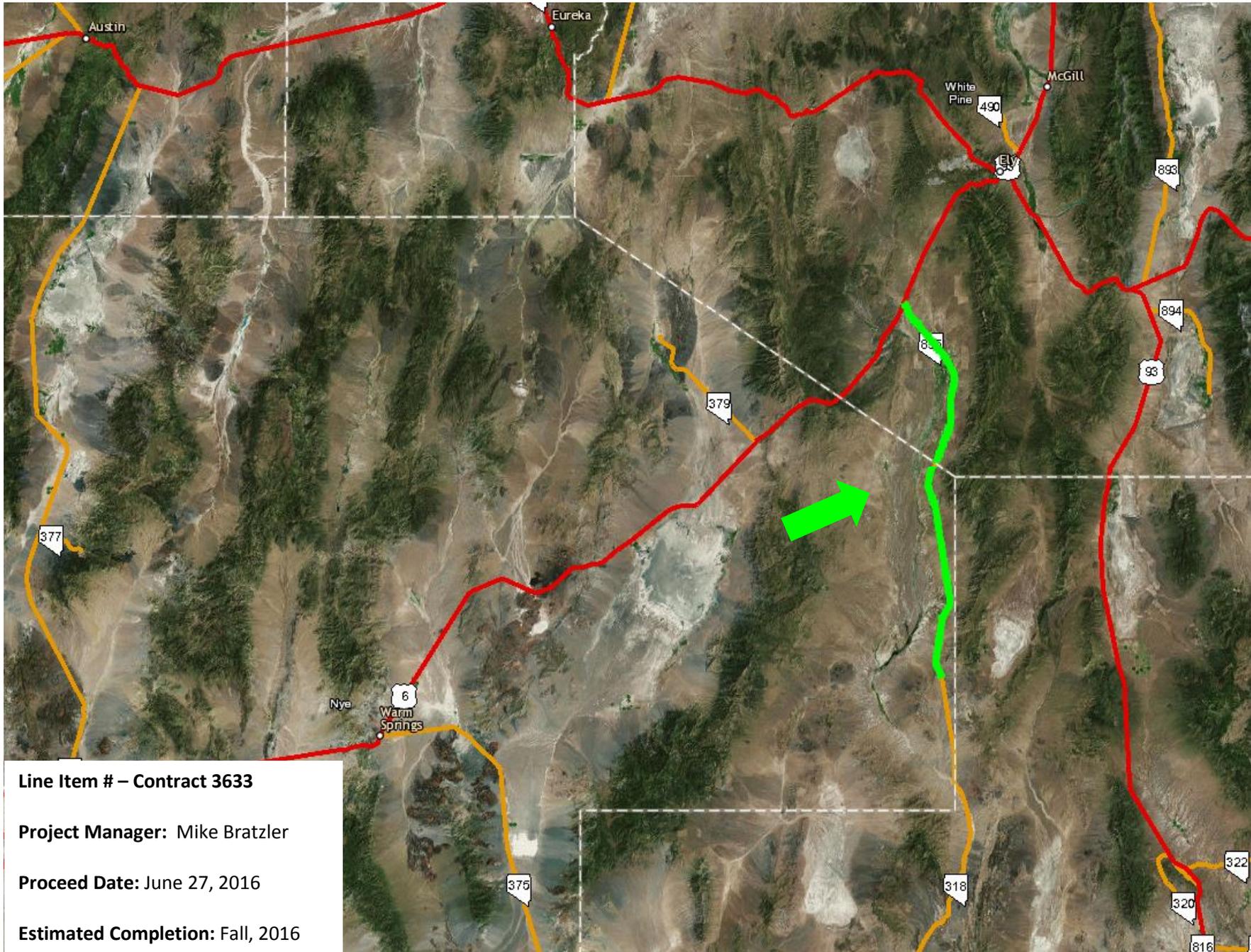
The Director awarded the contract June 2, 2016, to Sierra Nevada Construction, Inc., for \$1,094,007.00.

7. May 12, 2016, at 3:00 PM the following bids were opened for Contract 802-16, Project No. SP-MS-1237(004), Battle Mountain Maintenance Station, in Lander County, for roof structure rehabilitation, asbestos abatement and roof replacement.

Core International.....	\$308,982.72
Bison Construction	\$324,500.00

Engineer's Estimate..... \$255,620.85

The Director awarded the contract June 6, 2016, to Core International, for \$308,982.72.

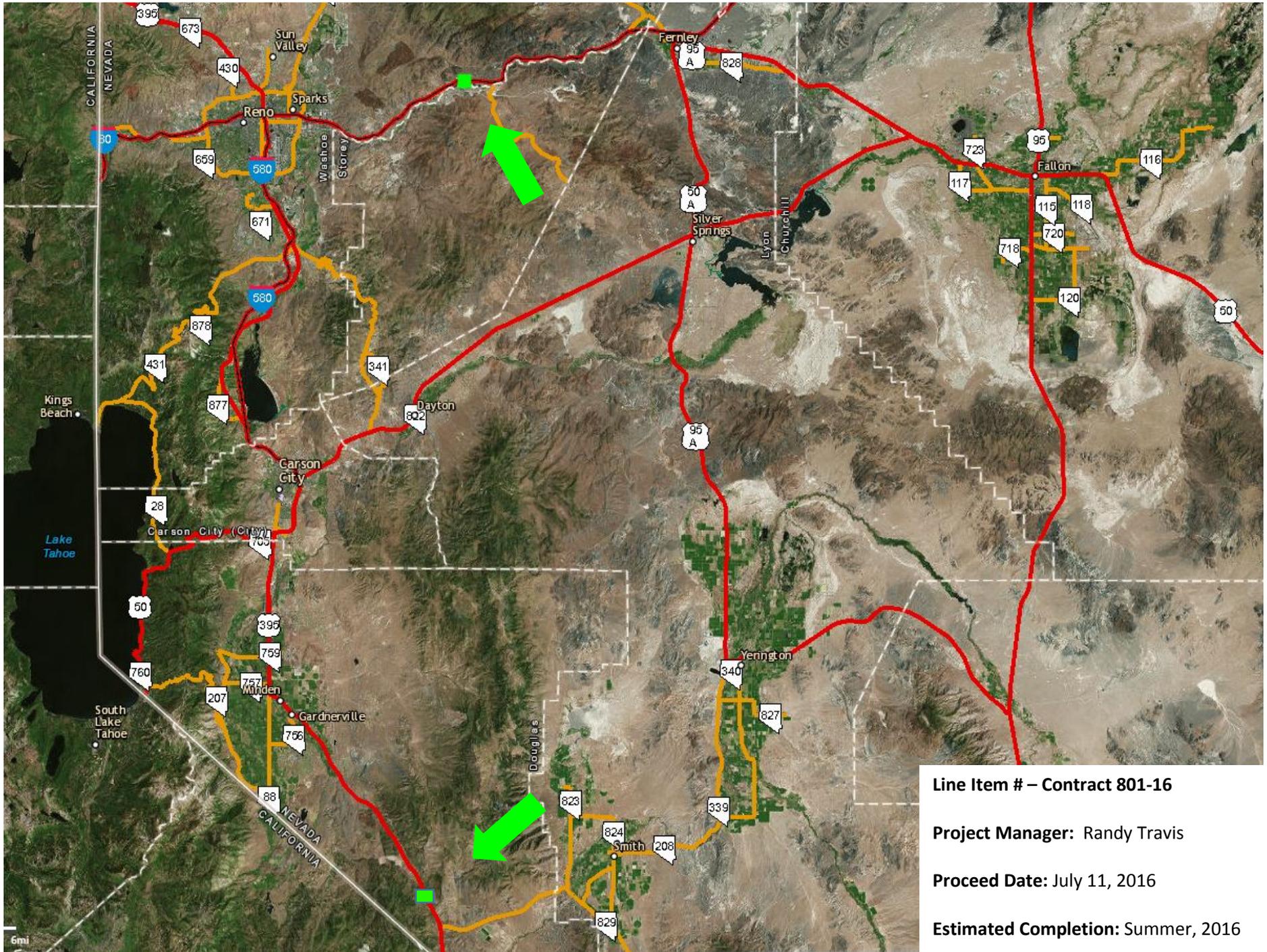


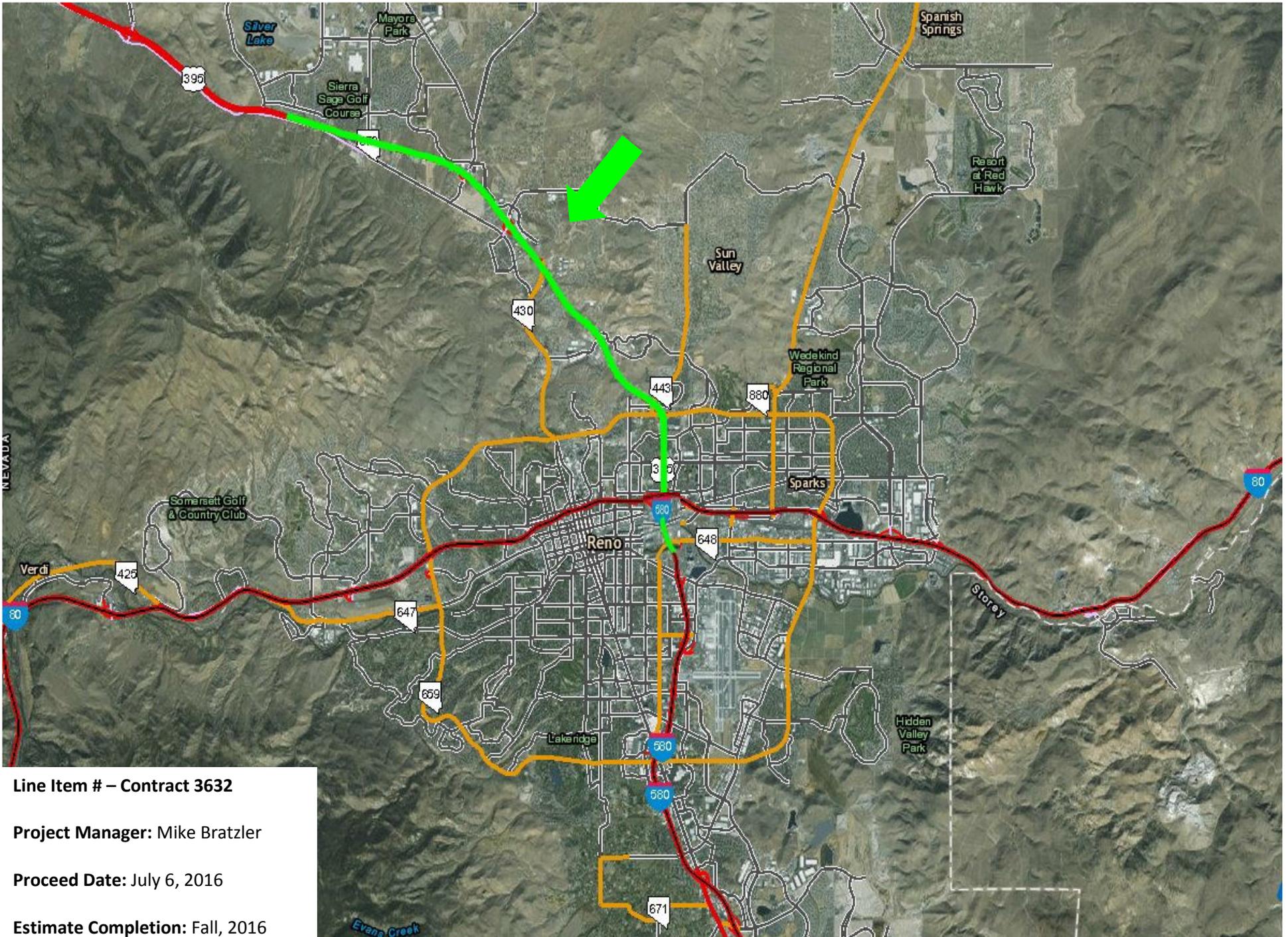
Line Item # – Contract 3633

Project Manager: Mike Bratzler

Proceed Date: June 27, 2016

Estimated Completion: Fall, 2016



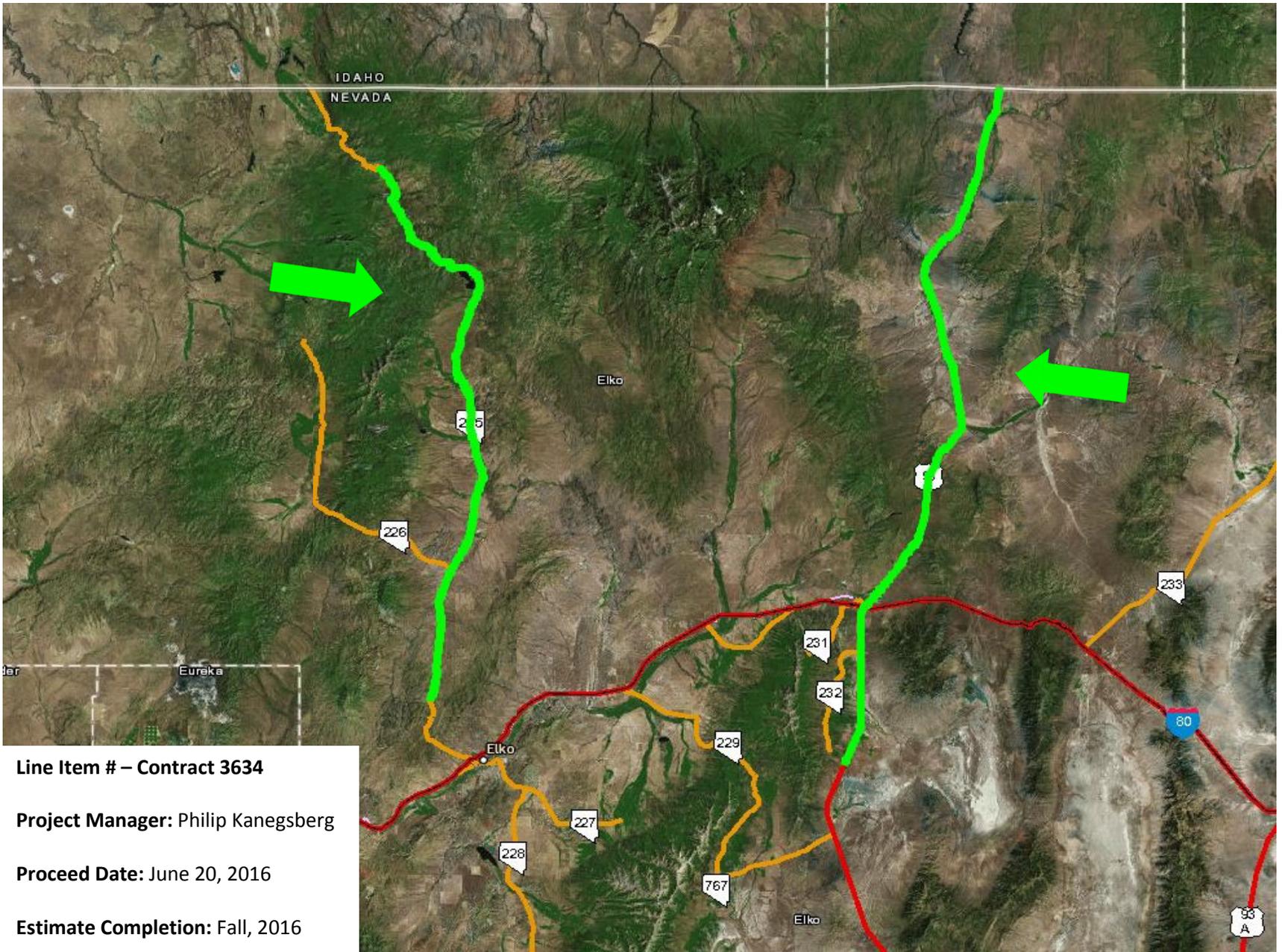


Line Item # – Contract 3632

Project Manager: Mike Bratzler

Proceed Date: July 6, 2016

Estimate Completion: Fall, 2016

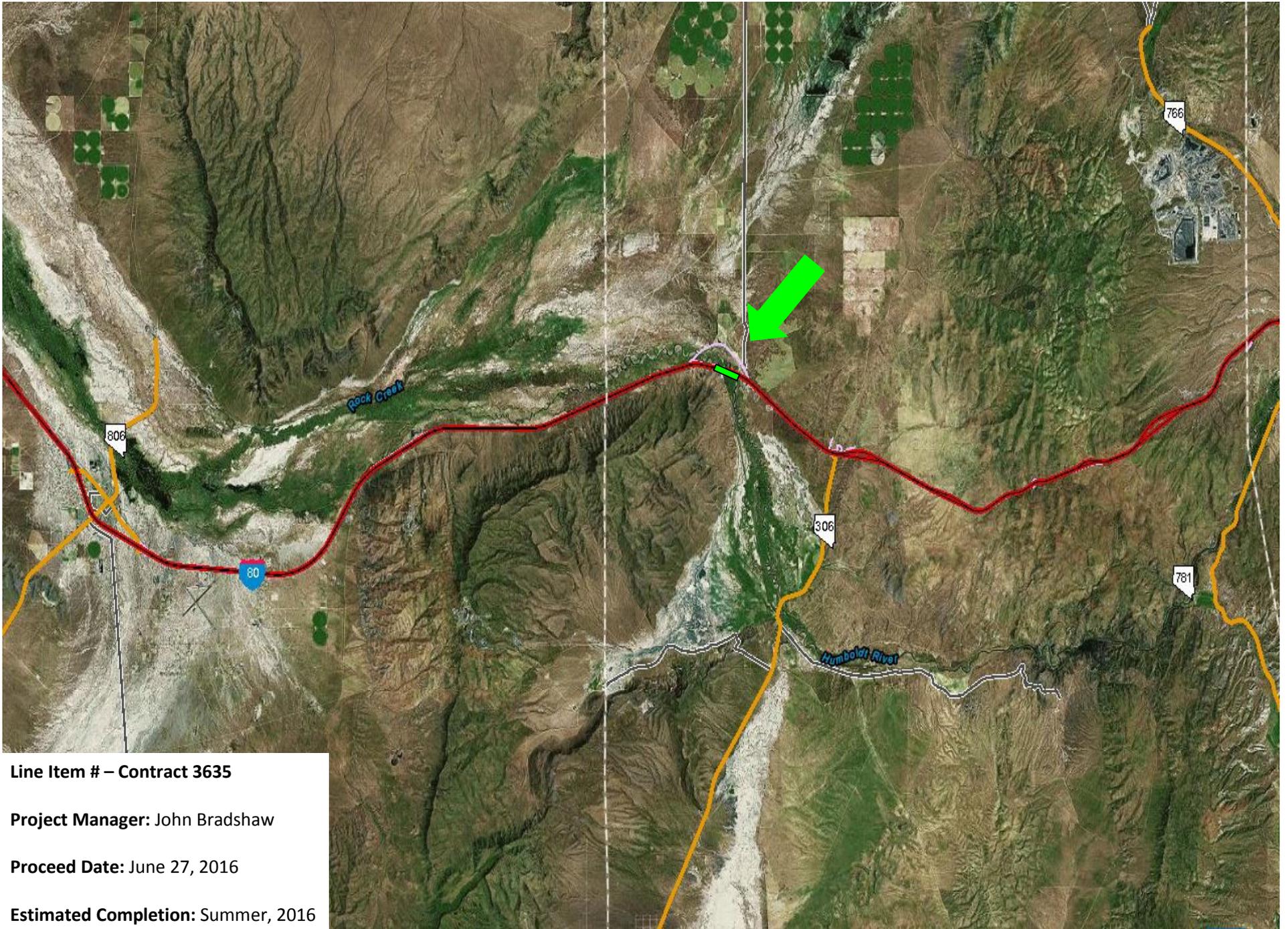


Line Item # – Contract 3634

Project Manager: Philip Kanegsberg

Proceed Date: June 20, 2016

Estimate Completion: Fall, 2016

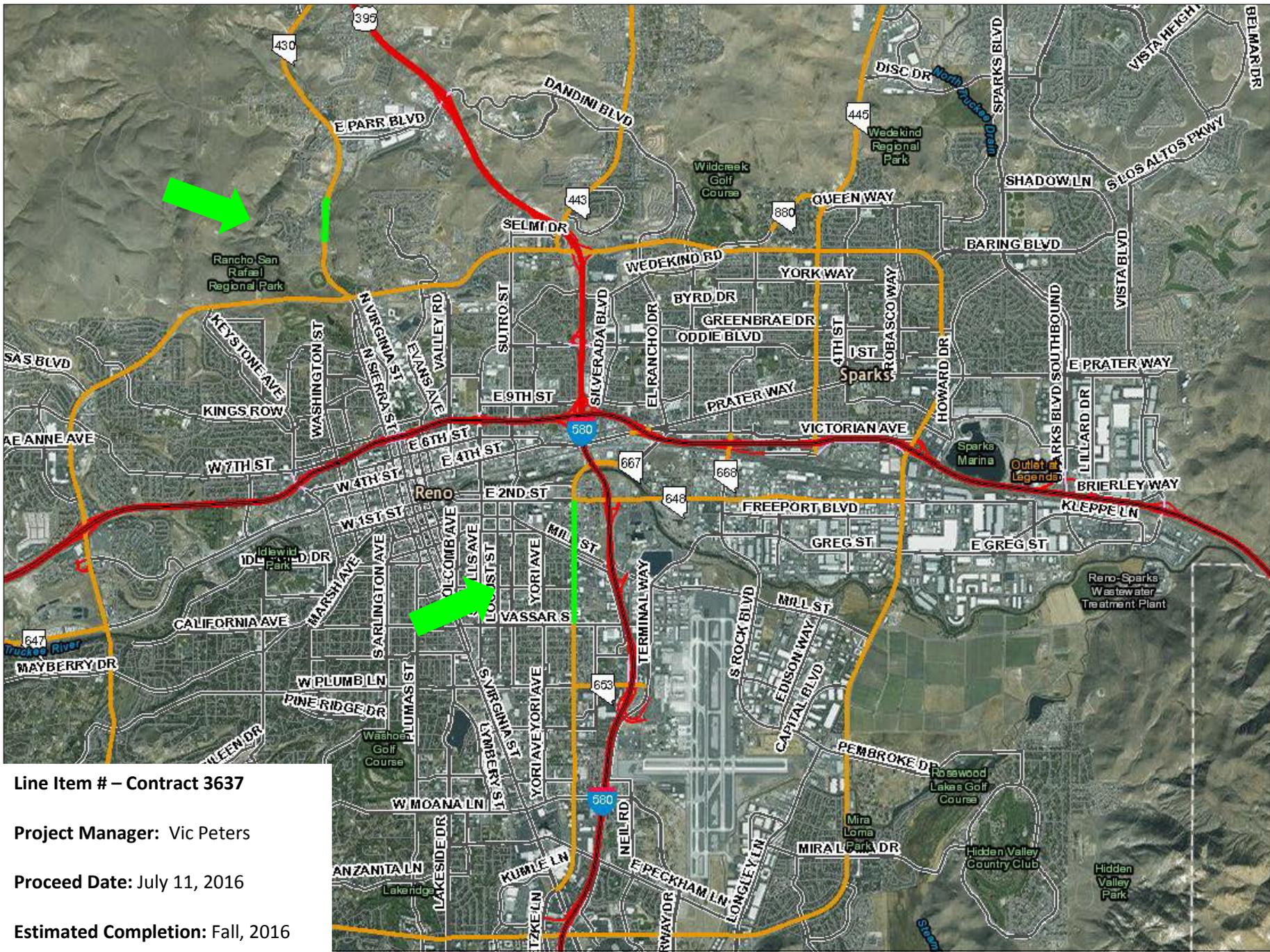


Line Item # – Contract 3635

Project Manager: John Bradshaw

Proceed Date: June 27, 2016

Estimated Completion: Summer, 2016

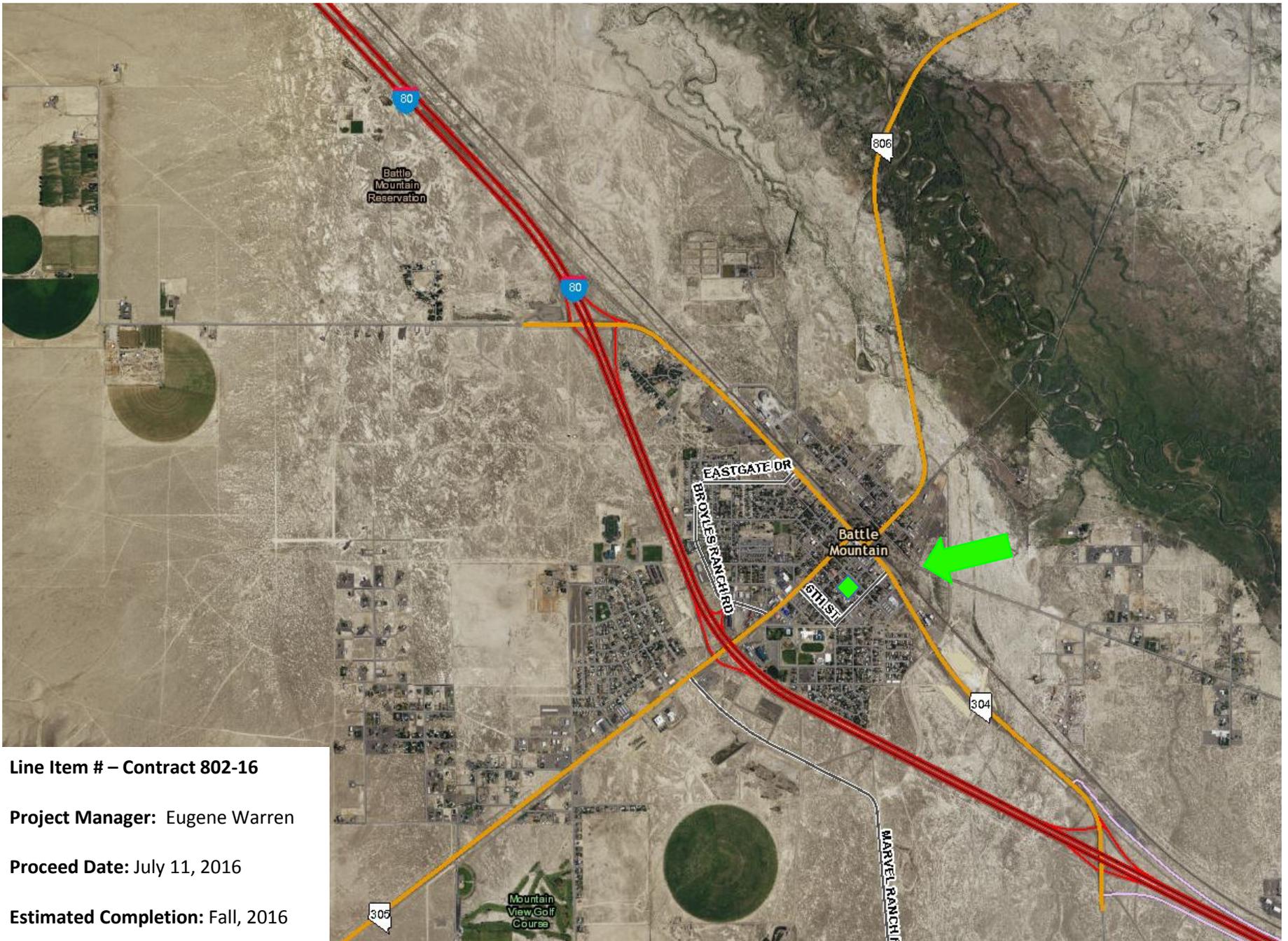


Line Item # – Contract 3637

Project Manager: Vic Peters

Proceed Date: July 11, 2016

Estimated Completion: Fall, 2016



Line Item # – Contract 802-16

Project Manager: Eugene Warren

Proceed Date: July 11, 2016

Estimated Completion: Fall, 2016

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
May 19, 2016, through June 15, 2016

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Note
1	26816	00	CABANA MEXICAN RESTAURANT	PUBLIC HIGHWAY AGREEMENT	Y	360,000.00	-	360,000.00	-	5/20/2016	5/30/2019	-	Acquisition	Tina Kramer	05-20-16: PUBLIC HIGHWAY AGREEMENT TO SELL ALL TENANT-OWNED IMPROVEMENTS FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20151597600
2	26516	00	LITTLEHORN PROPERTIES, LLC	LAND SALE AGREEMENT	Y	-	-	-	36,165.00	5/20/2016	5/30/2017	-	Acquisition	Tina Kramer	05-20-16: LAND SALE AGREEMENT FOR PARCEL U-395-CC-007.300 XS1, CARSON CITY. NV B/L#: EXEMPT
3	26616	00	O'ROURKE FAMILY TRUST	PROTECTIVE RENT AGREEMENT	N	118,800.00	-	118,800.00	-	5/19/2016	1/31/2018	-	Acquisition	Tina Kramer	05-19-16: PROTECTIVE RENT AGREEMENT I-015-CL-041.110, CLARK COUNTY. NV B/L#: EXEMPT
4	26016	00	WASH MULTIFAMILY LAUNDRY	PUBLIC HIGHWAY AGREEMENT	N	7,663.76	-	7,663.76	-	5/16/2016	6/30/2018	-	Acquisition	Tina Kramer	05-16-16: PUBLIC HIGHWAY AGREEMENT TO RELEASE ALL RIGHT FOR PARCEL I-015-CL-041.995 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF20071228221
5	35216	00	SILVER STATE CLASSIC CHALLENGE	SR318 SR490 OPEN ROAD	N	14,500.00	-	14,500.00	4,500.00	6/15/2016	9/18/2016	-	Event	Sandy Spencer	6-15-16: PERMIT TO CONDUCT AN OPEN ROAD EVENT ON SR318 AND SR490, NYE, LINCOLN AND WHITE PINE COUNTIES. NV B/L#: NV19941074192
6	56315	00	STATE PUBLIC WORKS DIVISION	FUND WATER LINE REPLACEMENT	N	130,250.00	-	130,250.00	-	6/7/2016	5/30/2017	-	Facility	Tina Kramer	06-11-16: FUND THE REPLACEMENT OF THE MARLETTE LAKE WATER LINE WHICH RUNS UNDER A PORTION OF I-580. WASHOE COUNTY. NV B/L#: EXEMPT
7	27316	00	VALLEY ELECTRIC ASSOCIATION	LINE EXTENSION	N	1,017.92	-	1,017.92	-	5/27/2016	5/30/2019	-	Facility	Tina Kramer	05-27-16: LINE EXTENSION AGREEMENT FOR BLAGG ROAD ROUNDABOUT, NYE COUNTY. NV B/L#: NVD19651000140
8	27916	00	VALLEY ELECTRIC ASSOCIATION	LINE EXTENSION	N	951.66	-	951.66	-	5/26/2016	5/24/2019	-	Facility	Tina Kramer	05-26-16: LINE EXTENSION AGREEMENT FOR SR 372 AT PAHRUMP BLVD, NYE COUNTY. NV B/L#: NVD19651000140
9	33316	00	CITY OF WINNEMUCCA	NDOT STRIPING WINNEMUCCA	N	-	-	-	35,000.00	6/13/2016	12/31/2018	-	Interlocal	Sandy Spencer	6-13-16: STRIPING OF WINNEMUCCA CITY ROADS BY DEPARTMENT FORCES, HUMBOLDT COUNTY. NVB/L#: EXEMPT
10	28016	00	CLEAR CHANNEL OUTDOOR INC	LINE EXTENSION	Y	66,192.96	-	66,192.96	-	5/27/2016	5/31/2017	-	Lease	Tina Kramer	05-27-16: COMPENSATE CLEAR CHANNEL FOR LOSS OF ADVERTISING WHILE IN THE PROCESS OF RELOCATING BILLBOARD, CLARK COUNTY. NV B/L#: NVF19981239769
11	31716	00	JARREN ARMSTRONG	BLUE JAY HOUSE #3	N	-	-	-	2,900.00	5/24/2016	5/9/2020	-	Lease	Pauline Beigel	5-24-16: LEASE OF NDOT'S BLUE JAY MAINTENANCE STATION HOUSE #3 TO NDOT EMPLOYEE, NYE COUNTY. NV B/L#: EXEMPT
12	33516	00	JEROMIE SORHOUE	OROVADA MAINT STATION #1	N	-	-	-	3,860.00	6/8/2016	11/30/2020	-	Lease	Sandy Spencer	06-08-16: NDOT EMPLOYEE RENTAL AGREEMENT FOR THE OROVADA MAINTENANCE STATION HOUSE #1, HUMBOLDT COUNTY. NV B/L#: EXEMPT
13	31316	00	RANDY ANDREWS	NORTH FORK MAIN STATION #274	N	-	-	-	7,900.00	5/20/2016	10/31/2020	-	Lease	Sandy Spencer	05-20-16: LEASE OF NORTH FORK MAINTENANCE STATION HOUSE #247 TO DEPARTMENT EMPLOYEE, ELKO COUNTY. NV B/L#: EXEMPT
14	28316	00	ALBERT P. RASHO	ROW CONSTRUCTION	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY ACCESS FOR SIDEWALK RECONSTRUCTION ALONG SR 147 LAKE MEAD BLVD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: EXEMPT
15	27416	00	CREE'S MOBILE HOME PARK	RIGHT OF WAY ENTRY AGREEMENT	Y	1,500.00	-	1,500.00	-	5/20/2016	5/30/2019	-	ROW Access	Tina Kramer	5-23-16: TO PERFORM NECESSARY ROAD MAINTENANCE FOR FLOW CONDITIONS ADJACENT TO CREE'S MOBILE HOME PARK, CLARK COUNTY. NV B/L#: NV20131700172

16	28416	00	EXEMPTION TRUST	ROW CONSTRUCTION	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY ACCESS FOR SIDEWALK RECONSTRUCTION ALONG SR 147 LAKE MEAD BLVD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: EXEMPT
17	27816	00	H L MMM, LLC	ROW ACCESS	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY FOR RECONSTRUCTION OF SIDEWALK, CLARK COUNTY. NV B/L#: EXEMPT
18	29816	00	LAKE MEAD BLVD NLV LLC	RIGHT OF WAY ACCESS	N	-	-	-	-	6/15/2016	6/30/2018	-	ROW Access	Tina Kramer	06-15-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY ACCESS FOR SIDEWALK RECONSTRUCTION ALONG SR 147 LAKE MEAD BLVD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: EXEMPT
19	25916	00	LIFE 4-8, LLC	ROW CONSTRUCTION	N	-	-	-	-	5/16/2016	6/30/2020	-	ROW Access	Tina Kramer	05-16-16: NO COST RIGHT OF ACCESS FOR RECONSTRUCTION OF DRIVEWAY AND SIDEWALK FOR PARCEL 139-24-610-020, CLARK COUNTY. NV B/L#: NVD20051577146
20	26216	00	MGM GRAND HOTEL LLC	PUBLIC HIGHWAY AGREEMENT	N	-	-	-	-	5/20/2016	5/30/2019	-	ROW Access	Tina Kramer	05-20-16: NO COST PUBLIC HIGHWAY AGREEMENT TO GRANT STATE ONE PERMANENT EASEMENT FOR USE OF RIGHT-OF-WAY, CLARK COUNTY. NV B/L#: NVD20001069760
21	26316	00	MGM GRAND HOTEL, LLC	PUBLIC HIGHWAY AGREEMENT	Y	-	-	-	-	5/20/2016	5/30/2019	-	ROW Access	Tina Kramer	05-20-16: NO COST AGREEMENT TO GRANT STATE ONE PERMANENT EASEMENT FOR RIGHT-OF-WAY FOR WATER CONNECTIONS, CLARK COUNTY. NV B/L#: NVD20001069760
22	28616	00	NICOLAS & MARIA ROJAS	ROW CONSTRUCTION	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY ACCESS FOR SIDEWALK RECONSTRUCTION ALONG SR 147 LAKE MEAD BLVD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: EXEMPT
23	14516	00	NV DIVISION OF STATE LANDS	ROW CONSTRUCTION	N	-	-	-	-	3/3/2016	3/31/2019	-	ROW Access	Tina Kramer	03-13-16: NO COST RIGHT-OF-WAY AGREEMENT FOR ASSIGNMENT OF EASEMENT AT THE SOUTH MCCARRAN BRIDGE, CARSON CITY. NV B/L#: EXEMPT
24	29546	00	NV ENERGY	RIGHT OF WAY ACCESS	N	-	-	-	-	6/1/2016	2/28/2017	-	ROW Access	Tina Kramer	06-01-16: NO COST DESIGN APPROVAL AGREEMENT FOR SAINT JACQUES LARA, CARSON CITY. NV B/L#: NVD19831015840
25	27616	00	PHILLIPS FAMILY TRUST 2014	ROW CONSTRUCTION	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST AGREEMENT FOR CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY ACCESS FOR SIDEWALK RECONSTRUCTION ALONG SR 147 LAKE MEAD BLVD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: EXEMPT
26	27716	00	RIMON M. HIRMIZ & HIKMAT	ROW ACCESS	N	-	-	-	-	5/27/2016	5/24/2019	-	ROW Access	Tina Kramer	05-27-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY FOR RECONSTRUCTION OF DRIVEWAY, CLARK COUNTY. NV B/L#: EXEMPT
27	26116	00	TROPICANA LAS VEGAS, INC.	PUBLIC HIGHWAY AGREEMENT	N	-	-	-	-	5/20/2016	5/30/2019	-	ROW Access	Tina Kramer	05-20-16: NO COST PUBLIC HIGHWAY AGREEMENT FOR RIGHT-OF-WAY ACCESS FOR PARCEL S-593-CL-025.448 TE AND S-593.CL-025.449TE, CLARK COUNTY. NV B/L#: EXEMPT
28	28116	00	TROPICANA VILLAS HOMES	ROW ACCESS	N	-	-	-	-	5/26/2016	5/31/2019	-	ROW Access	Tina Kramer	05-26-16: NO COST CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY FOR NEW SIDEWALK AND TO STABILIZE THE EXISTING WALL, CLARK COUNTY. NV B/L#: NVD19721000059

29	13514	01	ACES AIRCRAFT	COMMANDER 690C MAINTENANCE	N	90,000.00	135,000.00	225,000.00		8/28/2014	8/28/2017	5/19/2016	Service	Linda Heeg	05-19-16: ADDITION OF CESSNA CITATION 550 MAINTENANCE AND INCREASE AUTHORITY \$135,000.00 FOR A TOTAL OF \$225,000.00. 5-14-059.08-28-14: COMMANDER 690C MAINTENANCE, CARSON CITY. NV B/L#: NV20091289952-R
30	27216	00	1761 EAST COLLEGE PARKWAY	SERVICE AGREEMENT	Y	10,000.00	-	10,000.00	-	5/16/2016	5/31/2017	-	Service Provider	Tina Kramer	05-16-16: SERVICE AGREEMENT TO REVIEW WATER RIGHTS AND GRAZING ALLOTMENT REPORT PREPARED BY STANKA CONSULTING, LYON COUNTY. NV B/L#: NVD20101027385
31	24316	01	APPLIED MECHANICAL INC	VENTILATION UPGRADE RENO LAB	N	56,753.00	-	56,753.00	-	5/16/2016	12/31/2016	6/14/2016	Service Provider	Annette Ballew	AMD 1 06-14-16: EXTEND TERMINATION DATE FROM 7-31-16 TO 12-31-16 TO ALLOW FOR COMPLETION OF THE PROJECT. 05-16-16: PROVIDE UPGRADE TO VENTILATION SYSTEM AT THE RENO MAINTENANCE STATION LAB, WASHOE COUNTY. NV19991441356-Q
32	31616	00	ATM ELECTRIC	MONTOMERY PASS LIGHTING	N	9,975.00	-	9,975.00	-	5/20/2016	7/31/2016	-	Service Provider	Annette Ballew	05-20-16: MONTGOMERY PASS MAINTENANCE STATION LIGHTING UPGRADE, MINERAL COUNTY. NV B/L#: NV20131191279-Q
33	34016	00	BMI IMAGING SYSTEMS	MICROFILM CONVERSION	N	150,000.00	-	150,000.00	-	6/7/2016	6/30/2018	-	Service Provider	Kimbra Andrews	06-08-16: CONVERT MICROFILM RECORDS TO DIGITAL REEL FORMAT. CARSON CITY. NV B/L#: EXEMPT-S
34	45614	01	D & B PROFESSIONAL	BEOVAWE AND EMIGRANT REST STOPS	N	161,445.90	80,722.95	242,168.86	-	10/6/2014	10/31/2017	5/24/2016	Service Provider	Sandy Spencer	AMD 1 05-24-16 INCREASING AUTHORITY BY \$80,722.95 TO BRING AGREEMENT TOTAL TO \$242,168.86 TO PROVIDE AN ADDITIONAL 12 MONTHS OF JANITORIAL SERVICE. 10-06-14: PROVIDE JANITORIAL SERVICES FOR THE BEOVAWE REST AREA AND EMIGRANT TRUCK STOP, Q3-003-15, EUREKA COUNTY. NV B/L#: NV20101094756-Q
35	21014	01	DOWNEY BRAND, LLP	LEGAL SUPPORT	Y	250,000.00	-	250,000.00	-	5/14/2014	5/31/2018	5/26/2016	Service Provider	Dennis Gallagher	AMD 1 05-26-16: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 05-30-16 TO 05-31-18 FOR CONTINUATION OF SERVICES 02-12-15: NOVATION AGREEMENT TO TRANSFER AGREEMENT FROM ARMSTRONG TEASDALE, LLP, TO DOWNEY BRAND, LLP. 05-14-14: LEGAL SUPPORT IN UTILITY MATTERS RELATING TO CONDEMNATION ACTIONS AND ACQUISITIONS FOR PROJECTS SUCH AS PROJECT NEON AND BOULDER CITY BYPASS, CLARK COUNTY. NV B/L#: NV20051341869-R
36	35016	00	ECO GREEN MAINTENANCE	BUTTON POINT REST AREA	N	68,988.00	-	68,988.00	-	6/14/2016	4/15/2019	-	Service Provider	Sandy Spencer	6-14-16: TO PERFORM JANITORIAL AND MAINTENANCE SERVICES AT THE BUTTON POINT REST AREA NEAR WINNEMUCCA, HUMBOLDT COUNTY. NV B/L#: NV20111362322-Q
37	32016	00	FAAD JANITORIAL	1000 SPRINGS OROVADA REST AREAS	N	118,800.00	-	118,800.00	-	5/24/2016	3/31/2019	-	Service Provider	Sandy Spencer	05-24-16: JANITORIAL AND MAINTENANCE SERVICES FOR THE THOUSAND SPRINGS, LEONARD CREEK AND OROVADA REST AREAS, HUMBOLDT COUNTY. NV B/L#: NV20041538232-Q
38	31216	00	FACILITIES MANAGEMENT	HQ TREE REMOVAL	N	4,515.00	-	4,515.00	-	5/20/2016	6/30/2016	-	Service Provider	Jim Prentice	05-20-16: REMOVE DEAD TREE, DEMOLITION OF RAISED PLANTER, AND REPLACE WITH PAVEMENT IN FRONT OF HQ BUILDING. CARSON CITY. NV B/L#: NVD2001133118-Q

39	73915	01	GREAT BASIN PAINTING/DECORATE	PAINTING CARSON YARD BUILDINGS	N	49,965.00	1,187.00	51,152.00	-	12/16/2015	8/30/2016	6/15/2016	Service Provider	Annette Ballew	AMD 1 06-15-16: TO INCREASE THE AMOUNT BY \$1,187.00 TO BRING TOTAL TO \$51,152.00 FOR ADDITIONAL PAINTING AND TO CHANGE THE EXPIRATION DATE FROM 06-30-16 TO 08-31-16 TO ALLOW TIME FOR THE EXTRA WORK. 12-16-15: PAINTING OUTSIDE OF BUILDINGS AT THE CARSON CITY MAINTENANCE YARD, CARSON CITY. NV B/L#: NVD19961250559-Q
40	33716	00	HULINGS ENTERPRISES	SCHELLBOURNE REST AREA	N	67,200.00	-	67,200.00	-	6/8/2016	5/31/2019	-	Service Provider	Sandy Spencer	06-08-16: JANITORIAL AND MAINTENANCE SERVICES FOR THE SCHELLBOURNE REST AREA ON US93 MP 92.54, WHITE PINE COUNTY. NV B/L#: NV20151244533-Q
41	20916	00	INRIX, INC.	TRAFFIC ANALYTICS SUITE	N	119,700.00	-	119,700.00	-	5/24/2016	5/24/2017	-	Service Provider	Peter Aiyuk	05-26-16: ACCESS TO TRAFFIC ANALYTICS SOFTWARE SUITE FOR TRAFFIC DATA ANALYSIS. STATEWIDE. NV B/L#: EXEMPT
42	31416	00	JC BUILDING MAINTENANCE	CREW TRAILERS CLARK COUNTY	N	34,620.00	-	34,620.00	-	5/23/2016	12/31/2018	-	Service Provider	Pauline Beigel	5-23-16: FOR JANITORIAL SERVICES FOR VARIOUS CREW TRAILERS, CLARK COUNTY. NV B/L#: NV20111472128-Q
43	31116	00	LAS VEGAS PAVING CORP	CONCRETE BARRIER RAIL	N	213,111.00	-	213,111.00	-	5/23/2016	3/31/2017	-	Service Provider	Jennifer Manubay	5-23-16: EXTEND BARRIER RAIL I-15/I-215 RAMP, CLARK COUNTY. NV B/L#: NV19581000650-Q
44	26416	00	LEEMING CONSTRUCTION SERVICES	SERVICE AGREEMENT	N	80,000.00	-	80,000.00	-	5/11/2016	5/31/2018	-	Service Provider	Tina Kramer	05-19-16: PROTECTIVE RENT AGREEMENT FOR PARCEL I-015-CL-041.110 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
45	31916	00	LUSETTI JANITORIAL	SUNNYSIDE REST AREA	N	96,000.00	-	96,000.00	-	5/25/2016	3/31/2019	-	Service Provider	Sandy Spencer	05-25-16: TO PROVIDE JANITORIAL AND MAINTENANCE SERVICES FOR THE SUNNYSIDE REST AREA ON SR318, NYE COUNTY. NV B/L#: NV20141082429-Q
46	30616	00	NEVADA BARRICADE AND SIGN CO	REPLACE ATTENUATORS	N	234,483.00	-	234,483.00	-	6/2/2016	12/31/2016	-	Service Provider	Trent Averett	6-2-16: REPLACE ATTENUATORS ON IR80 AT VARIOUS LOCATIONS IN DISTRICT III, LANDER, EUREKA AND ELKO COUNTIES. NV B/L#: NV20001224303-Q
47	75215	00	NEVADA STATE RAILROAD MUSEUM	RAILROAD CROSSING REHAB	Y	111,478.00	-	111,478.00	11,148.00	5/19/2016	6/30/2017	-	Service Provider	Brandon Henning	05-27-16: REPLACE RAILROAD CROSSING SURFACE AT YUCCA STREET CROSSING DOT#804124R. CLARK COUNTY. NV B/L#: EXEMPT
48	31816	00	ROYAL PANE JANITORIAL	ELKO OFFICE JANITORIAL	N	38,400.00	-	38,400.00	-	5/20/2016	12/31/2018	-	Service Provider	Sandy Spencer	5-20-16: TO PROVIDE JANITORIAL SERVICES FOR THE ELKO DISTRICT ADMINISTRATION OFFICES, ELKO COUNTY. NV B/L#: NV20101425610-Q
49	32116	00	TRIUMPH ELECTRIC INC	STORMWATER OFFICE UPGRADE	N	17,700.00	-	17,700.00	-	5/19/2016	8/31/2016	-	Service Provider	Annette Ballew	5-19-16: UPGRADING LIGHTING AND ELECTRICAL IN DISTRICT II STORMWATER OFFICES, WASHOE COUNTY. NV B/L#: NV20061333657-Q
50	32916	00	VISION TECHNOLOGY SOLUTIONS	WEBSITE REPLACEMENT	N	28,160.00	-	28,160.00	-	5/31/2016	12/31/2016	-	Service Provider	Yesh Purkar	06-08-16: DESIGN AND BUILD REPLACEMENT WEBSITE FOR DEPARTMENT. CARSON CITY. NV B/L#: NVF20141594778-S
51	22416	00	CITY OF HENDERSON	INTERSECTION IMPROVEMENTS	Y	1,052,632.00	-	1,052,632.00	-	5/25/2016	9/30/2019	-	Stewardship	Jason Tyrell	05-25-16: CITY OF HENDERSON WILL CONSTRUCT INTERSECTION IMPROVEMENTS ON SUNSET AND I-515, CLARK COUNTY. NV B/L#: EXEMPT

52	24712	03	CITY OF LAS VEGAS	5 BUS TURNOUTS CHARLESTON	Y	450,000.00	3,000,000.00	3,293,158.00	13,158.00	6/27/2012	12/31/2021	6/15/2016	Stewardship	Jason Tyrell	AMD 3 6-15-16: INCREASE AUTHORITY BY \$3,000,000.00 FROM \$293,158.00 TO \$3,293,158.00 AS THE CITY WAS APPROVED FOR ADDITIONAL CMAQ FUNDING AND TO EXTEND THE TERMINATION FROM 12-31-18 TO 12-31-21 TO ALLOW FOR COMPLETION OF THE PROJECT. AMD 2 10-28-13: DECREASE AUTHORITY BY \$178,947.00 FROM \$472,105.00 TO \$293,158.00 TO REFLECT FUNDING IDENTIFIED IN THE STIP. AMD 1 06-24-13: INCREASE AUTHORITY BY \$22,105.00 FROM \$450,000.00 TO \$472,105.00 TO REFLECT A CHANGE IN THE REQUIRED 5% MATCH OF FEDERAL FUNDS. 06-27-12: CONSTRUCT FIVE BUS TURNOUTS ON WEST CHARLESTON BOULEVARD FROM HUALAPAI WAY TO I-15, CLARK COUNTY. NV B/L#: EXEMPT
53	35112	05	WASHOE RTC	INTERSECTION IMPROVEMENT PYRAMID/MCCARRAN	Y	28,503,750.00	604,290.00	72,879,616.00	3,318,411.00	9/12/2012	12/31/2018	6/13/2016	Stewardship	Kirsten Kehe	AMD 5 06-13-16: INCREASE AUTHORITY BY \$604,290 (STATE FUNDS) FROM \$72,275,326 TO \$72,879,616, COMPRISED OF \$65,559,201 FEDERAL FUNDING (MULTIPLE SOURCES), \$4,002,004 STATE FUNDING, AND \$3,318,411 RTC FUNDING MATCH. AMD 4 07-08-15: INCREASE AUTHORITY BY \$43,613,576 FROM \$28,611,750 TO \$72,275,326, COMPRISED OF \$65,559,201 FEDERAL FUNDING (MULTIPLE SOURCES), \$3,397,714 STATE FUNDING, AND \$3,318,411 RTC FUNDING. EXTEND TERMINATION DATE FROM 11-30-16 TO 12-31-18 TO ALLOW COMPLETION OF PROJECT. AMD 3 03-03-14: MODIFY AGREEMENT LANGUAGE TO ALLOW CONDEMNATION OF PROPERTY. AMD 2 09-12-13: DECREASE AUTHORITY BY \$212,440.00 FROM \$28,874,190.00 TO \$28,611,750.00 DUE TO MODIFICATION OF AGREEMENT. AMD 1 03-12-13: INCREASE AUTHORITY BY \$370,440.00 FROM \$28,503,750.00 TO \$28,874,190.00 FOR CHANGES IN MATCH REQUIREMENT. 09-24-12: INTERSECTION IMPROVEMENTS AT PYRAMID AND MCCARRAN, WASHOE COUNTY. NV B/L#: EXEMPT



Fax: (775) 888-7201
Fax: (775) 888-7201

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7313

MEMORANDUM

July 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
Item # 8: Action Item: Condemnation Resolution No. 455
SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an
unincorporated area of Lyon County.
1 Owner, 2 Parcels – For possible action

Summary:

The department is acquiring property for the construction and extension of SR-439 (USA Parkway) from US-50 to IR-80, in an unincorporated area of Lyon County. The department is seeking the Board's approval of a condemnation action for the unresolved acquisitions as described below.

Background:

303050 L.L.C. - The negotiation is unresolved for the acquisitions from 303050 L.L.C. It is necessary to acquire two parcels of land, totaling 4.41 acres, both in fee simple. The first parcel, to be acquired in total, contains 1.77 acres, is zoned General Industrial and is improved with a 4,128 square-foot block-constructed storage/warehouse and fencing. The second parcel, a partial acquisition containing 2.64 acres, is zoned Rural-Residential and falls within the vacant easterly two-thirds of the site. The westerly remainder of the site, which will not be affected by the proposed acquisition, is improved with a well and pump house. **The parcels in question, which are located on the west side of Opal Avenue, one at the northwest corner of US 50 and the other approximately 270 feet north of US 50, in Silver Springs, are highlighted in red on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's initial offer of \$207,000.00, was originally to totally acquire two parcels of land containing a 5.56 acre holding. The offer was mailed to the property owner on December 17, 2015. The offer for the Industrial-zoned parcel consisted of \$45,000.00 for the land (at approximately \$0.59 per square foot) and \$140,000.00 for the warehouse improvement and miscellaneous on-site improvements. For the Rural-Residential zoned parcel, the offer consisted of \$22,000.00 for the fee simple land (at approximately \$0.13 per square foot). The property owner rejected the offer on January 19, 2016 and countered at \$1,090,000.00. On February 18, 2016, the Department declined the counter offer. In the Department's willingness to continue to negotiate in an effort to reach agreement, the Department elected to conduct an additional appraisal review in an attempt to reach a settlement agreement with the property owner.

On May 20, 2016 a revised offer was presented to the owner. The original acquisitions were modified from totally acquiring two parcels of land totaling 5.56 acres in fee simple to the acquisition of one parcel in total and one partial acquisition totaling 4.41 acres both in fee simple. The total offer amount of \$484,000.00 for the land acquisitions consisted of \$100,000.00 for 1.77 acres of improved land (at \$1.30 per square foot), \$144,000.00 for 2.64 acres of vacant land (at approximately \$1.25 per square foot) and \$140,000.00 for the improvements. The Department included an additional amount of \$100,000.00 in the total offer as an administrative settlement. The Department also offered to acquire the owner's 1.15 acre remainder property for an additional

amount of \$63,000.00 (at approximately \$1.25 per square foot), but the owner continued to express his wish to retain the remainder. On June 2, 2016 the property owner rejected both revised offer options and countered at \$854,851.63. On June 6, 2016, the Department declined the counter offer after determining the sales data provided was not comparable to the subject properties. Negotiations are now at an impasse. The Department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Analysis:

A condemnation resolution is requested so that the Department can certify the right-of-way to meet the project schedule. Prior to construction all environmental testing, demolition and utility relocations must be accomplished. Pursuant to Chapter 241 of the Nevada Revised Statutes, the required notices regarding this open meeting have been served.

Recommendation for Board Action:

Board approval of this resolution of condemnation is respectfully requested.

List of Attachments:

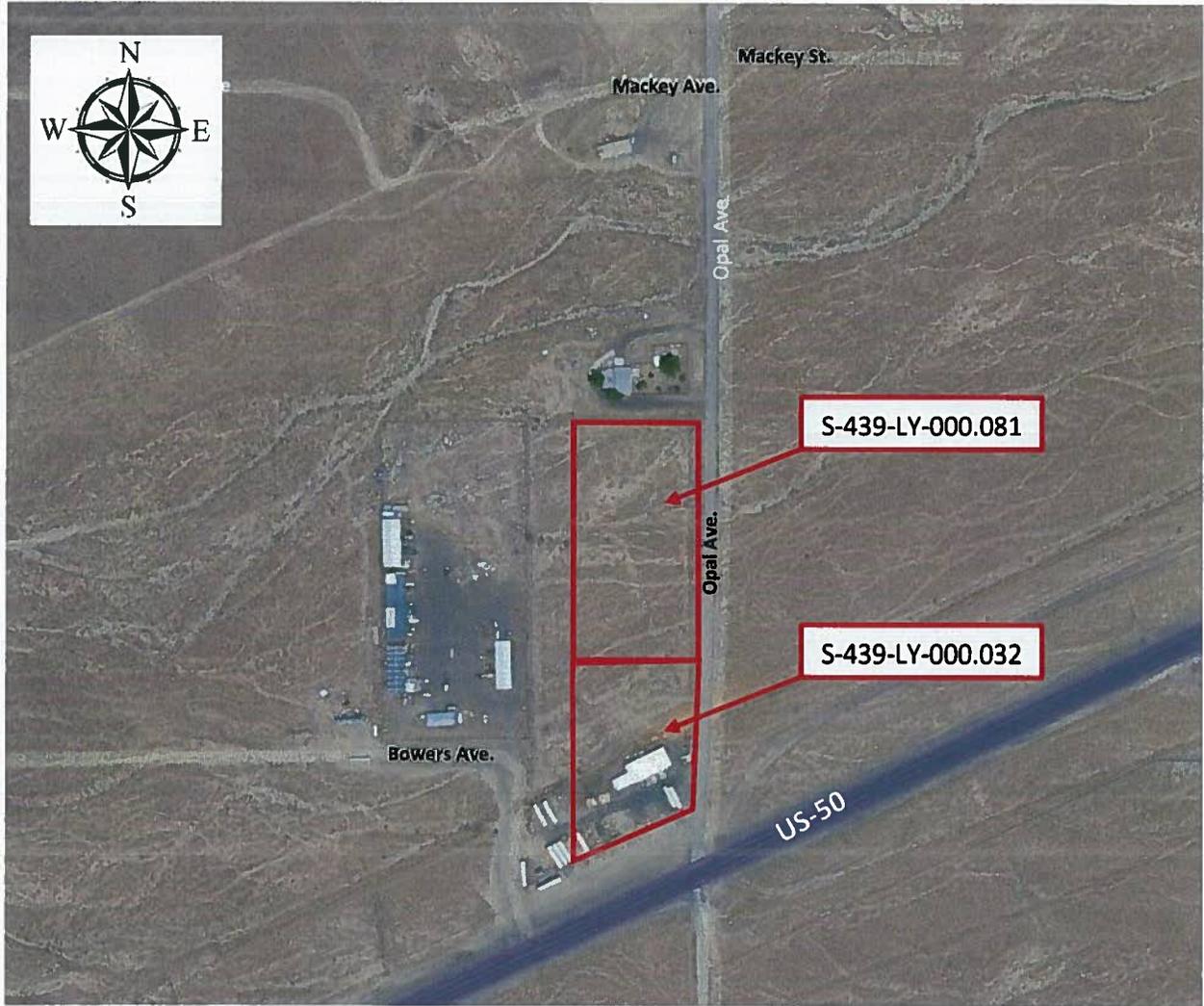
1. Location map
2. Condemnation Resolution No. 455 with Right-of-Way plans
3. Section 408.503 of the Nevada Revised Statutes
4. Section 241.034 of the Nevada Revised Statutes

Prepared by:

Ruth Borrelli, Chief R/W Agent



LOCATION MAP



CONDEMNATION RESOLUTION No. 455

**DESCRIPTION: Condemnation Resolution No. 455, SR-439
(USA Parkway) from US-50 to the
IR-80 Freeway, in an unincorporated area of Lyon County, State of
Nevada**

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE EXTENSION AND CONSTRUCTION OF SR-439 (USA PARKWAY) FROM US-50 TO THE IR-80 FREEWAY, IN AN UNINCORPORATED AREA OF LYON COUNTY, NEVADA.

CONDEMNATION RESOLUTION NO. 455

WHEREAS, the Department of Transportation of the State of Nevada (hereinafter the "Department") is empowered by chapter 408 of the Nevada Revised Statutes to acquire real property, interests therein, and improvements located thereon for the construction and maintenance of highways; and

WHEREAS, the Department has determined that the public interest and necessity require the acquisition, construction, and completion by the State of Nevada, acting by and through the Department, of a public improvement, namely the extension and construction of SR-439 (USA Parkway) from US-50 to the IR-80 Freeway, in an unincorporated area of Lyon County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

WHEREAS, the right-of-way plans are attached hereto and incorporated herein depicting the parcels described herein; and

WHEREAS, the Department plans to obligate state funds for this project, and let a construction contract for said project, and the real property hereinafter described will be needed for said highway project; and

WHEREAS, pursuant to section 408.503 of the Nevada Revised Statutes, the Department shall not commence any legal action in eminent domain until the Board of Directors of the Department adopts a resolution declaring that the public interest and necessity require the highway improvement and that the property described is necessary for such improvement.

ATTACHMENT 2

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Department, pursuant to section 408.503 of the Nevada Revised Statutes:

That the public interest and necessity require the acquisition, construction, reconstruction, improvement, maintenance or completion by the State of Nevada, acting through the Department, of a public improvement, namely a highway; and that the real property hereinafter described is necessary for said public improvement; and

That the proposed construction of said public highway improvement on and along an alignment planned and located in a manner which will be the most compatible with the greatest public good and the least private injury.

BE IT FURTHER RESOLVED THAT the Department be and is hereby authorized and directed:

To acquire in the name of and in behalf of the State of Nevada, in fee simple absolute, unless a lesser estate is hereinafter described, the following described real property and interests therein by the exercise of the power of eminent domain in accordance with the provisions of chapters 37 and 408 of the Nevada Revised Statutes;

To commence and prosecute, if necessary, in the name of the State of Nevada, condemnation proceedings in the proper court to condemn said real property and interests therein; and

To make application to said court for an order permitting the Department to take possession and use of said real property as may be necessary for construction of said public highway improvement, and to pledge the public faith and credit of the State of Nevada as security for such entry or, should the

Department deem such advisable, to deposit with the Clerk of such court, in lieu of such pledge, a sum equal to the value of the premises sought to be condemned as appraised by the Department, and to acquire the following real property:

PARCEL NOS. S-439-LY-000.032 and S-439-LY-000.081, owned by 303050 L.L.C., a Nevada Limited Liability Company.

Said real property situate, lying and being in the County of Lyon, State of Nevada, and more particularly described as being portions of the NE 1/4 of the NE 1/4 of Section 27, T. 18 N., R. 24 E., M.D.M., and further described as being portions of that certain map for RAMSEY SUBDIVISION NO. 4, recorded on September 5, 1956 as File No. 71413, in the Official Records of Lyon County, Nevada, and more fully described as follows, to wit:

PARCEL NO. S-439-LY-000.032 to be acquired in fee simple.

Parcel 21 as shown on the map of RAMSEY SUBDIVISION NO. 4, filed in the office of the Lyon County Recorder on September 05, 1956, File No. 71413.

Excepting therefrom the West 100.00 feet.

It is the intent of this instrument to describe and it does describe all of the OWNER'S right, title and interest in and to all that real property described as Parcel 2 in that certain GRANT, BARGAIN, AND SALE DEED, filed for record on June 5, 2015, as Document No. 537157, in the Official Records of Lyon County, Nevada.

PARCEL NO. S-439-LY-000.081 to be acquired in fee simple.

COMMENCING at a ROCK PILE WITH "1/4" NOTCHED INTO A ROCK accepted as being the north quarter corner of said

Section 27; thence N. 89°18'33" E., along the north line of said Section 27, a distance of 2,591.45 feet to a 2 INCH IRON PIPE accepted as being the northeast corner of said Section 27, as shown on that certain Record of Survey No. 06056 titled A RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT LYON COUNTY, STATE OF NEVADA & SILVER SPRINGS AIRPORT, LLC, filed for record on September 12, 2005, as Document No. 362027, in the Official Records of Lyon County, Nevada; thence S. 21°03'46" W. a distance of 718.32 feet to the POINT OF BEGINNING; said point of beginning further described as being on the left or westerly right-of-way line of SR-439 (USA Parkway), 110.22 feet left of and at right angles to Highway Engineer's Station "USA" 19+97.31 P.O.T., and the northerly boundary line of said Lot 8; thence N. 89°31'33" E., along said northerly boundary line, a distance of 228.33 feet to the easterly right-of-way line of said SR-439 and the easterly boundary line of said Lot 8; thence S. 0°00'51" E., along said easterly right-of-way line and said easterly boundary line, a distance of 503.40 feet to the southerly boundary line of said Lot 8; thence S. 89°49'29" W., along said southerly boundary line, a distance of 228.47 feet to said westerly right-of-way line of SR-439; thence N. 0°00'10" E., along said westerly right-of-

way line, a distance of 502.21 feet to the point of beginning;

said parcel contains an area of 2.64 acres.

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

BE IT FURTHER RESOLVED that the Director, Deputy Director, and Chief Counsel of the Department have the power to enter into any stipulations or file any necessary pleadings in any condemnation proceeding and to bind the Department of Transportation in the completion of this project.

Adopted this _____ day of July, 2016.

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

Secretary to the Board
William H. Hoffman

Chairman – Brian Sandoval
Governor

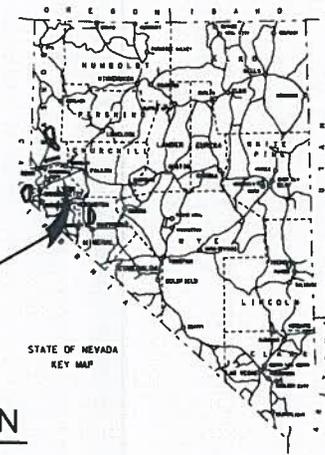
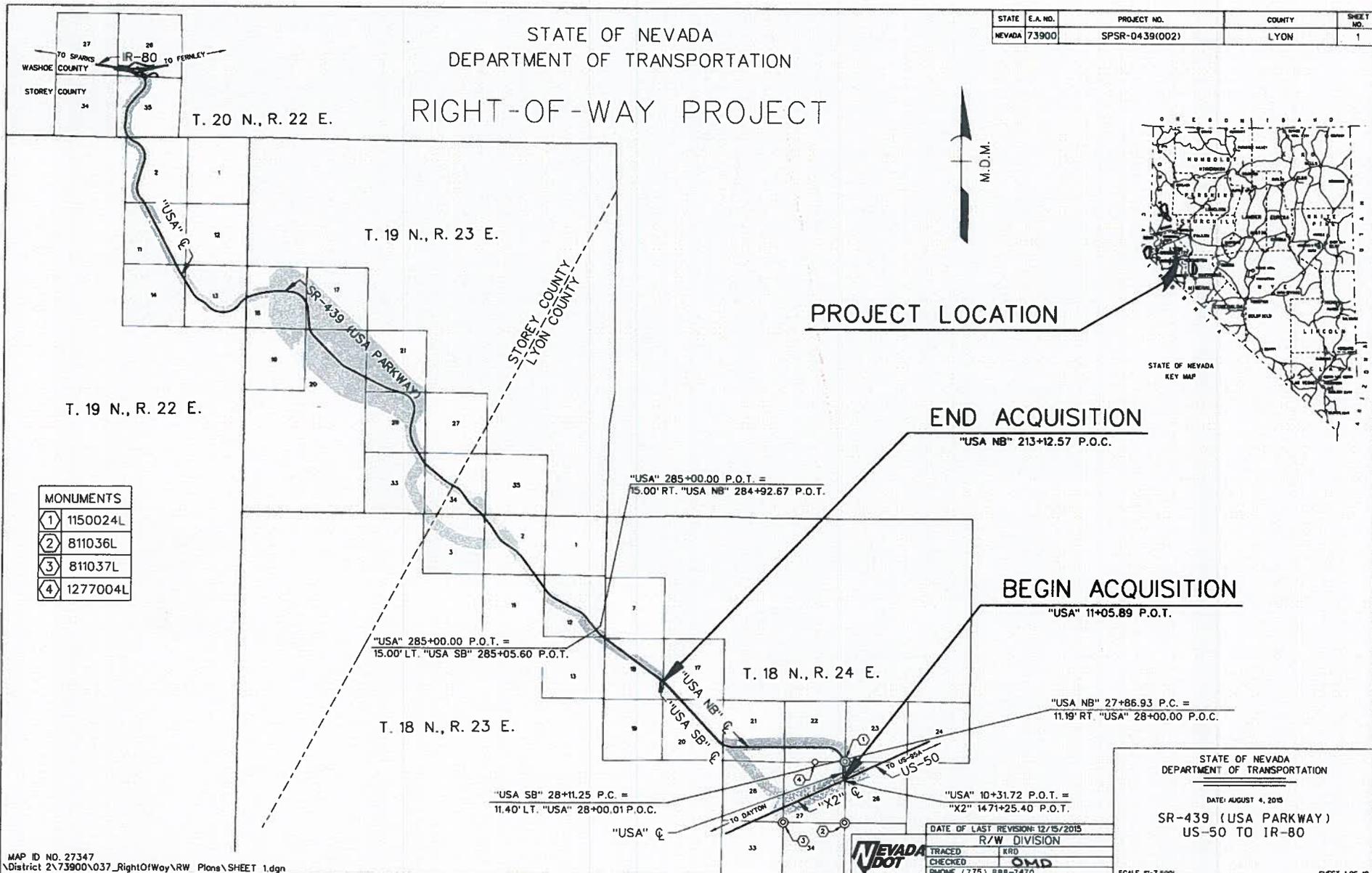
APPROVED AS TO LEGALITY
AND FORM

Dennis Gallagher, Chief Counsel
Department of Transportation

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PROJECT

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(002)	LYON	1



PROJECT LOCATION

BEGIN ACQUISITION

END ACQUISITION

MONUMENTS	
①	1150024L
②	811036L
③	811037L
④	1277004L

"USA SB" 28+11.25 P.C. =
11.40' LT. "USA" 28+00.01 P.O.C.

"USA" ☉

"USA" 285+00.00 P.O.T. =
15.00' RT. "USA NB" 284+92.67 P.O.T.

"USA" 285+00.00 P.O.T. =
15.00' LT. "USA SB" 285+05.60 P.O.T.

"USA NB" 27+86.93 P.C. =
11.19' RT. "USA" 28+00.00 P.O.C.

"USA" 10+31.72 P.O.T. =
"X2" 1471+25.40 P.O.T.

DATE OF LAST REVISION: 12/15/2015	
R/W DIVISION	
TRACED	KRD
CHECKED	OMD
PHONE (775) 888-7470	

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

SR-439 (USA PARKWAY)
US-50 TO IR-80

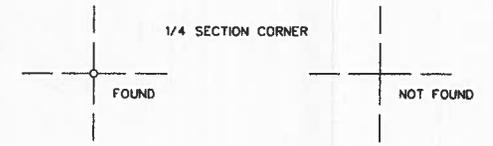
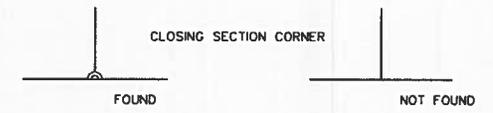
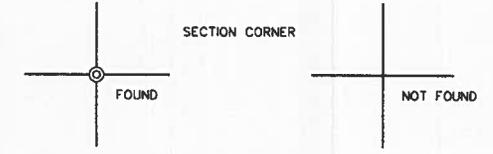
SCALE 1"=7500'

SHEET 1 OF 18

LEGEND OF RIGHT-OF-WAY SYMBOLS

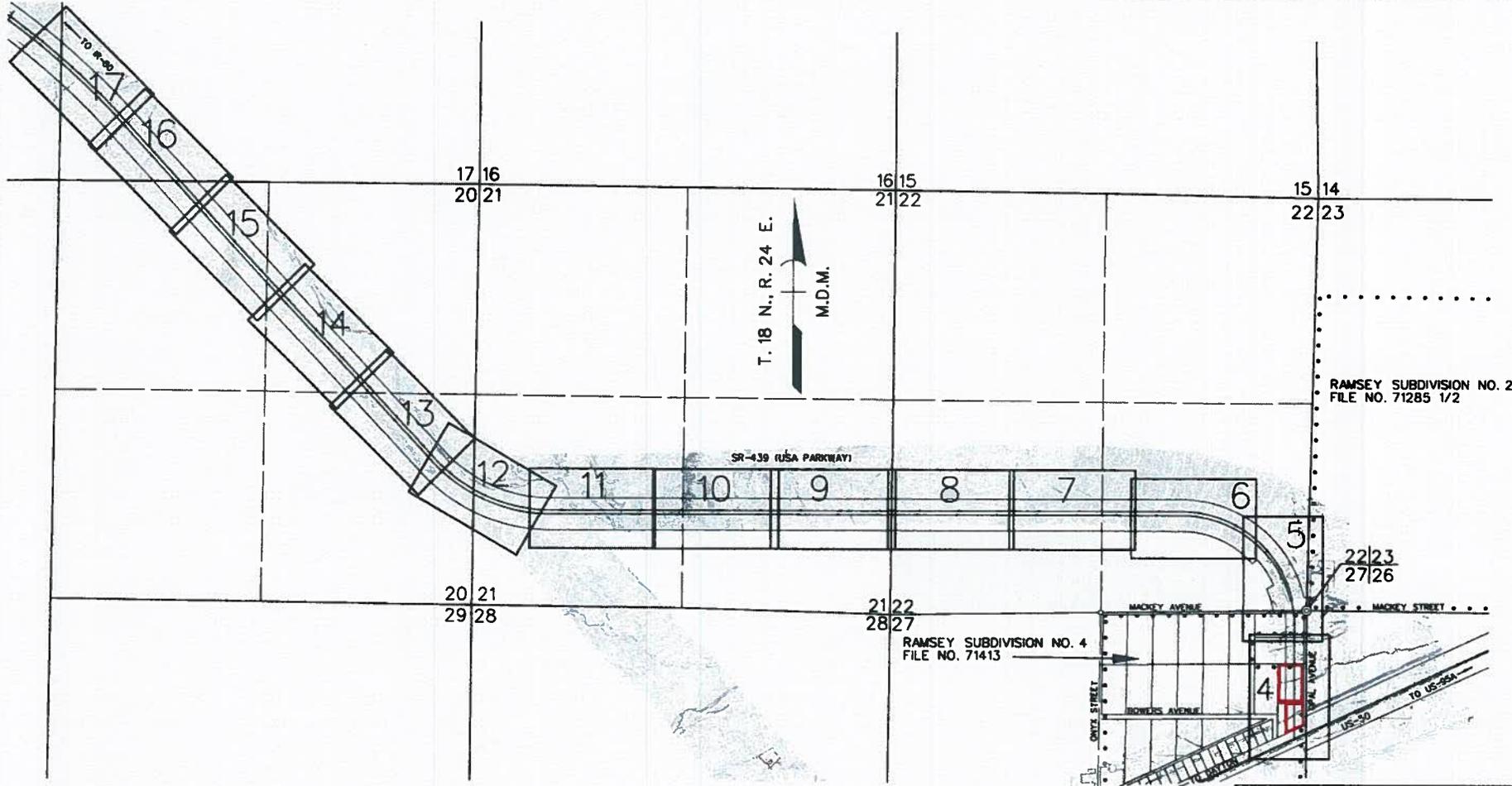
C/A	CONTROL OF ACCESS
℄	CENTERLINE
C/P	PERMISSION TO CONSTRUCT
Δ	DELTA
L	ARC LENGTH
LT.	LEFT
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
PE	PERMANENT EASEMENT
P/L	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT ON CURVE
P.O.E.	POINT OF ENDING
P.O.T.	POINT ON TANGENT
P.R.C.	POINT OF REVERSE CURVATURE
P.T.	POINT OF TANGENCY
R	RADIUS
REM.	REMAINDER
RT.	RIGHT
R/W	RIGHT-OF-WAY
TE	TEMPORARY EASEMENT

	CONTROL OF ACCESS WITH FENCE OR BARRIER. (TICKS FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. TICKS FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	CONTROL OF ACCESS WITHOUT A FENCE OR BARRIER. ("DRAGON'S TEETH" FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. "DRAGON'S TEETH" FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE
	SUBDIVISION BOUNDARY
	RESERVATION OR PARK BOUNDARY
	STATE LINE
	COUNTY LINE
	CITY OR TOWN LIMITS
	SECTION LINE
	1/4 SECTION LINE
	1/16 SECTION LINE
	1/64 SECTION LINE
	1/256 SECTION LINE
	FENCE LINE



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 DATE: DECEMBER 14, 2015
R/W PLANS

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(002)	LYON	3



MAP ID NO. 27349
 \District 2\73900\037_RightOfWay\RW Plans\SHEET 3.dgn

DATE OF LAST REVISION:	12/15/2015
R/W DIVISION	
TRACED	DMD KR0
CHECKED	OLAD
PHONE:	(775) 888-7470

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

R/W PLANS

APPROVED: *[Signature]*
 MANAGER, R/W ENGINEERING

SCALE 1"=125'

SHEET 3 OF 18

PARCEL NO. PREFIX: S-439-LY-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73900	SPSR-0439(002)	LYON	4

RAMSEY SUBDIVISION NO. 4

FILE NO. 71413

E 1/64 SEC. LINE
 N. 0° 08' 43" E. - 332.88'
T. 18 N., R. 24 E.

M.D.M.

BEGIN ACQUISITION

"USA" 11+05.89 P.O.T.

000.032
 303050 L.L.C.

000.081
 303050 L.L.C.

000.176
 WATTS, MICHAEL, ET UX

000.030
 LYON COUNTY

ROW OFFSETS

- ① 185.92' RT. "X2" 1472+01.33 P.O.T.
- ② 85.91' RT. "X2" 1472+47.55 P.O.T.
- ③ 114.11' LT. "X2" 1473+39.99 P.O.T. = 147.16' RT. "USA" 12+25.15 P.O.T.
- ④ 214.12' LT. "X2" 1473+86.21 P.O.T. = 147.29' RT. "USA" 13+35.32 P.O.T.
- ⑤ 114.05' LT. "X2" 1470+55.10 P.O.T. = 111.58' LT. "USA" 11+05.89 P.O.T.
- ⑥ 117.27' RT. "USA" 13+21.49 P.O.T.

5

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 4, 2015

R/W PLANS

APPROVED: *[Signature]*
 SURVEYOR, R/W ENGINEERING

DATE OF LAST REVISION:	12/15/2015
R/W DIVISION	
TRACED	KRD OMD
CHECKED	OMD
PHONE	775-888-7470

SCALE: 1"=100'

SHEET 4 OF 18

NRS 408.503 Eminent domain: Resolution by Board; precedence over other legal actions.

1. The Department shall not commence any legal action in eminent domain until the Board adopts a resolution declaring that the public interest and necessity require the acquisition, construction, reconstruction, improvement or completion by the State, acting through the Department, of the highway improvement for which the real property, interests therein or improvements thereon are required, and that the real property, interests therein or improvements thereon described in the resolution are necessary for such improvement.

2. The resolution of the Board is conclusive evidence:

(a) Of the public necessity of such proposed public improvement.

(b) That such real property, interests therein or improvements thereon are necessary therefor.

(c) That such proposed public improvement is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

3. All legal actions in all courts brought under the provisions of this chapter to enforce the right of eminent domain take precedence over all other causes and actions not involving the public interest, to the end that all such actions, hearings and trials thereon must be quickly heard and determined.

(Added to NRS by 1957, 691; A 1960, 392; 1987, 1810; 1989, 1306)

NRS 241.034 Meeting to consider administrative action against person or acquisition of real property by exercise of power of eminent domain: Written notice required; exception.

1. Except as otherwise provided in subsection 3:
 - (a) A public body shall not consider at a meeting whether to:
 - (1) Take administrative action against a person; or
 - (2) Acquire real property owned by a person by the exercise of the power of eminent domain,

↳ unless the public body has given written notice to that person of the time and place of the meeting.
 - (b) The written notice required pursuant to paragraph (a) must be:
 - (1) Delivered personally to that person at least 5 working days before the meeting; or
 - (2) Sent by certified mail to the last known address of that person at least 21 working days before the meeting.

↳ A public body must receive proof of service of the written notice provided to a person pursuant to this section before the public body may consider a matter set forth in paragraph (a) relating to that person at a meeting.
 2. The written notice provided in this section is in addition to the notice of the meeting provided pursuant to NRS 241.020.
 3. The written notice otherwise required pursuant to this section is not required if:
 - (a) The public body provided written notice to the person pursuant to NRS 241.033 before holding a meeting to consider the character, alleged misconduct, professional competence, or physical or mental health of the person; and
 - (b) The written notice provided pursuant to NRS 241.033 included the informational statement described in paragraph (b) of subsection 2 of that section.
 4. For the purposes of this section, real property shall be deemed to be owned only by the natural person or entity listed in the records of the county in which the real property is located to whom or which tax bills concerning the real property are sent.
- (Added to NRS by 2001, 1835; A 2001 Special Session, 155; 2005, 2247)



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

MEMORANDUM

June 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
Item # 9: Disposal of a portion of NDOT right-of-way located at the Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T.43N., R.51E, Sec.2
SUR 14-08 – For Board Approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Relinquishment. The right-of-way parcel to be relinquished is a portion of NDOT right-of-way located at the Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T.43N., R.51E., Sec. 2. The parcel is currently improved with a bridge improvement consisting of approximately 5,392 sq. ft. as depicted on the attached sketch map labeled Exhibit "A".

Background:

On May 10, 2004, the Department acquired the property as an easement for highway purposes for project BHO-0007(025).

Elko County consented by resolution passed and adopted on April 20, 2016, to the Department's relinquishment of right-of-way at the Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T.43N., R.51E., Sec. 2.

Analysis:

On November 25, 2014, the Surplus Committee determined the right-of-way is no longer required for highway purposes. This transfer will be a benefit to the Department with the elimination of all liability and future maintenance responsibilities. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527.

**Department of Transportation Board of Directors
June 15, 2016**

List of Attachments:

1. Location Map
2. Original Resolution of Relinquishment with attached sketch map depicted as Exhibit "A"
3. Executed Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A".
4. Environmental Approval
5. NRS 408.527

Recommendation for Board Action:

Approval of disposal of NDOT right-of-way for a portion of NDOT right-of-way located at the Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T.43N., R.51E., Sec. 2.

Prepared by: Ruth Borrelli, Chief RW Agent 

LOCATION MAP



SUR 14-08

DESCRIPTION: Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T. 43 N., R. 51 E., Sec. 2

"ATTACHMENT 1"

301

Ptn. of APN: 004-910-001
Control Section: Off-system
Route: Bull Run Creek Road Former Route: SR-11
Project: BHO-0007(025)
E.A.: 72799
All of Parcel: 1PE
Surplus No.: SUR 14-08
Surplus Parcel: 1PE XS1

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

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

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

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest in that certain right-of-way for Bull Run Creek Bridge (B-1323); and

WHEREAS, said right-of-way is delineated and identified as Parcel 1PE XS1 on EXHIBIT "A", attached hereto and made a part hereof; and

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

ATTACHMENT 2

WHEREAS, said right-of-way is of no further contemplated use by the Department due to Bull Run Creek Bridge (B-1323) being in excess of its needs; and

WHEREAS, the County of Elko has requested the relinquishment of aforesaid right-of-way for the purpose of a transportation facility; and

WHEREAS, the County of Elko has agreed to accept the relinquishment of said right-of-way for the aforesaid Bull Run Creek Bridge (B-1323) together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the County of Elko entered into an agreement with the Department on June 1, 2004, to accept the hereinafter described designated bridge as a part of the County of Elko road system; and

WHEREAS, the Board of County Commissioners of Elko County, State of Nevada, consented by resolution passed and adopted on _____, 20____, to the Department relinquishing the aforesaid bridge to the County of Elko; and

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

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcel 1PE XS1 on EXHIBIT "A", attached hereto and made a part hereof, is hereby relinquished to the County of Elko of the State of Nevada. Said right-of-way is described as follows: situate, lying and being in the County of Elko, State of Nevada, and more particularly described as being a portion of

Government Lot 2 and the W 1/2 of the NE 1/4 of Section 2, T. 43 N., R. 51 E., M.D.M., and more fully described by metes and bounds as follows:

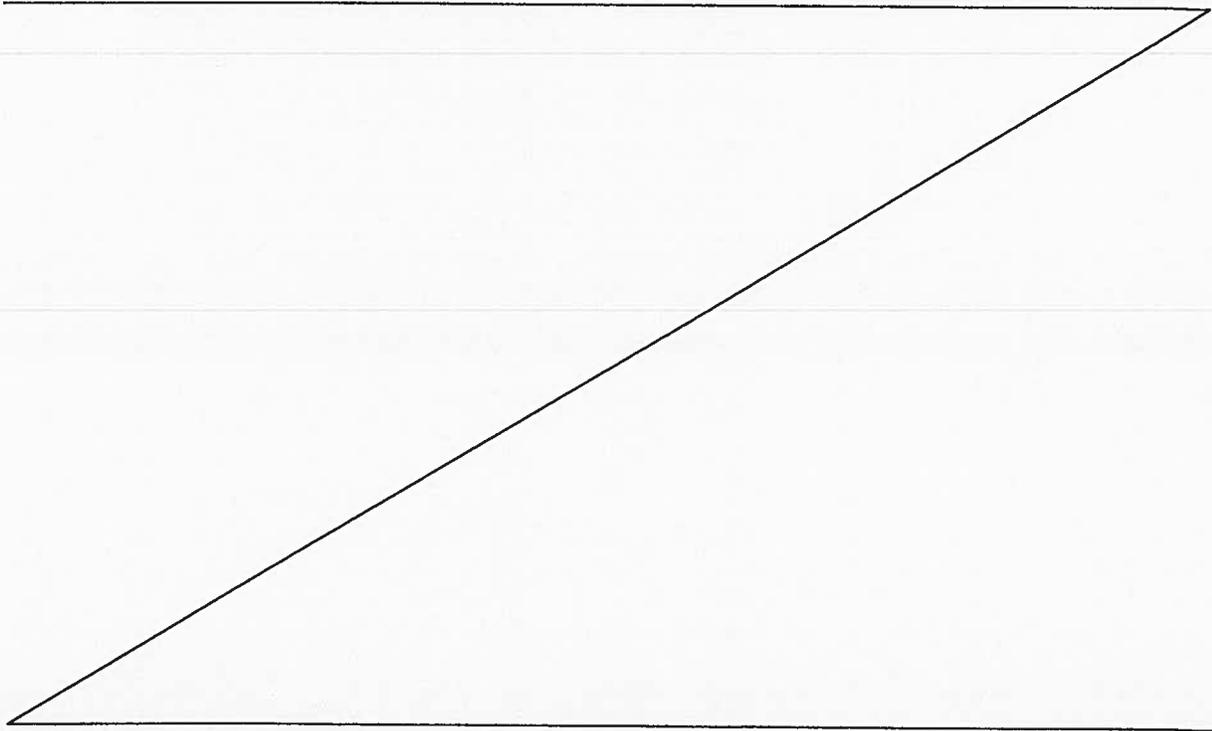
BEGINNING at a point 30.00 feet left of and at right angles to the centerline of Bull Run Creek Road at Highway Engineer's Station "BR" 25+46.82 P.O.T.; said point of beginning further described as bearing S. 65°55'56" E. a distance of 3,582.78 feet from the northwest corner of said Section 2, described as a "FOUND 28x18x15cm 'QUARTZITE' STONE, WITH 2 NOTCHES ON THE E FACE & 4 NOTCHES ON THE W FACE IN A MOUND OF STONE"; thence along the following four (4) courses and distances:

- 1) N. 23°26'16" E. – 86.43 feet;
- 2) N. 81°54'31" E. – 70.39 feet;
- 3) S. 23°26'16" W. – 93.31 feet;
- 4) S. 86°55'34" W. – 67.05 feet to the point of beginning;

said parcel contains an area of 5,392 square feet.

Said parcel is delineated and identified as 1PE XS1 on EXHIBIT "A" attached hereto and made a part hereof.

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



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

It is the intent of the Department to relinquish to the County of Elko all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBIT "A", attached hereto and made a part hereof.

DATED this __ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

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

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

William H. Hoffman, Secretary to the Board

EXHIBIT "A"

GOVT LOT 2

COUNTY OF ELKO

PROJECT: BHO-0007(025)
E.A.: 72799

W 1/2 NE 1/4 SEC. 2
T. 43 N., R. 51 E.
M.D.M.

1PE XS1

5,392 SQ. FT.

N. 81° 54' 31" E.
70.39'

N. 23° 26' 16" E.
86.43'

S. 23° 26' 16" W.
93.31'

TIE: S. 65° 55' 56" E. - 3,582.78' FROM THE
NW COR. SEC. 2, T. 43 N., R. 51 E., M.D.M.

APPROXIMATE
GOVERNMENT
LOT LINE

BULL RUN CREEK

APPROXIMATE
N 1/16 SEC. LINE

B-1323

P.O.B.

S. 86° 55' 34" W.
67.05'

"BR" 25+38.76 P.T.

"BR" C
A = 6° 34' 33"
R = 2,500.00'
L = 286.92'

①	30.00' LT. "BR" 25+46.82 P.O.T.
②	30.00' LT. "BR" 26+33.25 P.O.T.
③	30.00' RT. "BR" 26+70.06 P.O.T.
④	30.00' RT. "BR" 25+76.75 P.O.T.

"BR" 22+51.83 P.C.

TO ELKO
N. 30° 00' 49" E.
BULL RUN CREEK ROAD

OFF-SYSTEM STATE OF NEVADA SUR 14-08
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 29, 2016

SKETCH MAP

APPROVED: 
MANAGER, R/W ENGINEERING

SCALE 1" = 100'

SHEET 1 OF 1

MAP ID NO. 56246

\\037_RightOfWay\SURPLUS\SUR 14-08\SUR 14-08.dgn



TRACED JXH
CHECKED PAS
DATE OF LAST REVISION:

302
Elko County

Ptn. of APN: 004-910-001
Control Section: Off-system
Route: Bull Run Creek Road Former Route: SR-11
Project: BHO-0007(025)
E.A.: 72799
All of Parcel: PARCEL 1PE
Surplus No.: SUR 14-08
Surplus Parcel: PARCEL 1PE XS1

RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish the right-of-way for Bull Run Creek Bridge (B-1323) lying within the County of Elko, State of Nevada, said right-of-way is delineated and identified as PARCEL 1PE XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, the Board of County Commissioners of the County of Elko State of Nevada, desires that the aforesaid right-of-way be relinquished to the County of Elko; and

WHEREAS, the County of Elko has requested the relinquishment of aforesaid right-of-way for transportation purposes; and

WHEREAS, the County of Elko has agreed to accept the relinquishment of said right-of-way for the aforesaid Bull Run Creek Bridge (B-1323) together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the Board of County Commissioners of the County of Elko, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the County of Elko, that portion of right-of-way for Bull Run Creek Bridge (B-1323) lying within the County of Elko, State of Nevada, said right-of-way is delineated and identified as PARCEL 1PE XS1 on EXHIBIT "A" attached hereto and made a part hereof. The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

ATTACHMENT 3

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 20th day of April, 2016.

ATTEST:

Clerk

Carol Gama

BOARD OF COUNTY COMMISSIONERS

Chairman

John G. Smith

Vice Chairman

Cliff Eklund

Commissioner

[Signature]

Commissioner

[Signature]

Commissioner

[Signature]

REVIEWED AND RECOMMENDED BY:

Chief Right-of-Way Agent

[Signature]

APPROVED FOR LEGALITY AND FORM:

Deputy Attorney General

[Signature]
Chief

S
T
A
T
E

S
E
A
L

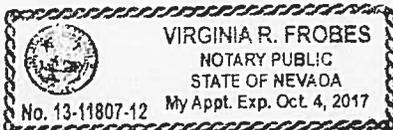
STATE OF NEVADA acting by and through its Department of Transportation

STATE OF NEVADA
CARSON CITY

John M. Terry
Asst. Director

On this 17th day of May, 2016, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, John M. Terry personally known (or proved) to me to be the Assistant Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

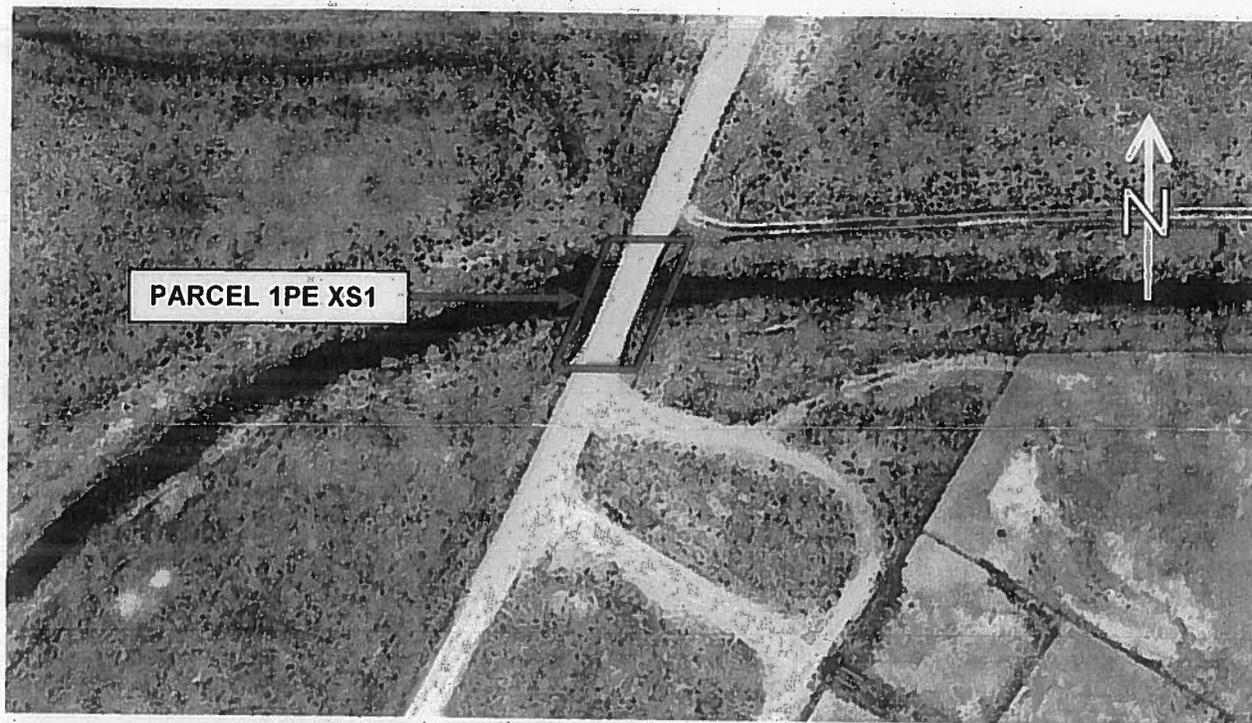
S
E
A
L



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

[Signature]

LOCATION MAP



SUR 14-08

DESCRIPTION: Bull Run Creek Bridge (B-1323) in Elko County, State of Nevada, Bull Run Creek Road, northwest of Elko, T. 43 N., R. 51 E., Sec. 2

EXHIBIT "A"



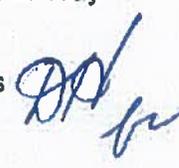
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

March 29, 2016

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

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

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 14-08
Project: BHO-0007(025)
EA: 72799
Surplus Property – Parcel 1PE XS1, SR226 (previously SR11), B-1323 (Bull Run Creek bridge), Elko County, NV
Disposal of excess right-of-way by Relinquishment to Elko County

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for this action was approved by the Federal Highway Administration on March 29, 2016.

EC: J. Hinkelman, Surplus Property Committee, Vice-Chair
Project E-File

ATTACHMENT 4

NRS 408.527 Procedure for relinquishment of roadways; regulations.

1. Whenever the Department and the county or city concerned have entered into a written agreement providing therefor, and the legislative body of the county or city has adopted a resolution consenting thereto, the Board may relinquish to the county or city:

(a) Any portion of any state highway which has been deleted from the state highway system by legislative enactment; or

(b) Any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

2. Whenever the county or city concerned and the Department have entered into a written agreement providing therefor, and the Board has adopted a resolution consenting thereto, the county or city may relinquish to the Department any portion of any county or city road which the Department agrees qualifies to join the state highway system.

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

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

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

6. If the Board relinquishes property pursuant to subsection 5, and the purpose for which the property was relinquished is abandoned or ceases to exist, then, absent an agreement or a provision of law to the contrary, and regardless of the interest of the Department in the property before it was relinquished, all right, title and interest in the property shall vest in the county, city or Division without reversion to the Department.

7. The Board may accept from a county or city any portion of any county or city road which has changed in function such that it has risen to the level of functioning as a state highway. Such a road may be traded for any portion of any state highway relinquished by the Department or accepted by the Department after equitable compensation or trade values have been negotiated and agreed to in writing.

8. A county or city may accept from the Department any portion of any state highway which no longer functions to support the state highway system and which exceeds the needs of the Department. Such a highway may be traded for any portion of any county or city road relinquished by the county or city or accepted by the county or city after equitable compensation or trade values have been negotiated and agreed to in writing.

9. Any portion of a state highway or county or city road that is relinquished or traded pursuant to this section must be placed in good repair, or the parties must establish and agree in writing to equitable monetary compensation. If any highways or roads, or portions thereof, to be relinquished or traded are not of comparable value, the parties must negotiate and agree in writing to equitable monetary compensation or equitable trade considerations.

10. The Department, in cooperation with local governments, shall adopt regulations governing procedural documents that address the process by which highways and roads are relinquished.

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

(Added to NRS by 1960, 68; A 1983, 338; 1987, 1102, 1812; 1989, 1308; 1991, 1173; 2013, 1844)



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

MEMORANDUM

June 29, 2016

TO: Department of Transportation Board of Directors

FROM: Rudy Malfabon, Director

SUBJECT: July 11, 2016 Transportation Board of Directors Meeting

Item #10: Approval of Design-Build Procurement for US-95 Northwest Phase 3 Centennial Bowl – *For possible action*

Summary:

This item is to request Board of Directors approval to begin the solicitation of a design-build project to complete the Centennial Bowl to tie US-95 to the Bruce Woodbury Beltway (CC 215), provide direct connectors that eliminate current surface road movement, and provide local service connections to Oso Blanca Road and Sky Pointe Drive in Clark County.

Background:

The Department is currently pursuing procurement of a technical advisor to assist in the development of design documents and to act as a program manager for the duration of the design-build project.

Analysis:

Per NRS 408.3881, a Board determination is required for using design-build contracting.

Per NRS 408.388, the Department may contract with a design-build team if the Department determines that project cost exceeds \$10 million and the Department determines that: the cost of the design and construction will be significantly lower than if traditional methods are used; design and construct the project faster than traditional methods; or the project is unique, highly technical and complex in nature.

Based on the Department's current phasing schedule using Design-Bid-Build, the estimated cost to complete the reconstruction of the Centennial Bowl is \$155-214 million dollars, and the estimated completion date of the last phase is 2034. Using the design-build method, the remaining phases can be combined into one project with an estimated cost of \$135-162 million dollars. This reduces the completion date by 14 years so as to be completed in 2020.

The Department also recommends paying each of the unsuccessful proposers a stipend of \$450,000.00, which amount was established pursuant to the Department's Pioneer Program Guidelines (Attachment B).

List of Attachments:

- A. Project map
- B. Stipend memo

Recommendation for Board Action:

Approval for the Department to begin the solicitation of a design-build project to complete the Centennial Bowl to tie US-95 to the Bruce Woodbury Beltway (CC 215), provide direct connectors that eliminate current surface road movement, and provide local service connections to Oso Blanca Road and Sky Pointe Drive in Clark County.

Prepared By:

John M. Terry, Asst. Director - Engineering



- LEGEND -**
- PHASE 3 US95/CC215 INTERCHANGE IMPROVEMENTS
 - PHASE 3 US95/CC215 INTERCHANGE NEW STRUCTURES
 - PHASE 3 US95/CC215 INTERCHANGE LOCAL ACCESS IMPROVEMENTS
 - CLARK COUNTY 215 IMPROVEMENTS
 - CLARK COUNTY 215 FUTURE IMPROVEMENTS
 - PHASE 2A US95 IMPROVEMENTS



PHASE 3 US95/CC215 SYSTEM INTERCHANGE

ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7321
Fax: (775) 888-7322

MEMORANDUM

Project Management

June 28, 2016

TO: Rudy Malfabon, Director
FROM: Amir Soltani, Chief Project Management ^{DS} AS
SUBJECT: US-95 NW Phase 3 Centennial Bowl DB: Stipend Amount

I am requesting your approval of the recommended stipend amount which will be published in the RFQ for this project.

Based on the level of design completed and the most recent Cost Risk Analysis, the 70th percentile cost to complete this project is estimated to be \$154 million (range is \$135-162 million) dollars. Using this value and the guidance from the Pioneer Program Guidelines, the recommended stipend range for a project of this cost is between 0.15% and 0.3% of the estimated construction cost of the project (Attachment 1). This range is \$231,000 and \$462,000.

Based on discussions with our Project Manager, Jenica Keller, we recommend a stipend amount of \$450,000. This recommendation is based on the following factors (Attachment 2):

- There is great potential for innovation associated with the geometry and the structures type/construction for this project.
- Maintenance of traffic in and around the area will also require innovation.
- In addition, the potential passage of the statewide vote to index fuel will lead to a robust and competitive market for proposers. A higher stipend amount will encourage competition.

In consideration of these factors, I am recommending a stipend amount of \$450,000 for this project.

Please let me know if you have any questions or concerns.

Approved:

DocuSigned by:

C4C7CE5CD584445

Rudy Malfabon, Director

Attachments 1 and 2: Tables from Pioneer Program Guidelines

Table 2-1: Stipend Ranges

Project Value	Percent Compensation range	Compensation range
> \$ 5M	(0.005 - 0.0040) * Estimate	<\$25K
\$5M - \$20M	(0.003 - 0.0035) * Estimate	\$15K - \$70K
\$20M - \$50M	(0.002 - 0.0030) * Estimate	\$40K - \$150K
\$50M - \$100M	(0.0015 - 0.002) * Estimate	\$75K - \$250K
>\$100 M	(0.0015 - 0.003) * Estimate	>\$150K

Table 2-2: Factors that Influence Stipend Amounts

Variable	Discussion	Impact
Project Size	The cost of preparing a proposal is somewhat a function of the size of a project. However, there are considerable fixed costs that are not related to project size.	There is an inverse relationship between stipend amount and project size. The smaller the project the larger the stipend is relative to the overall project size. i.e. small projects tend to have a larger percentage of project cost stipend versus a large project.
Technical Complexity	Projects that require technically complex solutions will require more work on the part of the proposer which increases the cost of preparing the proposal.	RFP's requiring the Proposer to address complex technical issues will lead to a higher percentage stipend.
Financial Complexity	Projects that require financially complex solutions will require more work on the part of the proposer which increases the cost of preparing the proposal. This is generally not a factor for D/B projects.	RFP's requiring the Proposer to address complex financial issues will lead to a higher percentage stipend.
Risks Transferred	The more project risk which a proposer is asked to assume will lead to greater proposal costs since the proposer will need to develop approaches to mitigate these risks. These mitigation techniques may or may not be disclosed to the Department.	The more risk that is transferred to a Proposer will lead to a higher percentage stipend.
Information required of the Proposer	This is simply related to extent of information being required in a proposal, including the number of volumes, etc. As a result the Department needs to be careful that information it is requesting will be of value in making a selection or is required by the applicable statute.	The more extensive the requirements of proposal, the higher the stipend should be as a percentage of project costs.
Competition	If the stipend is considered insufficient by proposers relative to the variety of elements required to submit a proposal, some proposers may drop out of the competition, or may not even submit qualifications. In making a decision to submit a proposal a proposer has to weigh a number of factors including: <ul style="list-style-type: none"> • Type of project • Probability of being awarded the project • Cost of preparing a submittal(s) • Size and type of project • Specific project requirements • Stipend amount • Current and projected workloads 	Larger stipends tend to encourage more proposers, leading to greater competition. Greater competition benefits the project both in terms of better pricing, more innovative technical solutions, and greater public confidence in the process.
Market	In tough construction markets when there is not a lot of work available, proposers will be more aggressive in project pursuits. This includes the willingness to accept lower stipends. Conversely, in good markets with lots of work proposers can afford to be choosier about the projects they pursue, or don't pursue.	In slower construction markets, the Department can offer lower stipends. In a robust construction market, the Department will need to offer higher stipends to foster adequate competition.
Quality of Proposals	All things being equal, larger stipends tend to generate better proposals. In essence stipends are sometimes viewed as supplemental funds which allow more resources to be expended on a proposal.	Higher stipends tend to lead to higher quality and more fully developed proposals.



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

MEMORANDUM

June 28, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
ITEM #11: Formal Amendments and Administrative Amendments to the FFY 2016-2019 Statewide Transportation Improvement Program (STIP)

Summary:

At the September 14, 2015 State Transportation Board of Directors Meeting, the FFY 2016 – 2019 Statewide Transportation Improvement Program (STIP) was accepted as a part of the FY 2016 Transportation Systems Projects (TSP). Formal Amendments and Administrative Amendments are made throughout the year to the STIP in order to facilitate project changes. NDOT staff work closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes. NDOT provides quarterly update to this board on changes to the STIP.

Attachment "A" lists Formal Amendments to the 2016-2019 STIP since the April 2016 update. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "A".

Attachment "B" lists Administrative Amendments to the 2016-2019 STIP since the April 2016 update. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "B".

Background:

NDOT staff works continuously with federal, regional agencies, local governments and planning boards to develop the *Transportation System Projects (TSP)*. The 2016 document contains:

Statewide Transportation Improvement Program (STIP), FY 2016-2019
2016 Work Program, consisting of:
Annual Work Program (WP), FY 2016
Short Range Element (SRE), FY 2017-2019
Long Range Element (LRE), FY 2020 and Beyond

Attachment “A” details Formal Amendments to projects which have occurred since the April 2016 Transportation Board meeting. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIPs) and also includes changes made in the statewide Non-MPO area.

Formal Amendments are triggered when air quality conformity is required, a new federally funded or regionally significant project is added or deleted into the TIP/STIP, or increasing project costs by more than 40% and more than \$5 Million. This action requires a public comment period within the MPO, approval at the monthly MPO Board meeting, approval from NDOT Director and final approval from FHWA and FTA. This action can take 30-60 days from initiation of public comment period to federal approval.

Attachment “B” details Administrative Amendments to projects which have occurred since the April 2016 Transportation Board. This includes actions taken in RTCWA, RTCSNV, CAMPO and TMPO TIPs and also includes changes made in the statewide Non-MPO area.

Administrative Amendments are triggered when increasing funds more than \$500,000 and increasing project cost by more than 20%, but less than 40% or significant changes in design or scope of a regionally significant project. This action is approved by the executive director of the MPO with final approval from the NDOT Director. This action can take 1-2 weeks to process.

All project amounts in the STIP are based on engineer’s estimates for the use in requesting the obligation of funds from FHWA and FTA. Upon approval from the State Transportation Board at the time of the bid award, the STIP will be updated to reflect the Board’s approval and for final approval from FHWA and FTA.

Analysis:

The attached listing of Formal Amendments and Administrative Amendments to projects are those transacted by the MPOs and NDOT between March 22 and June 27, 2016.

Recommendation for Board Action:

Acceptance of the Formal Amendments/Administrative Amendments to the FY 2016 – 2019 Statewide Transportation Improvement Program (STIP).

List of Attachments:

- A. List of Formal Amendments
- B. List of Administrative Amendments

Prepared by:

Joseph Spencer, Program Development Section, Planning Division

Project Formal Amendments List (3/22/2016 – 6/27/2016)**RTC of Southern Nevada**

16-08 RTCSNV
<p>CL20150011 Saint Rose Dominican Health Foundation NARRATIVE: New request for acquisition of new vehicles to continue supporting existing services. PROJECT CHANGES (FROM PREVIOUS VERSION): RTC Sales Tax ▶ Add funds in FFY 17 in OTHER for \$21,372 FTA 5310 Elderly/Disabled Lrg Urb Capital ▶ Add funds in FFY 17 in OTHER for \$85,488 Total project cost increased from \$108,262 to \$215,122</p>
<p>CL20150024 SNTC Paratransit NARRATIVE: Program of Projects (POP) - Funding for FY2016 - Continued funding, previously ITN's program, to provide transportation to seniors and individuals with disabilities living in and outside the RTC service area. PROJECT CHANGES (FROM PREVIOUS VERSION): RTC Sales Tax - Decrease funds in FFY 16 in OTHER from \$900,000 to \$575,400 FTA 5310 Elderly/Disabled Lrg Urb Capital - Decrease funds in FFY 16 in OTHER from \$600,000 to \$575,400 Total project cost decreased from \$3,062,086 to \$2,712,886</p>
<p>CL20150032 Opportunity Village NARRATIVE: Program of Projects (POP) - Funding for FY2016 - Continued funding to provide transportation to and from work for clients with intellectual disabilities. PROJECT CHANGES (FROM PREVIOUS VERSION): RTC Sales Tax - Decrease funds in FFY 16 in OTHER from \$144,000 to \$115,000 FTA 5307 Lrg Urb Operating - Decrease funds in FFY 16 in OTHER from \$144,000 to \$115,000 Total project cost decreased from \$576,000 to \$518,000</p>
<p>CL20160011 Aid for Aids of Nevada NARRATIVE: Program of Projects (POP) Provide funding for FY2016 - Funding will be used to provide gas cards to an anticipated 700, to enable them to return to work. PROJECT CHANGES (FROM PREVIOUS VERSION): RTC Sales Tax ▶ Add funds in FFY 16 in OTHER for \$23,096 FTA 5307 Lrg Urb Operating ▶ Add funds in FFY 16 in OTHER for \$23,096 Total project cost \$46,192</p>

CL20160012 Easter Seals of Nevada

NARRATIVE: Funding will be used to provide transportation for 20 individuals with disabilities, to vocational training and work programs.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$27,750

FTA 5307 Lrg Urb Operating

- ▶ Add funds in FFY 16 in OTHER for \$27,750

Total project cost \$55,500

CL20160013 Blind Center of Nevada

NARRATIVE: Program of Projects (POP) - Funding will be used to transport blind and visually impaired individuals to and from the Blind center, where they can participate in job skills training, socialization and recreational programs.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$10,000

FTA 5310 Elderly/Disabled Lrg Urb Operating

- ▶ Add funds in FFY 16 in OTHER for \$10,000

Total project cost \$20,000

CL20160014 Helping Hands of North Las Vegas

NARRATIVE: Program of Projects (POP) - Funding to purchase one ADA equipped mini-van to support the current program.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 17 in OTHER for \$8,000

FTA 5310 Elderly/Disabled Lrg Urb Capital

- ▶ Add funds in FFY 17 in OTHER for \$32,000

Total project cost \$40,000

NV20100164 Helping Hands of Vegas Valley

NARRATIVE: Program of Projects (POP) - Funding for FY2016 to continue to provide transportation, in partnership with Helping Hands of North Las Vegas for, to and from medical appointments, shopping and other necessary appointments for seniors who are frail, disabled and wheelchairs bound.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- + Increase funds in FFY 16 in OTHER from \$140,000 to \$245,000

FTA 5310 Elderly/Disabled Lrg Urb Operating

- + Increase funds in FFY 16 in OTHER from \$140,000 to \$245,000

Total project cost increased from \$569,644 to \$779,644

NV20110135 Jewish Federation of Las Vegas

NARRATIVE: Program of Projects (POP) - Funding for FY2016 to continue to provide low income disabled seniors with taxi cab vouchers to transport them to medical appointments, social service agencies, and other service related appointments.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

+ Increase funds in FFY 16 in OTHER from \$9,500 to \$15,850

FTA 5310 Elderly/Disabled Lrg Urb Operating

+ Increase funds in FFY 16 in OTHER from \$9,500 to \$15,850

Total project cost increased from \$38,020 to \$50,720

NV20110137 Jewish Federation of Las Vegas

NARRATIVE: Program of Projects (POP) - Funding for FY2016 funding to/for the LVSL Nutrition Transportation Program Expansion of the Rural Urban Transit Partnership joint program with SNTC that will enable the program to service new zip codes to include 89166, 89135, 89147, 89148, 89133, 89178, 89128, 89129, 89130, 89131, 89134, 89138, 89143, 89144, 89149, 89141, 89139, 89118, 89193, 89123, 89085, 89084, 89031, 89087, 89086, 89091, 89030, 89032, 89115, and 89156. The program will bring elderly and disabled to a congregate meal program and provide a monthly shopping trip.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

+ Increase funds in FFY 16 in OTHER from \$22,000 to \$36,500

FTA 5310 Elderly/Disabled Lrg Urb Operating

+ Increase funds in FFY 16 in OTHER from \$22,000 to \$36,500

Total project cost increased from \$87,800 to \$116,800

NV20110138 Lend-a-Hand of Boulder City

NARRATIVE: Program of Projects (POP) - Funding for FY2016 for the Volunteer Escorted Transportation. For operating support for volunteer transportation for medical trips from the rural community of Boulder City into the metropolitan Las Vegas Valley area. Lend A Hand serves the disabled, frail and the elderly who reside in Boulder City.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

+ Increase funds in FFY 16 in OTHER from \$32,000 to \$32,595

FTA 5310 Elderly/Disabled Lrg Urb Operating

+ Increase funds in FFY 16 in OTHER from \$32,000 to \$32,595

Total project cost increased from \$128,590 to \$129,780

NV20110141 Saint Rose Dominican Health Foundation

NARRATIVE: Program of Projects (POP) - Funding for FY2016 to continue transportation services for seniors with disabilities within the city of Henderson and develop network of program volunteers.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

+ Increase funds in FFY 16 in OTHER from \$71,000 to \$71,065

FTA 5310 Elderly/Disabled Lrg Urb Operating

+ Increase funds in FFY 16 in OTHER from \$71,000 to \$71,065

Total project cost increased from \$283,808 to \$283,938

NV20130133 Southern Nevada Transit Coalition (SNTC)

NARRATIVE: Program of Projects (POP) - Funding for FY2016 for the Rural/Urban Transit Partnership; to provide coordinate transportation so that rural passenger trips for medical purposes will co-mingle with passengers from the Henderson area who were previously unable to reach the Las Vegas Senior Lifeline program offered by the Jewish Federation of Las Vegas. Operating funds will be used to expand the days of service for the target population of elderly persons with disabilities.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$17,013

FTA 5310 Elderly/Disabled Lrg Urb Operating

- ▶ Add funds in FFY 16 in OTHER for \$17,013

Total project cost increased from \$28,800 to \$62,826

NV20130135 Southern Nevada Transit Coalition (SNTC)

NARRATIVE: Program of Projects (POP) - Funding for FY2016 for the call center that supports VMTN and SNTC, this call center provides mobility management for medical transportation to seniors and disabled veterans.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$65,800

FTA 5310 Elderly/Disabled Lrg Urb Capital

- ▶ Add funds in FFY 16 in OTHER for \$65,800

Total project cost increased from \$260,000 to \$391,600

NV20130136 Southern Nevada Transit Coalition (SNTC)

NARRATIVE: Program of Projects (POP) - Funding for FY2016 for the Veterans Medical Transportation Network for Senior and Disabled Veterans program, to provide free medical transportation.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$303,850

FTA 5310 Elderly/Disabled Lrg Urb Capital

- ▶ Add funds in FFY 16 in OTHER for \$303,850

Total project cost increased from \$572,000 to \$1,179,700

16-09 RTCSNV**CL20130075 3rd St**

NARRATIVE: Delete project and move TAP funds to TIP projects 6075 and 6011.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 16 in CON from \$52,632 to \$0

TAP CL STBG

- Decrease funds in FFY 16 in CON from \$1,000,000 to \$0

Total project cost decreased from \$1,052,632 to

CL20160067 RTC Transit Fleet Vehicles

NARRATIVE: The RTC's fixed route system has identified a number of vehicles that have outlived their useful lives and require replacement. Replacing diesel vehicles with CNG vehicles benefits the community by reducing emissions.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 16 in OTHER for \$315,790

CMAQ - Clark County

- ▶ Add funds in FFY 16 in OTHER for \$6,000,000

Total project cost \$6,315,790

Washoe County RTC

(NO AMENDMENTS MADE)

Carson Area MPO**16-04 CAMPO****CC20150002 Nevada Dept. of Cultural Affairs - Division of Museums and History - Landscape & Entry Sign Improvements**

NARRATIVE: Project was obligated in FFY15

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$67,000

CC20150012 Carson Street Resurfacing

NARRATIVE: NDOT will be transferring State Gas Tax funding for the construction of the future complete streets project instead of utilizing federal funds in FFY16 for this project. As a result this project will be submitted as completed once the transfer has taken place.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG 5K-200K

- ▶ Delete funds in FFY 16 in CON for \$4,750,000

State Gas Tax

- ▶ Add funds in FFY 16 in CON for \$5,000,000

State Match - Nv

- ▶ Delete funds in FFY 16 in CON for \$250,000

Total project cost stays the same \$5,215,000

<p>CC20160004 Sierra Vista Lane FLAP Grant NARRATIVE: Carson City was awarded a Federal Lands Access Program (FLAP) grant on December 15, 2015. PROJECT CHANGES (FROM PREVIOUS VERSION): FHWA FLAP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in ENG for \$415,790 ▶ Add funds in FFY 18 in CON for \$4,101,838 <p>Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in ENG for \$100,000 ▶ Add funds in FFY 18 in CON for \$137,162 <p>Total project cost \$4,754,790</p>
<p>CC20160015 SR 529 Micro Surface and Patching South Carson Street NARRATIVE: Project added following May project status meeting PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$6,707 <p>State Gas Tax</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$1,419,937 <p>Total project cost \$1,426,644</p>
<p>CC20160017 Transit operations facility NARRATIVE: FTA funding is included in FFY 2016 5307 apportionment grant application. PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in OTHER for \$20,000 <p>FTA 5307 Sm Urb Capital</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in OTHER for \$80,000 <p>Total project cost \$100,000</p>

Tahoe MPO

(NO AMENDMENTS MADE)

Statewide/Rural

(NO AMENDMENTS MADE)

List of Administrative Amendments (3/22/2016 – 6/27/2016)**RTC Southern Nevada**

16-10 RTCSNV
<p>CL200902 Rainbow Blvd Improvements NARRATIVE: Reduced construction funding and moved it to FFY 2019. PROJECT CHANGES (FROM PREVIOUS VERSION): RTC Sales Tax</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in CON for \$341,842 ▶ Add funds in FFY 19 in CON for \$131,579 <p>CMAQ - Clark County</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in CON for \$6,495,000 ▶ Add funds in FFY 19 in CON for \$2,500,000 <p>Total project cost decreased from \$6,836,842 to \$2,631,579</p>
<p>CL20090247 SR 159 Turn Lane Intersection Improvements Charleston Blvd NARRATIVE: Title, Description of work and funding amounts updated following May project status meeting. PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Charleston Blvd" to "SR 159 Turn Lane Intersection Improvements Charleston Blvd"</p> <p>Changed MAP21 GOALS: - from "Improve Surface Transportation System Reliability" to "Congestion Reduction on the National Highway System, Improve Surface Transportation System Reliability"</p> <p>HSIP</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ROW from \$0 to \$100,000 - Decrease funds in FFY 16 in CON from \$100,000 to \$0 <p>Local Fund</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ROW from \$0 to \$131,015 - Decrease funds in FFY 16 in CON from \$210,526 to \$0 ▶ Add funds in FFY 17 in CON for \$200,000 <p>CMAQ - Clark County</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ROW from \$0 to \$2,389,277 - Decrease funds in FFY 16 in CON from \$4,000,000 to \$0 ▶ Add funds in FFY 17 in CON for \$3,800,000 <p>Total project cost increased from \$4,310,526 to \$6,620,292</p>
<p>CL20090251 Valley View Blvd NARRATIVE: Total project matches funding PROJECT CHANGES (FROM PREVIOUS VERSION): Total project cost stays the same \$225,263</p>

CL20100189 Buffalo Dr**NARRATIVE:** Unable to obligate funds this fiscal year, moved to FFY 2017.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 16 in ROW for \$1,316
- ▶ Add funds in FFY 17 in ROW for \$1,316

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in ROW for \$25,000
- ▶ Add funds in FFY 17 in ROW for \$25,000

Total project cost stays the same \$1,104,643**CL20100195 Nellis Blvd & Eastern Bus Turnouts****NARRATIVE:** Unable to obligate funds this fiscal year, moved to FFY 2017.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 16 in ROW for \$4,474
- ▶ Add funds in FFY 17 in ROW for \$4,474

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in ROW for \$85,000
- ▶ Add funds in FFY 17 in ROW for \$85,000

Total project cost stays the same \$1,289,474**CL20110121 West Charleston Blvd Bus Turnouts****NARRATIVE:** Unable to obligate funds this fiscal year, moved to FFY 2017.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 16 in ROW for \$78,948
- ▶ Add funds in FFY 17 in ROW for \$78,948

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in ROW for \$1,500,000
- ▶ Add funds in FFY 17 in ROW for \$1,500,000

Total project cost stays the same \$3,000,000**CL20130027 Central Las Vegas****NARRATIVE:** Unable to obligate funds this fiscal year, moved to FFY 2017.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 16 in CON for \$31,579
- ▶ Add funds in FFY 17 in CON for \$31,579

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in CON for \$600,000
- ▶ Add funds in FFY 17 in CON for \$600,000

Total project cost stays the same \$631,579

CL20130033 Maryland Pkwy

NARRATIVE: Reduce \$210,526 funds for PE and \$150k from construction, and apply funds to Clean Diesel Street Sweepers II

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 16 in ENG from \$10,526 to \$0
- Decrease funds in FFY 17 in CON from \$113,158 to \$100,000

CMAQ - Clark County

- Decrease funds in FFY 16 in ENG from \$200,000 to \$0
- Decrease funds in FFY 17 in CON from \$2,150,000 to \$2,000,000

Total project cost decreased from \$2,473,684 to \$2,100,000

CL20130036 Paradise Rd & Swenson St

NARRATIVE: Reduce \$396,900 funds for PE and apply funds to Clean Diesel Street Sweepers II and move construction funds to FY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 16 in ENG for \$18,900
- ▶ Add funds in FFY 18 in CON for \$200,000

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in ENG for \$378,000
- ▶ Add funds in FFY 18 in CON for \$4,000,000

Total project cost decreased from \$4,596,900 to \$4,200,000

CL20130037 Russell Rd

NARRATIVE: Reduce \$483,550 funds for PE and construction, and apply funds to Clean Diesel Street Sweepers II. Also change contact information.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 16 in ENG from \$10,550 to \$0
- Decrease funds in FFY 17 in CON from \$113,100 to \$100,000

CMAQ - Clark County

- Decrease funds in FFY 16 in ENG from \$211,000 to \$0
- Decrease funds in FFY 17 in CON from \$2,262,000 to \$2,000,000

Total project cost decreased from \$2,596,650 to \$2,100,000

CL20130040 Various Intersections Right Turn Improvements

NARRATIVE: Unable to obligate funds this fiscal year, moved to FFY 2017. Updated locations and intersections.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed Location Type:

- from "Various Locations" to "Intersection"

Local Fund

- ▶ Delete funds in FFY 16 in ROW for \$15,000
- + Increase funds in FFY 17 in ROW from \$0 to \$15,000

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in ROW for \$285,000
- + Increase funds in FFY 17 in ROW from \$0 to \$285,000

Total project cost stays the same \$1,884,211

CL20130138 Adcock Elementary & Garside Junior High Schools Safe Route Improvements**NARRATIVE:** Added \$200,000 in TAP construction funds to FY2018.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- + Increase funds in FFY 18 in CON from \$36,316 to \$46,843

TAP CL STBG

- + Increase funds in FFY 18 in CON from \$690,000 to \$890,000

Total project cost increased from \$831,579 to \$1,042,106**CL20130139 I 215 Regional Trail Connectivity****NARRATIVE:** move construction from 2016 to 2017**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- Decrease funds in FFY 16 in CON from \$23,947 to \$0
- ▶ Add funds in FFY 17 in CON for \$23,947

TAP CL STBG

- Decrease funds in FFY 16 in CON from \$450,000 to \$0
- ▶ Add funds in FFY 17 in CON for \$450,000

Total project cost stays the same \$578,947**CL20130140 Pedestrian Bridge at Pebble Road and the I-215 East Beltway Trail****NARRATIVE:** Change name from CC 215 East Beltway Trail and increase funding amounts from \$977,500.00, using TAP funds previously obligated for Erie Pedestrian Bridge. The cost increase is due, in part, the low estimate of the bridge superstructure, as well as the added cost of all the incidentals to the bridge itself, including concrete stairs, barrier rail to protect the bridge pier, trail fencing, retaining walls for utility protection.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Title changed from "CC 215 East Beltway Trail" to "Pedestrian Bridge at Pebble Road and the I-215 East Beltway Trail"

Local Fund

- + Increase funds in FFY 16 in CON from \$42,500 to \$110,000

TAP CL STBG

- + Increase funds in FFY 16 in CON from \$807,500 to \$2,090,000

Total project cost increased from \$850,000 to \$2,200,000**CL20130141 Erie Avenue Pedestrian Bridge****NARRATIVE:** Changing funding from CMAQ to TAP and reducing back to original amount of \$405,000, also back to FY16. Change name from Erie Avenue. Change funding source from TAP to CMAQ and increase from \$1,036,842. Apply TAP funds to Pebble Pedestrian Bridge**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Title changed from "Erie Ave" to "Erie Avenue Pedestrian Bridge"

Local Fund

- Decrease funds in FFY 16 in ENG from \$250 to \$0 - Decrease funds in FFY 16 in CON from \$51,592 to \$20,250

TAP CL STBG

- Decrease funds in FFY 16 in ENG from \$4,750 to \$0 - Decrease funds in FFY 16 in CON from \$980,250 to \$405,000

Total project cost decreased from \$1,036,842 to \$425,250

CL20140054 Boulder Highway Trail**NARRATIVE:** Cost estimate increased due to updated design**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

+ Increase funds in FFY 16 in ENG from \$0 to \$5,263 + Increase funds in FFY 16 in CON from \$63,470 to \$110,839

CMAQ - Clark County

+ Increase funds in FFY 16 in ENG from \$0 to \$100,000 + Increase funds in FFY 16 in CON from \$555,950 to \$1,455,950

Total project cost increased from \$1,269,420 to \$2,322,052**CL20140092 I 215 Trail Bridges @ Pecos, Green Valley Pkwy****NARRATIVE:** accelerate PE to 2016 and added \$1M in 2018**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Add funds in FFY 16 in ENG for \$23,684
- + Increase funds in FFY 18 in CON from \$153,947 to \$206,579
- ▶ Delete funds in FFY 17 in ENG for \$23,684

CMAQ - Clark County

- ▶ Add funds in FFY 16 in ENG for \$450,000
- + Increase funds in FFY 18 in CON from \$2,925,000 to \$3,925,000
- ▶ Delete funds in FFY 17 in ENG for \$450,000

Total project cost increased from \$3,552,631 to \$4,605,263**CL20140094 Anthem Pkwy Loop Trail****NARRATIVE:** accelerate PE to 2016**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Add funds in FFY 16 in ENG for \$7,895
- ▶ Delete funds in FFY 17 in ENG for \$7,895

CMAQ - Clark County

- ▶ Add funds in FFY 16 in ENG for \$150,000
- ▶ Delete funds in FFY 17 in ENG for \$150,000

Total project cost stays the same \$842,106

CL20140100 Electric Vehicle and Charging Station**NARRATIVE:** move all available funds to 2016**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 15 in OTHER for \$11,842
- ▶ Delete funds in FFY 19 in OTHER for \$11,842
- ▶ Delete funds in FFY 18 in OTHER for \$11,842
- ▶ Delete funds in FFY 17 in OTHER for \$11,842
- + Increase funds in FFY 16 in OTHER from \$11,842 to \$58,947

CMAQ - Clark County

- ▶ Delete funds in FFY 15 in OTHER for \$225,000
- ▶ Delete funds in FFY 19 in OTHER for \$225,000
- ▶ Delete funds in FFY 18 in OTHER for \$225,000
- ▶ Delete funds in FFY 17 in OTHER for \$225,000
- + Increase funds in FFY 16 in OTHER from \$225,000 to \$1,120,000

Total project cost decreased from \$1,184,210 to \$1,178,947**CL20140107 CC 215 Bicycle & Pedestrian Trail****NARRATIVE:** Advanced PE funds for FFY 2016, identified R/W funds for FFY 2018 and added construction funds in 2020.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Add funds in FFY 16 in ENG for \$52,632
- ▶ Add funds in FFY 20 in CON for \$157,895
- Decrease funds in FFY 18 in ENG from \$15,789 to \$0 + Increase funds in FFY 18 in ROW from \$0 to \$15,789

CMAQ - Clark County

- ▶ Add funds in FFY 16 in ENG for \$1,000,000
- ▶ Add funds in FFY 20 in CON for \$3,000,000
- Decrease funds in FFY 18 in ENG from \$300,000 to \$0 + Increase funds in FFY 18 in ROW from \$0 to \$300,000

Total project cost increased from \$315,789 to \$4,526,316**CL20140111 Elkhorn Rd****NARRATIVE:** Moved up CMAQ funds for the construction of the Elkhorn Rd HOV Direct Connect Ramps to FFY 2017. Project to be included with NDOT's US95 Widening project.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 19 in ENG for \$105,263

State Match - Nv

- ▶ Add funds in FFY 17 in

CMAQ - Clark County

- ▶ Add funds in FFY 17 in
- ▶ Delete funds in FFY 19 in ENG for \$2,000,000

Total project cost decreased from \$2,105,263 to

CL20140115 City-Wide Intersection Improvements

NARRATIVE: Changed R/W funding in FFY 2019 from CMAQ to Local Funds. Added construction funds in 2020 and provided detailed locations and improvements in description.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Intersection Improvements" to "City-Wide Intersection Improvements"

Changed Location Type:

- from "Various Locations" to "Intersection"

Local Fund

+ Increase funds in FFY 19 in ROW from \$131,579 to \$2,631,579

▶ Add funds in FFY 20 in CON for \$342,105

CMAQ - Clark County

▶ Delete funds in FFY 19 in ROW for \$2,500,000

▶ Add funds in FFY 20 in CON for \$6,500,000

Total project cost increased from \$5,052,632 to \$11,894,737

CL20140117 Rampart Blvd Bicycle Lanes

NARRATIVE: Unable to obligate funds this fiscal year, moved to FFY 2017. Added construction funds in FFY 2020. Adjusted project limits to extend south to Desert Inn Rd.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

▶ Delete funds in FFY 16 in ENG for \$31,579

▶ Add funds in FFY 20 in CON for \$157,895

+ Increase funds in FFY 18 in ROW from \$0 to \$52,632 - Decrease funds in FFY 18 in CON from \$52,632 to \$0

▶ Add funds in FFY 17 in ENG for \$31,579

CMAQ - Clark County

▶ Delete funds in FFY 16 in ENG for \$600,000

▶ Add funds in FFY 20 in CON for \$3,000,000

+ Increase funds in FFY 18 in ROW from \$0 to \$1,000,000 - Decrease funds in FFY 18 in CON from \$1,000,000 to \$0

▶ Add funds in FFY 17 in ENG for \$600,000

Total project cost increased from \$1,684,211 to \$4,842,106

CL20140118 Summerlin Pkwy Bicycle & Pedestrian

NARRATIVE: Advanced PE funds for FFY 2016, identified R/W funds in FFY 2017 and added construction funds in 2020.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

▶ Add funds in FFY 16 in ENG for \$52,632

▶ Add funds in FFY 20 in CON for \$263,158

- Decrease funds in FFY 17 in ENG from \$31,579 to \$0 + Increase funds in FFY 17 in ROW from \$0 to \$31,579

CMAQ - Clark County

▶ Add funds in FFY 16 in ENG for \$1,000,000

▶ Add funds in FFY 20 in CON for \$5,000,000

- Decrease funds in FFY 17 in ENG from \$600,000 to \$0 + Increase funds in FFY 17 in ROW from \$0 to \$600,000

Total project cost increased from \$631,579 to \$6,947,369

CL20140121 Centennial Parkway Fiber Optic Installation

NARRATIVE: Move \$50,000 in CMAQ and corresponding local funds from FY 16 to FY 17, and updated project title and location of work

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Fiber Optic Connection" to "Centennial Parkway Fiber Optic Installation"

Changed Location Type:

- from "Various Locations" to "Street Segment"

Local Fund

- Decrease funds in FFY 16 in OTHER from \$2,632 to \$0

▶ Add funds in FFY 17 in ENG for \$2,632

CMAQ - Clark County

- Decrease funds in FFY 16 in OTHER from \$50,000 to \$0

▶ Add funds in FFY 17 in ENG for \$50,000

Total project cost stays the same \$1,263,027

CL20140132 Harris Ave

NARRATIVE: Increased construction funding in FY2018

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

+ Increase funds in FFY 18 in CON from \$47,369 to \$89,474

TAP CL STBG

+ Increase funds in FFY 18 in CON from \$900,000 to \$1,700,000

Total project cost increased from \$1,052,632 to \$1,894,737

CL20150015 Advanced Traffic Signal Controller Upgrade

NARRATIVE: Corrected Lead Agency from RTC to Clark County and associated Contact information.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed Trans System:

- from "State" to "N/A"

Changed Highway #:

- from "I 11" to ""

Changed Project Lead Agency:

- from " RTC Southern Nevada" to " Clark County"

Total project cost stays the same \$589,474

CL20150025 Flashing Yellow Arrow Signal Modification City of Las Vegas

NARRATIVE: Funding updated

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- Decrease funds in FFY 16 in ENG from \$20,900 to \$0 - Decrease funds in FFY 16 in CON from \$760,000 to \$458,273

Local Fund

▶ Add funds in FFY 16 in CON for \$24,120

State Match - Nv

▶ Delete funds in FFY 16 in ENG for \$1,100

Total project cost decreased from \$822,000 to \$482,393

CL20150029 Eastern Ave

NARRATIVE: Reduce \$152,632 funds for PE and \$475,000 for construction, and apply funds to Clean Diesel Street Sweepers II

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 16 in ENG from \$7,632 to \$0
- Decrease funds in FFY 17 in CON from \$103,947 to \$75,000

CMAQ - Clark County

- Decrease funds in FFY 16 in ENG from \$145,000 to \$0
- Decrease funds in FFY 17 in CON from \$1,975,000 to \$1,500,000

Total project cost decreased from \$2,231,579 to \$1,575,000

16-11 RTCSNV

CL20120107 Electric Vehicle Program

NARRATIVE: Added funds and combined in 2017.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 16 in OTHER for \$15,789
- ▶ Add funds in FFY 17 in OTHER for \$32,632

CMAQ - Clark County

- ▶ Delete funds in FFY 16 in OTHER for \$300,000
- ▶ Add funds in FFY 17 in OTHER for \$620,000

Total project cost increased from \$315,789 to \$652,632

Washoe County RTC

16-04 RTC Washoe
<p>WA20120169 4th Street / Prater Way Corridor NARRATIVE: Redistribution of funding across phases. PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TIGER</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in CON from \$16,000,000 to \$2,016,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 18 in CON for \$7,023,000 ▶ Add funds in FFY 17 in CON for \$6,961,000 <p>STBG WA</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ENG from \$0 to \$1,750,000 - Decrease funds in FFY 16 in CON from \$4,750,000 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 18 in OTHER for \$5,030,000 + Increase funds in FFY 17 in ENG from \$0 to \$3,970,000 + Increase funds in FFY 17 in ROW from \$0 to \$7,000 - Decrease funds in FFY 17 in CON from \$7,030,000 to \$211,000 + Increase funds in FFY 17 in OTHER from \$0 to \$812,000 <p>Local Fund</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ENG from \$200,000 to \$304,000 + Increase funds in FFY 16 in ROW from \$0 to \$48,500 - Decrease funds in FFY 16 in CON from \$2,100,000 to \$350,000 - Decrease funds in FFY 16 in OTHER from \$7,700,000 to \$561,500 <ul style="list-style-type: none"> ▶ Add funds in FFY 18 in CON for \$3,309,000 + Increase funds in FFY 17 in ENG from \$0 to \$467,000 + Increase funds in FFY 17 in ROW from \$0 to \$81,500 + Increase funds in FFY 17 in CON from \$1,000,000 to \$3,150,000 + Increase funds in FFY 17 in OTHER from \$0 to \$2,101,500 <p>CMAQ - Washoe County</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in ENG from \$3,800,000 to \$930,000 + Increase funds in FFY 16 in ROW from \$0 to \$970,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 18 in CON for \$1,520,000 + Increase funds in FFY 17 in ROW from \$0 to \$1,500,000 - Decrease funds in FFY 17 in CON from \$1,520,000 to \$0 <p>FTA 5309 Small Starts</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in CON for \$1,470,000 ▶ Add funds in FFY 18 in CON for \$2,500,000 ▶ Add funds in FFY 17 in CON for \$2,500,000 <p>Total project cost increased from \$44,100,000 to \$57,824,000</p>
<p>WA20140045 I 80 at Truckee River (Verdi) NARRATIVE: Project moves to FFY17 following April Project Status meeting PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in CON for \$6,650,000 ▶ Add funds in FFY 17 in CON for \$6,650,000 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in CON for \$350,000 ▶ Add funds in FFY 17 in CON for \$350,000 <p>Total project cost stays the same \$7,000,000</p>

WA20140048 SR 431 / Mt. Rose Highway**NARRATIVE:** Updated to reflect contract bid price**PROJECT CHANGES (FROM PREVIOUS VERSION):**

HSIP

+ Increase funds in FFY 16 in CON from \$3,895,000 to \$4,383,022

Local Fund

▶ Add funds in FFY 16 in CON for \$6,376

State Gas Tax

- Decrease funds in FFY 16 in CON from \$420,000 to \$324,994

State Match - Nv

+ Increase funds in FFY 16 in CON from \$205,000 to \$583,570

SAFETEA-LU Hwy Safety

▶ Add funds in FFY 16 in CON for \$529,925

Total project cost increased from \$4,520,000 to \$5,827,887**WA20140055 Railroad Crossing Concrete Replacement at Franklin Way****NARRATIVE:** Funding updated following new information from project manager**PROJECT CHANGES (FROM PREVIOUS VERSION):**

RAIL

- Decrease funds in FFY 16 in CON from \$67,199 to \$62,949

Local Fund

▶ Add funds in FFY 16 in ENG for \$316

State Match - Nv

- Decrease funds in FFY 16 in ENG from \$316 to \$0 - Decrease funds in FFY 16 in CON from \$58,199 to \$250

Total project cost decreased from \$128,563 to \$124,563**WA20150003 Reno Sparks Indian Colony Riverside Pathway Phase I****NARRATIVE:** Removed construction for FFY 2016 and increased PE amounts**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- Decrease funds in FFY 16 in ENG from \$34,340 to \$10,638 - Decrease funds in FFY 16 in CON from \$171,360 to \$0

TAP WA STBG

+ Increase funds in FFY 16 in ENG from \$66,660 to \$202,116 - Decrease funds in FFY 16 in CON from \$332,640 to \$0

Total project cost decreased from \$1,605,000 to \$1,212,754**WA20150058 Second Street Pedestrian and ADA Improvements****NARRATIVE:** Project moved to FFY17 following March project status meeting.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

HSIP

▶ Add funds in FFY 17 in CON for \$2,850,000

▶ Delete funds in FFY 18 in CON for \$2,850,000

State Match - Nv

▶ Add funds in FFY 17 in CON for \$150,000

▶ Delete funds in FFY 18 in CON for \$150,000

Total project cost stays the same \$3,000,000

<p>WA20150072 Traffic Management Program - Traffic Management 2B NARRATIVE: Moved project from FY2018 to FY2017 PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in CON for \$50,000 ▶ Delete funds in FFY 18 in CON for \$50,000 CMAQ - Washoe County <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in CON for \$950,000 ▶ Delete funds in FFY 18 in CON for \$950,000 Total project cost stays the same \$1,000,000</p>
<p>WA20160050 I 80 Bridge Retrofit near Wadsworth NARRATIVE: New Bridge Project PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$47,500 State Match - Nv <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$2,500 Total project cost \$1,000,000</p>

<p>16-05 RTC Washoe</p>
<p>WA20110218 SR 447 B-1351 Nixon Bridge NARRATIVE: Project was not obligated in FFY15 and is brought back into the STIP for FFY17 following May Project Status Meeting PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "SR 447 B-1351 Scour Mitigation" to "SR 447 B-1351 Nixon Bridge" NHPP <ul style="list-style-type: none"> ▶ Add funds in FFY 17 in CON for \$1,092,500 State Match - Nv <ul style="list-style-type: none"> ▶ Delete funds in FFY 15 in CON for \$57,500 ▶ Add funds in FFY 17 in CON for \$57,500 SAFETEA-LU 20 % Bridge <ul style="list-style-type: none"> ▶ Delete funds in FFY 15 in CON for \$1,092,500 Total project cost stays the same \$1,150,000</p>

WA20120213 US 395 I 80 to Stead ITS**NARRATIVE:** Project funding is being federalized following May project status meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Changed AQ Confirm:

- from "" to "No"

Changed TCM:

- from "" to "No"

Changed Exempt Category

- from "" to "Exempt, Other - Intersection signalization projects."

NHPP

▶ Add funds in FFY 16 in CON for \$9,000,000

State Gas Tax

+ Increase funds in FFY 16 in ENG from \$0 to \$45,000 - Decrease funds in FFY 16 in CON from \$2,000,000 to \$0

State Match - Nv

▶ Add funds in FFY 16 in CON for \$473,684

Total project cost increased from \$2,010,000 to \$9,528,684**WA2012101 Trip Reduction Program****NARRATIVE:** Increase in funding of less than \$500,000 for fiscal years 2017-2020.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

STBG WA

+ Increase funds in FFY 17 in OTHER from \$475,000 to \$665,000

+ Increase funds in FFY 20 in OTHER from \$475,000 to \$665,000

+ Increase funds in FFY 19 in OTHER from \$475,000 to \$665,000

+ Increase funds in FFY 18 in OTHER from \$475,000 to \$665,000

Local Fund

+ Increase funds in FFY 17 in OTHER from \$35,000 to \$45,000

+ Increase funds in FFY 20 in OTHER from \$35,000 to \$45,000

+ Increase funds in FFY 19 in OTHER from \$35,000 to \$45,000

+ Increase funds in FFY 18 in OTHER from \$35,000 to \$45,000

Total project cost increased from \$3,500,000 to \$4,300,000**WA20140044 Safe Routes to School****NARRATIVE:** Updated funding amounts**PROJECT CHANGES (FROM PREVIOUS VERSION):**

STBG WA

+ Increase funds in FFY 17 in OTHER from \$114,000 to \$117,800

+ Increase funds in FFY 20 in OTHER from \$114,000 to \$121,600

+ Increase funds in FFY 19 in OTHER from \$114,000 to \$121,600

+ Increase funds in FFY 18 in OTHER from \$114,000 to \$121,600

Local Fund

+ Increase funds in FFY 17 in OTHER from \$6,000 to \$6,200

+ Increase funds in FFY 20 in OTHER from \$6,000 to \$6,400

+ Increase funds in FFY 19 in OTHER from \$6,000 to \$6,400

+ Increase funds in FFY 18 in OTHER from \$6,000 to \$6,400

Total project cost increased from \$600,000 to \$628,000

WA20150017 Lemmon Drive Sidewalk Project**NARRATIVE:** Reallocated some funding to PE and ROW, total amount unchanged.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

STBG WA

- ▶ Add funds in FFY 17 in CON for \$274,165

Local Fund

+ Increase funds in FFY 16 in ENG from \$0 to \$2,618 + Increase funds in FFY 16 in ROW from \$0 to \$257 - Decrease funds in FFY 16 in CON from \$17,304 to \$0

- ▶ Add funds in FFY 17 in CON for \$14,430

TAP WA STBG

+ Increase funds in FFY 16 in ENG from \$0 to \$49,750 + Increase funds in FFY 16 in ROW from \$0 to \$4,869 - Decrease funds in FFY 16 in CON from \$328,785 to \$0

Total project cost stays the same \$346,089**WA20150056 District 2 Signal System Modification****NARRATIVE:** Project funding updated following May project status meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Title changed from "District 2 Signal System Modification Package 1" to "District 2 Signal System Modification"

Changed AQ Confirm:

- from "" to "No"

HSIP

+ Increase funds in FFY 18 in ENG from \$16,150 to \$21,375 + Increase funds in FFY 18 in CON from \$0 to \$2,137,500 - Decrease funds in FFY 18 in OTHER from \$950,000 to \$0

State Match - Nv

+ Increase funds in FFY 18 in ENG from \$850 to \$1,125 + Increase funds in FFY 18 in CON from \$0 to \$112,500 - Decrease funds in FFY 18 in OTHER from \$50,000 to \$0

Total project cost increased from \$1,017,000 to \$2,272,500**WA20160002 Sun Valley Blvd Pedestrian Improvements****NARRATIVE:** Modified project description and reallocated funding between phases. Total amount unchanged.**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Changed Location Type:

- from "Intersection" to "Street Segment"

Local Fund

+ Increase funds in FFY 16 in ENG from \$8,469 to \$15,131 - Decrease funds in FFY 16 in ROW from \$1,750 to \$1,494

- Decrease funds in FFY 17 in CON from \$89,781 to \$83,375

CMAQ - Washoe County

+ Increase funds in FFY 16 in ENG from \$160,906 to \$287,500 - Decrease funds in FFY 16 in ROW from \$33,250 to \$28,381

- Decrease funds in FFY 17 in CON from \$1,705,844 to \$1,584,119

Total project cost stays the same \$2,000,000

<p>16-06 RTC Washoe</p> <p>WA20090180 SR 648 Glendale Ave Reconstruction NARRATIVE: Moved to FFY17 following June Project Status Meeting PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax ▶ Delete funds in FFY 16 in CON for \$16,350,000 ▶ Add funds in FFY 17 in CON for \$16,350,000 Total project cost stays the same \$16,350,000</p>
<p>WA20140059 Katherine Dunn Elementary School Sidewalk Improvement NARRATIVE: Project funding updated to match agreement per follow up with project manager PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund ▶ Add funds in FFY 16 in CON for \$1,368 TAP FLEX STBG - Decrease funds in FFY 16 in CON from \$26,750 to \$26,000 State Match - Nv ▶ Delete funds in FFY 16 in CON for \$1,410 Total project cost decreased from \$28,160 to \$27,368</p>
<p>WA20150033 Railroad Crossing Concrete Replacement at Flannigan Road NARRATIVE: Updated PE to match requested obligation PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in ENG from \$4,500 to \$6,650 State Match - Nv + Increase funds in FFY 16 in ENG from \$500 to \$700 Total project cost increased from \$212,720 to \$215,070</p>
<p>WA20150060 Virginia Street, Bus RAPID Transit Extension NARRATIVE: Updated project description to more accurately reflect project. PROJECT CHANGES (FROM PREVIOUS VERSION): Total project cost stays the same \$24,700,000</p>

Carson Area MPO

(No Modifications Were Made)

Tahoe MPO

16-02 TMPO

WA20140001 Rocky Point/Hidden Beach Scenic Overlook

NARRATIVE: Project has been canceled following letter sent out on February 17, 2016 to TMPO (letter attached in Documents tab)

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 16 in CON from \$78,250 to \$0

TAP FLEX STBG

- Decrease funds in FFY 16 in CON from \$416,750 to \$0

Air Qual Mit Fees

- Decrease funds in FFY 16 in CON from \$50,000 to \$0

Total project cost decreased from \$545,000 to

WA20140058 SR 28 Shared Use Path and Water Quality Improvements PE

NARRATIVE: Project Description and funding updated following information from project manager

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Nevada Stateline to Stateline Bikeway Phase 2 - North Demonstration" to "SR 28 Shared Use Path and Water Quality Improvements PE"

Changed Project Lead Agency:

- from "Tahoe Transportation District" to "Nevada DOT"

FHWA FLAP

- ▶ Delete funds in FFY 15 in ENG for \$1,135,000
- ▶ Delete funds in FFY 16 in CON for \$4,650,000

Local Fund

- ▶ Delete funds in FFY 16 in CON for \$350,000

Question 1

- ▶ Delete funds in FFY 15 in ENG for \$570,000
- ▶ Delete funds in FFY 16 in CON for \$2,700,000

Tahoe Funds

- ▶ Delete funds in FFY 15 in CON for \$500,000

Washoe Funds

- ▶ Delete funds in FFY 15 in CON for \$650,000

State Gas Tax

- ▶ Add funds in FFY 16 in ENG for \$7,060,000

TAP FLEX STBG

- ▶ Delete funds in FFY 16 in CON for \$650,000

Rec Trail Map-21

- ▶ Delete funds in FFY 15 in CON for \$150,000

Nat Scenic Byways

- ▶ Delete funds in FFY 15 in CON for \$2,000,000

Total project cost decreased from \$13,555,000 to \$7,060,000

WA20160052 SR 28 Shared Use Path and Water Quality Improvements GMP 1

NARRATIVE: New Project description, location and scope of work for SR 28 FLAP project following update from project manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Add funds in FFY 16 in CON for \$2,500,000

Total project cost \$2,500,000

WA20160053 SR 28 Shared Use Path and Water Quality Improvements GMP 2

NARRATIVE: New Project description, location and scope of work for SR 28 FLAP project following update from project manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Add funds in FFY 17 in CON for \$17,276,489

State Gas Tax

- ▶ Add funds in FFY 17 in CON for \$8,223,511

Total project cost \$25,500,000

Statewide/Rural**16-10 Non MPO****CH20140021 Lucas Road Crossing Surface Improvements**

NARRATIVE: Duplicate of CH20160003

PROJECT CHANGES (FROM PREVIOUS VERSION):

RAIL

- Decrease funds in FFY 16 in CON from \$72,000 to \$0

Local Fund

- Decrease funds in FFY 16 in CON from \$40,000 to \$0

State Match - Nv

- Decrease funds in FFY 16 in CON from \$8,000 to \$0

Total project cost decreased from \$120,000 to \$0

CH20140022 Regan Place Surface Improvements

NARRATIVE: Project deleted and is duplicate of CH20160001

PROJECT CHANGES (FROM PREVIOUS VERSION):

RAIL

- Decrease funds in FFY 16 in CON from \$72,000 to \$0

Local Fund

- Decrease funds in FFY 16 in CON from \$40,000 to \$0

State Match - Nv

- Decrease funds in FFY 16 in CON from \$8,000 to \$0

Total project cost decreased from \$120,000 to

CH20140023 Roberson Lane Surface Improvements

NARRATIVE: Project is a duplicate of CH20160002

PROJECT CHANGES (FROM PREVIOUS VERSION):

RAIL

- Decrease funds in FFY 16 in CON from \$72,000 to \$0

Local Fund

- Decrease funds in FFY 16 in CON from \$40,000 to \$0

State Match - Nv

- Decrease funds in FFY 16 in CON from \$8,000 to \$0

Total project cost decreased from \$120,000 to

DO20140003 US 395 Gardnerville Crosswalk Improvements**NARRATIVE:** Project moved to FFY17 following April Project Countdown meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- ▶ Delete funds in FFY 16 in CON for \$15,023
- ▶ Add funds in FFY 17 in CON for \$15,023

State Gas Tax

- ▶ Delete funds in FFY 16 in ROW for \$32,000
- ▶ Add funds in FFY 17 in ROW for \$32,000

TAP 5K-200K STBG

- ▶ Delete funds in FFY 16 in CON for \$285,433
- ▶ Add funds in FFY 18 in CON for \$2,395
- ▶ Add funds in FFY 17 in CON for \$285,433

Total project cost increased from \$378,316 to \$380,711**EL20100052 I 80 Mill and Overlay Wells Interchange Moore Interchange****NARRATIVE:** Project funding updated following May Project Development Committee Meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Title changed from "I 80 from E of Wells Intg to E of Moore Intg Coldmill and Overlay with PBS Open grade" to "I 80 Mill and Overlay Wells Interchange Moore Interchange"

NHPP

- ▶ Add funds in FFY 19 in CON for \$12,540,000

Unknown

- ▶ Delete funds in FFY 19 in CON for \$15,800,000

State Match - Nv

- ▶ Add funds in FFY 19 in CON for \$660,000

Total project cost decreased from \$15,800,000 to \$13,200,000**EL20140001 Florence Way Pedestrian Improvements****NARRATIVE:** Project funding updated following April Project Countdown Meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

TAP

- + Increase funds in FFY 16 in CON from \$592,750 to \$597,499
- ▶ Add funds in FFY 18 in CON for \$95,141
- ▶ Add funds in FFY 17 in CON for \$170,972

Total project cost increased from \$2,345,384 to \$2,616,246**EL20140002 Flagview Sidewalk Improvements (City of Elko)****NARRATIVE:** Removed RW and updated construction costs to match programming papers**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Local Fund

- Decrease funds in FFY 16 in ROW from \$500 to \$0 + Increase funds in FFY 16 in CON from \$27,737 to \$27,868

TAP FLEX STBG

- Decrease funds in FFY 16 in ROW from \$4,500 to \$0 + Increase funds in FFY 16 in CON from \$527,000 to \$529,500

Total project cost decreased from \$559,737 to \$557,368

<p>HU20110002 Eden Valley Road NARRATIVE: Updated funding following April Project Countdown Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$5,400,000</i></p>
<p>HU20160001 Railroad Crossing Signal Upgrade NARRATIVE: Updated following scheduling and programming request</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>RAIL</p> <ul style="list-style-type: none"> + Increase funds in FFY 16 in ENG from \$9,000 to \$19,000 <p>Local Fund</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in ENG from \$1,000 to \$0 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$1,000 <p><i>Total project cost increased from \$456,000 to \$466,000</i></p>
<p>LA20150008 US 50 Shoulder Widening and Slope Flattening Lander County near Toiyabe National Forest Package 2 NARRATIVE: Project moved to FFY18 to maintain fiscal constraint in FFY17 for HSIP</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>HSIP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 17 in ENG for \$185,250 ▶ Add funds in FFY 18 in ENG for \$185,250 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 17 in ENG for \$9,750 ▶ Add funds in FFY 18 in ENG for \$9,750 <p><i>Total project cost stays the same \$5,545,000</i></p>
<p>LY20140018 US 50 Surface Improvements NARRATIVE: Project duplicate of LY20160001</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>RAIL</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in CON from \$90,500 to \$0 <p>Local Fund</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in CON from \$70,000 to \$0 <p>State Match - Nv</p> <ul style="list-style-type: none"> - Decrease funds in FFY 16 in CON from \$4,500 to \$0 <p><i>Total project cost decreased from \$165,000 to</i></p>
<p>LY20160018 I 80 3 Bridge Rehab in Lyon County NARRATIVE: New Bridge Rehabilitation Project</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$142,500 <p>State Match - Nv</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in ENG for \$7,500 <p><i>Total project cost \$3,000,000</i></p>

NY20140001 SR 372 Roundabout at Blagg Road**NARRATIVE:** Project updated following April Project Countdown Meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

HSIP

- + Increase funds in FFY 16 in ENG from \$114,000 to \$137,750 - Decrease funds in FFY 16 in CON from \$2,755,000 to \$1,387,003

Local Fund

- ▶ Add funds in FFY 16 in CON for \$450,000

State Match - Nv

- + Increase funds in FFY 16 in ENG from \$6,000 to \$7,250 - Decrease funds in FFY 16 in CON from \$145,000 to \$73,000

Total project cost decreased from \$3,020,000 to \$2,055,003**XS20140008 Statewide Bridge Inventory and Inspection Off System****NARRATIVE:** Project updated following submission of scheduling papers by project manager**PROJECT CHANGES (FROM PREVIOUS VERSION):**

Title changed from "Statewide Bridge Inventory and Inspection" to "Statewide Bridge Inventory and Inspection Off System"

Changed Project Type:

- from "Study/Planning" to "Bridge - Other"

STBG Bridge

- + Increase funds in FFY 16 in CON from \$475,000 to \$1,757,499

- ▶ Add funds in FFY 18 in CON for \$1,757,499

- ▶ Add funds in FFY 17 in CON for \$419,376

State Match - Nv

- + Increase funds in FFY 16 in CON from \$25,000 to \$92,500

- ▶ Add funds in FFY 18 in CON for \$92,500

Total project cost increased from \$1,000,000 to \$4,619,374**XS20140014 Traffic Safety Work Programs****NARRATIVE:** Project funding updated following April Project Countdown Meeting**PROJECT CHANGES (FROM PREVIOUS VERSION):**

HSIP

- ▶ Add funds in FFY 16 in OTHER for \$950,000

State Gas Tax

- ▶ Delete funds in FFY 16 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 23 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 22 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 21 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 20 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 19 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 18 in OTHER for \$2,859,242

- ▶ Delete funds in FFY 17 in OTHER for \$2,859,242

State Match - Nv

- ▶ Add funds in FFY 16 in OTHER for \$50,000

Total project cost decreased from \$22,873,936 to \$1,000,000

<p>XS20150006 FFY 2015 NSTI Summer Transportation Engineering Camp NARRATIVE: Updated per HR Manager following updated amounts from FHWA PROJECT CHANGES (FROM PREVIOUS VERSION): FHWA Grant + Increase funds in FFY 16 in OTHER from \$50,000 to \$51,082 Passenger Carrier Tax ▶ Add funds in FFY 16 in OTHER for \$35,740 Total project cost increased from \$100,000 to \$136,822</p>
<p>XS20160005 Statewide Bridge Inventory and Inspection On System NARRATIVE: Annual Bridge Inspection Program PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP ▶ Add funds in FFY 16 in CON for \$5,011,250 ▶ Add funds in FFY 18 in CON for \$5,011,250 State Match - Nv ▶ Add funds in FFY 16 in CON for \$263,750 ▶ Add funds in FFY 18 in CON for \$263,750 Total project cost \$10,550,000</p>
<p>XS20160006 Safety Engineering Design Services NARRATIVE: Project inserted following scheduling and programming papers submitted PROJECT CHANGES (FROM PREVIOUS VERSION): HSIP ▶ Add funds in FFY 16 in ENG for \$1,054,500 State Match - Nv ▶ Add funds in FFY 16 in ENG for \$55,500 Total project cost \$1,110,000</p>
<p>16-11 Non MPO</p>
<p>CH20160001 Railroad Crossing Concrete Replacement at Regan Place NARRATIVE: Funding updated following new information from project manager PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in CON from \$63,033 to \$66,728 Local Fund - Decrease funds in FFY 16 in CON from \$63,033 to \$61,978 State Match - Nv + Increase funds in FFY 16 in CON from \$0 to \$250 Total project cost increased from \$129,231 to \$132,121</p>

<p>CH20160002 Railroad Crossing Concrete Replacement at Roberson Lane NARRATIVE: Funding updated following new information from project manager PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in CON from \$63,401 to \$67,095 Local Fund - Decrease funds in FFY 16 in CON from \$63,401 to \$62,345 State Match - Nv + Increase funds in FFY 16 in CON from \$0 to \$250 Total project cost increased from \$129,967 to \$132,855</p>
<p>CH20160003 Railroad Crossing Concrete Replacement at Lucas Road NARRATIVE: Funding updated following new information from project manager PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in CON from \$65,261 to \$68,956 Local Fund - Decrease funds in FFY 16 in CON from \$65,261 to \$64,206 State Match - Nv + Increase funds in FFY 16 in CON from \$0 to \$250 Total project cost increased from \$133,687 to \$136,577</p>
<p>CH20160004 Railroad Crossing Concrete Replacement at Trento Lane NARRATIVE: Funding updated following new information from project manager PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in CON from \$64,624 to \$69,374 State Match - Nv + Increase funds in FFY 16 in CON from \$0 to \$250 Total project cost increased from \$132,413 to \$137,413</p>
<p>CH20160005 Railroad Crossing Concrete Replacement at York Lane NARRATIVE: Funding updated following new information from project manager PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL + Increase funds in FFY 16 in CON from \$63,130 to \$66,825 Local Fund - Decrease funds in FFY 16 in CON from \$63,130 to \$62,075 State Match - Nv + Increase funds in FFY 16 in CON from \$0 to \$250 Total project cost increased from \$129,425 to \$132,315</p>

LY20160001 Railroad Crossing Concrete Replacement at US 50 Silver Springs

NARRATIVE: Funding updated following new information from project manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

RAIL

+ Increase funds in FFY 16 in ENG from \$9,000 to \$9,500 - Decrease funds in FFY 16 in CON from \$99,500 to \$96,596

Local Fund

+ Increase funds in FFY 16 in CON from \$70,000 to \$72,846

State Match - Nv

- Decrease funds in FFY 16 in ENG from \$1,000 to \$500 + Increase funds in FFY 16 in CON from \$0 to \$1,750

Total project cost increased from \$179,500 to \$181,192

XS20150102 Active Advanced Warning Signals at Railroad Crossings

NARRATIVE: Duplicate project as XS20160002

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- Decrease funds in FFY 16 in ENG from \$52,248 to \$0 - Decrease funds in FFY 16 in CON from \$94,998 to \$0

State Match - Nv

- Decrease funds in FFY 16 in ENG from \$2,748 to \$0 - Decrease funds in FFY 16 in CON from \$4,998 to \$0

Total project cost decreased from \$154,992 to



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

MEMORANDUM

June 28, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
Item #12: Presentation on Variable Speed Limits – *Informational Item Only*

Summary:

This item will provide background information on variable speed limits (VSL), their uses in other states as well as existing, proposed and future uses on state routes in Nevada.

Background:

Variable speed limits are speed limits that change based on current roadway conditions, such as traffic, weather, etc. Sensors located alongside the road detect when conditions meet specified thresholds, triggering speed limit reductions, which are then posted on electronic signs. These electronic signs slow down traffic ahead of congestion or bad weather, which smooths flow, reduces stop and go conditions and decreases crashes. This innovative solution can be a lower cost alternative than widening roadways to create additional lanes and provides valuable advanced notification regarding downstream congestion and incidents.

Variable speed limits have been successfully implemented in Europe and installations in the United States are increasing as transportation agencies recognize their potential to improve safety and reduce crashes. In some cases the variable speed limit system is stand alone, and in other cases it's installed in conjunction with other systems like lane control, ramp metering, etc. Locations of various types of systems that are operating in the United States include: I-5, Seattle, Washington; I-35, St. Paul-Minneapolis, Minnesota; I-285 Top End, Atlanta, Georgia; I-80, Wyoming; and I-80, Bay Area, California.

In Nevada, there are several existing and planned systems in place designed to increase motorist safety. The wind warning system through Washoe Valley between Carson City and Reno is an example of an existing technology-based regulatory system. When wind speed thresholds are met, high profile vehicles are prohibited from high-wind sections of I-580 and US-395A. NDOT has worked over the past twenty years to maximize throughput of freight and other high profile vehicles while maintaining safety, and is working on a variable speed limit on US-395A that will reduce the speed limit to 45 MPH for specific high wind situations. This speed reduction safely allows high profile vehicles to travel through the corridor (on US-395A) under high-wind conditions at a slightly higher wind speed, reducing the total time that vehicles are prohibited in the corridor.

The I-15 NEON project, currently underway as a design-build along the most congested corridor in the state will include an active traffic management system. The system includes variable speed limits, lane management, queue warning and ramp metering which will be utilized during construction and beyond. The software system used to manage roadside equipment has been expanded to enable variable speed limit and lane assignment capabilities, and will provide drivers with real-time information via overhead signs that will enable drivers to enter areas that are congested or slow due to an incident in the open lane and at a safe speed. The system is intended to reduce secondary crashes and delay, enabling drivers to safely reach their destination in a timely fashion.

In response to recurring congestion and safety concerns associated with the I-80/US-395/I-580 system to system interchange, NDOT has identified a project to implement variable speed limits on the I-80 corridor, approximately between West McCarran and East McCarran. Variable speed limits are expected to provide multiple benefits throughout the corridor, including improved safety and increased capacity through speed harmonization, safer merging conditions, and increased safety for emergency response. This project will utilize the variable speed limit software newly developed for Project NEON. Initial scoping has occurred, and consultant support will be used for the final design and project plans. It is anticipated that a contract will advertise in late 2017. A preliminary estimate for this project is \$1,500,000.00, which will be refined as the project design is finalized.

As the active traffic management software is refined, NDOT will explore opportunities to utilize the system for weather-related speed reductions. Poor road conditions due to inclement weather can be the cause of incidents and crashes, and implementing systems that enable the speed limit to be adjusted to an appropriate and reasonable speed for those conditions can improve safety.

Analysis:

NRS 484B.613 gives the authority to establish speed limits to the department. It specifies that NDOT may establish speeds not to exceed 80 mph and may establish a lower speed limit where necessary to protect public health and safety. Variable speed limit projects have been designed to comply with NRS 484B.613.

Prior to including active traffic management in the RFP documents for Project NEON, NDOT worked with FHWA to explore and evaluate the benefits of active traffic management and variable speed limits by speaking with other DOTs about their experiences with these systems, and through the support of FHWA made a site visit to Minnesota to tour the various systems in place in the Twin Cities region. Best practices and successes have been incorporated into the Nevada system.

The central system software that controls field devices such as cameras, ramp meters and message signs has been expanded to control the active management system devices in conjunction with Project NEON. Traffic Management Center and Operations Center technicians will utilize the information coming in from cameras, sensors, law enforcement, field personnel, as well as the software system to implement lane closures, speed reductions, post messages, etc. in response to the current conditions on a specific section of roadway. Enforcement is handled by the appropriate law enforcement agency for any given corridor, and as with all speed limit modifications, there is discussion and coordination with the involved law enforcement and local agencies during project development and prior to implementation to ensure the system design and implementation meets the needs of key partners. Appropriate

and adequate information to the public is coordinated through the project team and the public information office to ensure outreach, education, and advanced notification are in place prior to implementing the system. These activities are ongoing for Project NEON in southern Nevada, and will occur in the Reno-Sparks area as the variable speed limit project progresses through design, construction and implementation.

Benefits are specific to the region where the system is installed, but other locations have seen safety improvements from active traffic management systems and variable speed limit systems. The Seattle system experienced a 14% reduction in weekend collisions and a 1.3% reduction on weekdays. There was a 10% drop in injury-related crashes on the section of I-5 with variable speed limits. Many regions are seeing overall improvement in crash reduction and/or congestion, but have some difficulty assigning specific rates to specific components within a given project because larger projects tend to implement multiple components simultaneously.

Recommendation for Board Action:

Informational item only

Prepared by:

Denise M. Inda, Chief Traffic Operations Engineer



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

MEMORANDUM

June 29, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 11, 2016 Transportation Board of Directors Meeting
Item #13: Old Business

Summary:

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

Analysis:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment A.
- b. Monthly Litigation Report - *Informational item only.*
Please see Attachment B.
- c. Fatality Report dated June 27, 2016 - *Informational item only.*
Please see Attachment C.

List of Attachments:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated June 27, 2016 - *Informational item only.*

Recommendation for Board Action:

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 22, 2016						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Nossaman, LLP	Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015	3/11/13 - 12/31/17 Amendment #1 Amendment #2	3/11/13 1/14/14 12/15/15	\$ 1,400,000.00 \$ 2,000,000.00 \$ 300,000.00	\$ 3,700,000.00	\$ 257,632.34
Chapman Law Firm	NDOT vs. Robarts 1981 Decedents Trust 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004	10/23/12 - 9/30/16 Amendment #1 Amendment #2	10/23/12 9/12/14 8/12/14	475725 Extension of Time Expansion of Scope	\$ 475,725.00	\$ 208,283.27
Laura FitzSimmons, Esq.	Condemnation Litigation Consultation NDOT Agmt No. P510-12-004	12/16/12 - 12/30/17 Amendment #1 Amendment #2 Amendment #3	12/16/12 8/12/13 1/22/14 5/12/14	\$ 300,000.00 \$ 850,000.00 \$ 750,000.00 \$ 800,000.00	\$ 2,700,000.00	\$ 329,726.08
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warm Springs Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2	2/27/13 1/23/15 5/13/15	\$275,000.00 Extension of Time \$ 150,000.00	\$ 425,000.00	\$ 7,728.10
Sylvester & Polednak, Ltd.	NDOT vs. K & L Dirt 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2	2/27/13 1/23/15 5/9/16	\$ 275,000.00 Extension of Time \$ 325,000.00	\$ 600,000.00	\$ 285,296.85
Sylvester & Polednak, Ltd.	NDOT vs. I-15 & Cactus Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004	2/27/13 - 2/28/17 Amendment #1	2/27/13 2/17/15	\$ 200,000.00 Extension of Time	\$ 200,000.00	\$ 11,885.36
** Varela, Lee, Metz & Guarina, LLP - Novation Agreement 2/28/14 from Watt, Tieder, Hoffar & Fitzgerald	Pacific Coast Steel vs. NDOT K3292 - I-580 2nd JD CV12-02093 NDOT Agmt No. P160-13-004	4/30/13 - 4/30/17	4/30/13	\$ 275,000.00	\$ 275,000.00	\$ 59,870.66
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 2/28/17 Amendment #1 Amendment #2	7/17/13 2/12/15 8/12/15	\$ 280,000.00 \$ 475,000.00 \$ 375,000.00	\$ 1,130,000.00	\$ 55,014.27
Chapman Law Firm	Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004	7/25/13 - 7/30/17 Amendment #1 Amendment #2 Amendment #3	7/25/13 4/28/14 5/15/15 2/8/16	\$ 200,000.00 \$ 250,000.00 Extension of Time \$ 269,575.00	\$ 719,575.00	\$ 180,571.15
*** Downey Brand, LLP Novation Agreement 2/12/15 from Armstrong Teasdale, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/31/18	5/14/14	\$ 250,000.00	\$ 250,000.00	\$ 245,570.00
Sylvester & Polednak	First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/31/18 Amendment #1	7/17/14 6/22/16	\$ 280,000.00 Extension of Time	\$ 280,000.00	\$ 212,431.73
Carbajal & McNutt, LLP	Las Vegas Golf & Country Club 8th JD A-14-705477-C Project Neon NDOT Agmt No. P362-14-004	9/8/14 - 8/30/16	9/8/14	\$ 375,000.00	\$ 375,000.00	\$ 214,047.59
Kemp, Jones & Coulthard	Custom Landco. (Walker Furniture) Project Neon NDOT Agmt No. P431-14-004	10/13/14 - 7/31/18 Amendment #1	10/13/14 4/11/16	\$ 350,000.00 \$ 1,400,000.00	\$ 1,750,000.00	\$ 590,367.33

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 22, 2016						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Lambrose Brown	Grant Properties Project Neon NDOT Agmt No. P433-14-004	10/14/14 - 10/30/16	10/14/14	\$ 275,000.00	\$ 275,000.00	\$ 240,313.56
Lambrose Brown	Sharples Project Neon NDOT Agmt No. P434-14-004	10/16/14 - 10/30/16	10/16/14	\$ 275,000.00	\$ 275,000.00	\$ 215,730.99
Varela, Lee, Metz & Guarino	Sequoia Electric K3409 NDOT Agmt No. P526-14-004	10/16/14 - 10/30/16	10/16/14	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Lambrose Brown	Paralegal Services - Project Neon NDOT Agmt No. P547-14-004	11/20/14 - 11/30/16 Amendment #1	11/20/14 2/12/15	\$ 250,000.00	\$ 250,000.00	\$ 21,218.93
* BH Consulting Agreement	<i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i> NDOT Agmt No. P143-12-067	6/30/12 - 6/30/16	6/30/12	\$ 77,750.00	\$ 77,750.00	\$ 74,450.00

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

** The firm of Varela, Lee, Metz & Guarino, LLP took over representing the Department in the matter of Pacific Coast Steel vs. NDOT Case as of 2/28/14 from the firm of Watt, Tieder, Hoffar & Fitzgerald.

*** The firm of Downey Brand, LLP took over representing the Department on 2/12/15 in utility matters relating to condemnation actions and acquisitions from the firm of Armstrong Teasdale, LLP.

Contracts Closed Or Expired Since Last Report:

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
NONE						

Monthly Litigation Report to the Nevada Department of Transportation - June 22, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 776,937.96	\$ 382,694.71	\$ 1,159,632.67
NDOT vs. Danisi, Vicent, J. III	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 165,527.68	\$ 22,586.96	\$ 188,114.64
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 255,195.00	\$ 59,508.15	\$ 314,703.15
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 142,521.50	\$ 18,430.91	\$ 160,952.41
NDOT vs. Loch Lomond Trust, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ranch Properties	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Reich Series, LLC, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Robarts 1981 Trust, et al.	Eminent domain - Project Neon	\$ 253,148.86	\$ 14,292.87	\$ 267,441.73
NDOT vs. Su, Lisa	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 43,044.00	\$ 16,225.01	\$ 59,269.01
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 362,025.78	\$ 55,246.12	\$ 417,271.90
		\$ 1,998,400.78	\$ 568,984.73	\$ 2,567,385.51
Inverse Condemnations				
AD America, Inc. vs. NDOT (NEON)	Inverse condemnation - Project Neon	\$ 686,054.24	\$ 120,980.43	\$ 807,034.67
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 908,764.28	\$ 166,221.45	\$ 1,074,985.73
		\$ 1,594,818.52	\$ 287,201.88	\$ 1,882,020.40
Cases Closed and Removed from Last Report:				
None				
* Includes Cumulative Fees and Costs: Agreement P301-11-004 (closed in 12/31/2014) and current Agreement P291-13-004				
New cases appear in red. No new condemnation cases for this report dated June 22, 2016				

Monthly Litigation Report to the Nevada Department of Transportation - June 22, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Torts				
Ariza, Ana, et al. vs. Wulfenstein, NDOT	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Darling, Dion Dean vs. NDOT, et al.	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Donley, Cydney vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Harris Farm, Inc. vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Hendrickson, Cynthia vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Hitzemann, Darrell, et al. vs. Las Vegas Paving; NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Jorgenson & Koka, LLP vs. NDOT, et al.	Plaintiff alleges negligence causing property damage	\$ -	\$ -	\$ -
King-Schmidt, Barbara vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Knowlton, Jane vs. NDOT	Plaintiff alleges personal injury and property damage	\$ -	\$ -	\$ -
Liu, Hui vs. Clark County and NDOT	Plaintiff alleges negligence and wrongful death	\$ -	\$ -	\$ -
Mezzano, Rochelle vs. Bicycle Ride Directors, NDOT, et al.	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access	\$ -	\$ -	\$ -
Pyjas, Estate of Robert Charles	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Semmens, Cynthia & Trevor vs. NDOT, et al.	Plaintiff alleges negligence causing personal injury	\$ -	\$ -	\$ -
State Farm Insurance vs. Solak, NDOT, et al.	Plaintiff seeks policy payouts through interpleader	\$ -	\$ -	\$ -
Veza, Macy vs. Fedex Freight et al.; NDOT, et al.	Defendant third-party complaint alleging negligence	\$ -	\$ -	\$ -
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Contract Disputes				
AVAR Construction Systems, Inc. vs. NDOT	Breach of contract re I-580	\$ -	\$ -	\$ -
Miscellaneous				
Road & Highway Builders vs. NDOT	Petition for Judicial Review of Prevailing Wage	\$ -	\$ -	\$ -
Road & Highway Builders vs. Labor Commissioner; NDOT	Petition for Judicial Review of Decision of Labor Commissioner	\$ -	\$ -	\$ -
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Boice, Rocky vs. State, NDOT	Personnel Matters			
Cerini, Cheri vs. State, NDOT	Personnel Matters			
Lorenzi, Anthony vs. State, NDOT	Personnel Matters			
Zenor, Chad T. vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Cases Removed from Last Report:				
None		\$ -	\$ -	\$ -

New cases appear in red.

Outside Counsel
Fees and Costs of Open Cases
as of June 22, 2016

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 1,998,400.78	\$ 568,984.73	\$ 2,567,385.51
Inverse Condemnation Litigation	\$ 1,594,818.52	\$ 287,201.88	\$ 1,882,020.40
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 3,593,219.30</u>	<u>\$ 856,186.61</u>	<u>\$ 4,449,405.91</u>

6/27/2016

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

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

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

	CURRENT		SAME DATE LAST YEAR		# CHANGE		
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals	
6/26/2016	1	1	6/26/2015	2	2	-1	-1
MONTH	16	17	MONTH	23	25	-7	-8
YEAR	130	138	YEAR	130	145	0	-7

CRASH AND FATAL COMPARISON BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Crashes	2016 Crashes	% CHANGE	2015 Fatalities	2016 Fatalities	% Change	2015 Alcohol Crashes	2016 Alcohol Crashes	% Change	2015 Alcohol Fatalities	2016 Alcohol Fatalities	% Change
CARSON	1	5	400.00%	1	5	400.00%	1		-100.00%	1		-100.00%
CHURCHILL	1	3	200.00%	1	3	200.00%			0.00%			0.00%
CLARK	83	96	15.66%	92	103	11.96%	20	12	-40.00%	22	13	-40.91%
DOUGLAS	3	1	-66.67%	3	1	-66.67%	1		-100.00%	1		-100.00%
ELKO	2	3	50.00%	2	3	50.00%		1	100.00%		1	100.00%
ESMERALDA	2		-100.00%	2		-100.00%	1		-100.00%	1		-100.00%
EUREKA	2		-100.00%	2		-100.00%			0.00%			0.00%
HUMBOLDT	1		-100.00%	2		-100.00%			0.00%			0.00%
LANDER	4		-100.00%	4		-100.00%			0.00%			0.00%
LINCOLN	3		-100.00%	3		-100.00%			0.00%			0.00%
LYON	3		-100.00%	4		-100.00%			0.00%			0.00%
MINERAL	1	1	0.00%	2	1	-50.00%			0.00%			0.00%
NYE	6	2	-66.67%	6	2	-66.67%	2		-100.00%	2		-100.00%
PERSHING			0.00%			0.00%			0.00%			0.00%
STOREY	1		-100.00%	1		-100.00%			0.00%			0.00%
WASHOE	16	18	12.50%	19	19	0.00%	10	3	-70.00%	12	4	-66.67%
WHITE PINE	1	1	0.00%	1	1	0.00%			0.00%			0.00%
YTD	130	130	0.00%	145	138	-4.83%	35	16	-54.29%	39	18	-53.85%
TOTAL 15	297	----	-56.2%	326	----	-57.7%		----	#DIV/0!		----	#DIV/0!

2015 AND 2016 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Vehicle Occupants	2016 Vehicle Occupants	% Change	2015 Peds	2016 Peds	% Change	2015 Motor-Cyclist	2016 Motor-Cyclist	% Change	2015 Bike	2016 Bike	% Change	2015 Other moped,at v	2016 Other moped,at v
CARSON	1	2	100.00%		3	300.00%			0.00%			0.00%		
CHURCHILL	1	1	0.00%		1	100.00%			0.00%			0.00%		
CLARK	42	47	11.90%	23	24	4.35%	13	26	100.00%	7	1	-85.71%	7	5
DOUGLAS	2	1	-50.00%			0.00%			0.00%			0.00%		
ELKO	2	2	0.00%		1	100.00%			0.00%			0.00%		
ESMERALDA	2	0	-100.00%			0.00%			0.00%			0.00%		
EUREKA	2		-100.00%			0.00%			0.00%			0.00%		
HUMBOLDT	2		-100.00%			0.00%			0.00%			0.00%		
LANDER	3		-100.00%	1		-100.00%			0.00%			0.00%		
LINCOLN	3		-100.00%			0.00%			0.00%			0.00%		
LYON	4		-100.00%			0.00%			0.00%			0.00%		
MINERAL	2	1	-50.00%			0.00%			0.00%			0.00%		
NYE	6	1	-83.33%			0.00%			0.00%			0.00%		
PERSHING			0.00%			0.00%			0.00%			0.00%		
STOREY			0.00%			0.00%	1		-100.00%			0.00%		
WASHOE	12	8	-33.33%	4	6	50.00%	3	4	33.33%		1	100.00%		
WHITE PINE	1	1	0.00%			0.00%			0.00%			0.00%		
YTD	85	64	-24.71%	28	35	25.00%	17	30	76.47%	7	2	-71.43%	7	5
TOTAL 15	186	----	-65.59%	73	----	-52.05%	43	----	-30.23%	10	----	-80.00%	14	----

PRELIMINARY DATA REVEALS 72 UNRESTRAINED FATALITIES FOR 2015