City of Fernley

NEVADA

AGENDA
Regular Meeting
City Council
Wednesday, July 15, 2026 • 5:00 PM

Mayor
Neal E. McIntyre

City Council
Ward 1 - Ryan Hanan
Ward 2 - Felicity Zoberski
Ward 3 -
Ward 4 - Albert Torres
Ward 5 - Joe Mendoza

Fernley City Council Chambers, 595 Silver Lace Boulevard, Fernley, NV 89408

Zoom information:
Please click the following link to join the webinar: https://us02web.zoom.us/j/82966343247, or one tap mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 829 6634 3247

Public Notice: This agenda has been physically posted in compliance with 241.020 at Fernley City Hall, 595 Silver Lace Blvd. In addition, this agenda has been electronically posted in compliance with NRS 241.020(3) at www.cityoffernley.org and NRS 232.2175 at https://notice.nv.gov/ To obtain further documentation regarding posting, please contact the City Clerk's Office at (775) 784-9830 or cityclerk@cityoffernley.org

Public Comment: Those wishing to address the City Council may submit public comment through the online public comment form, or by sending an email to cityclerk@cityoffernley.org. Comments received prior to 4:00 pm the day of the meeting will be provided to City Council and added to the record but will not be read during the live meeting. Public comments received after 4 pm the day of the meeting will be included in the record but may not reach council members before action is taken. Public comment, whether on action items or public comment, is limited to three (3) minutes per person. Unused time may not be reserved by the speaker, nor allocated to another speaker. The public may comment on any matter that is not specifically included on an agenda as an action item or comment on a specific agenda item. Items not included on the agenda cannot be acted upon other than to place them on a future agenda. Additionally, if you wish you can comment in person at the meeting or use the Raise your Hand feature in Zoom (*9 if you are participating via phone).

Accommodations: City Council and staff will make reasonable efforts to assist and accommodate individuals with disabilities desiring to attend the meeting. Please contact the City Clerk's Office at (775) 784-9830 in advance so that arrangements can be made.

Supporting Material: Staff reports and supporting material for the meeting are available at the City Clerk's Office, and on the City's website at www.cityoffernley.org Pursuant to NRS 241.020(6), supporting material is made available to the general public at the same time it is provided to the City Council.

Order of Business: The presiding officer shall determine the order of the agenda. The Fernley City Council may combine two or more agenda items for consideration; remove an item from the agenda; or delay discussion relating to an item on the agenda at any time. All items are action items unless otherwise noted. Items scheduled to be heard at a specific time will be heard no earlier than the stated time but may be heard later.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

1.3. Public Forum

1.4. (For Possible Action) Approval of Agenda

2. CONSENT AGENDA

(PLEASE NOTE: ALL MATTERS LISTED UNDER THE CONSENT AGENDA ARE CONSIDERED ROUTINE, AND MAY BE ACTED UPON BY THE COUNCIL MEMBERS IN ONE MOTION, AND WITHOUT AN EXTENSIVE HEARING. ANY MEMBER OF THE COUNCIL MAY REQUEST THAT AN ITEM BE TAKEN FROM THE CONSENT AGENDA, DISCUSSED, AND ACTED UPON SEPARATELY DURING THIS MEETING.)

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

2.4. Possible Action to Approve the Will-Serve Request from Lyon County School District - Fernley High School, Commons & Culinary Improvements for 0.11 ERC's for Water and 0.94 ERC's for Sewer for Lyon County Parcel 021-181-01 located at 1300 Hwy 95A, Fernley, NV 89408.

2.5. Possible Action to Approve the Will-Serve Request from Fernley QOZB, LLC – Final Parcel Map for 0.89 ERCs for Water for Lyon County Parcel 021-232-53 located at 305 Stanley Drive, Fernley, NV.

2.6. Discussion and Possible Action to approve a contract with A & K Earth Movers, Inc. for the Mesa Drive Water Main Extension Project in the amount not to exceed $245,000.00.

2.7. Discussion and Possible action to approve the purchase of 15 ASPIRO Aspirator floating surface aerators from Komline Aerator Solutions in the amount of $396,825.00, per Nevada Division of Environmental Protection (NDEP) requirement for the East Wastewater Treatment Plant.

2.8. Discussion and Possible Action to approve a contract with Lumos & Associates for Construction Management Services for the East Lift Station Improvements in the amount of $47,400.00.

2.9. Possible Action to Approve the Will-Serve Request from Jones Development Company – Texcel Remodel for 0.075 ERCs and 0.399 ERCs of Sewer for Water for Lyon County Parcel 021-251-18 located at 2275 Newlands Drive, Suite 102, Fernley, NV.

2.10. Discussion and possible approval of a contract with Resource Development Company to construct and replace the Micro Filtration Reverse Flow Stainless Steel piping at the Water Treatment Plant for the price of $521,150.00

2.11. (Possible Action) Approval of a grant application to the U.S. Department of Transportation's Bridge Investment Program for the Fernley Gustafson Road Bridge Replacement project.

2.12. Discussion and possible approval of a contract with Olympus and Associates Inc. for the Treatment Water Reservoir 1 Rehabilitation Project in the amount of $931,750.00.

2.13. For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Wastewater Department for an amount not to exceed $80,000.

2.14. For Possible Action to purchase one (1) 10-yard dump truck for the City of Fernley's Fleet Department for an amount not to exceed $250,000.

2.15. For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Streets and Storm Drains Department for an amount not to exceed $100,000.

2.16. For Possible Action to purchase one (1) 1-ton, four-wheel drive pickup truck with service body for the City of Fernley's Parks Department for an amount not to exceed $100,000.

2.17. For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck for the City of Fernley's Fleet Department for an amount not to exceed $70,000.

2.18. For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Facilities Department for an amount not to exceed $100,000.

2.19. For Possible Action to purchase one (1) 1/2-ton, four-wheel drive pickup truck for the City of Fernley's Parks Department for an amount not to exceed $60,000.

2.20. For Possible Action to purchase one (1) 10-yard dump truck for the City of Fernley's Water Distribution Department for an amount not to exceed $223,141.

2.21. For Possible Action to purchase one (1) full-size SUV for the City of Fernley's Animal Control Department for an amount not to exceed $60,000.

2.22. Possible Action to Approve the Collective Bargaining Union Agreement between the City of Fernley and IBEW Local 1245 effective 7/1/26-6/30/28.

3. REPORTS - THIS ITEM IS FOR VARIOUS PUBLIC ENTITY REPRESENTATIVES TO PROVIDE GENERAL INFORMATION TO THE COUNCIL AND PUBLIC. NO ACTION WILL BE TAKEN.

3.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.

4. PROCLAMATIONS BY THE MAYOR

5. PRESENTATIONS

5.1. Presentation by Kategos AI, on AI technologies.

6. PUBLIC HEARINGS

6.1. (For Possible Action) Discussion and second reading of Bill #386, an Ordinance establishing the Fernley Power District as a municipal electric utility of the City of Fernley pursuant to NRS 266.290; setting forth the public utility proposed to be established, the estimated cost thereof, and the proposed manner and terms of payment; defining the initial service area within the victory logistics district; establishing the Fernley Power District board as the governing body of the district and prescribing its composition, member selection, and powers and duties; delegating to the board administrative and regulatory authority over the district; and other matters properly related thereto.

6.2. (For Possible Action) Discussion and second reading regarding DA22002AMD1, an amendment to a Development Agreement associated with Sherwood Village requested by 890 Fremont Street, LP to reflect changes in the project form and layout of the proposed development. The subject site consists of approximately ± 26.47 acres, is designated Mixed Residential in the Master Plan and zoned MDR14 (Medium Density Residential, maximum 14 du/ac), and is generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, Nevada (APNs: 021-092-05, 021-092-23, 021-092-26, 021-092-27, 021-092-55, 021-092-58, 021-092-59, 021-092-60).

6.3. (For Possible Action) Discussion and Possible Action Regarding Resolution No. 26-016, a Resolution declaring the City's intent to acquire certain real property interests by eminent domain for public street improvements to Fremont Street and a public emergency access

road (Vine ROW) associated with the Sherwood Village development. APNs: 020-181-01, -04, -05, 021-092-16, -17, -22, -51, -52, -53.

6.4. Discussion and Possible Action to approve Bill #389 amending Fernley Municipal Code Title 2, Chapter 8 to remove the City Manager and add new evaluation requirements.

7. STAFF REPORTS

7.1. Presentation, discussion, and possible action on the fiscal year 2027 Community Development Block Grant Program update, priorities, and citizen participation process.

7.2. Discussion and possible approval of a contract with CDM Smith for the engineering and design of the Surface Water Treatment Expansion project at the Water Treatment Plant. The contract amount will be $10,899,764.00

8. RESOLUTIONS

8.1. Possible Action to adopt Resolution 26-017, establishing low-cost spay/neuter fees for the City of Fernley Animal Control Program.

8.2. Discusison and Possible Action to adopt Resolution 26-019, updating the Business License Fee Schedule by adding a special event organizer and updating the special event licensing process.

9. PUBLIC FORUM

10. ADJOURNMENT

Next Meeting: August 5th at 5pm

Report Criteria:
Detail report.
Invoice detail records above $0 included.
Paid and unpaid invoices included.
Vendor.Vendor Number = {<>} 2201

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
ADAPCO, INC								
1751	ADAPCO, INC	SI301004229	Larvicide	06/15/2026	2,093.60	06/18/2026	100-528-617 Chemical Supplies	626
	Total 1751:				2,093.60			
AFLAC								
5690	AFLAC	269027	SUPPLEMENTAL INSURANCE	06/25/2026	577.16	06/26/2026	100-217400 AFLAC Insurance Payable	626
	Total 5690:				577.16			
AIT ADVANCED INTERPRETING & TRANSLATION								
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202606-FMC-	Spanish 26CR00063, 26TR00647, 26TR00012, 25TR00152,	06/05/2026	680.00		100-425-330 Prof Serv-Interpreter	626
	Total 8498:				680.00			
ALLDATA LLC								
8930	ALLDATA LLC	INVC07078234	ALL DATA AUTOMOTIVE SERVICES	06/13/2026	361.60	06/18/2026	100-480-342 Tech Services-Other	626
	Total 8930:				361.60			
ANTHEM BLUE CROSS AND BLUE SHIELD								
7125	ANTHEM BLUE CROSS AND BLUE SHIELD	997953E	HEALTH INSURANCE- ANTHEM	07/01/2026	124,577.78	07/01/2026	100-217000 HEALTH INSURANCE PAYABLE	726
	Total 7125:				124,577.78			
ARC GENERATOR SERVICE, LLC								
8984	ARC GENERATOR SERVICE, LLC	2717	Well 11 generator troubleshooting and repair	04/02/2026	1,080.60	07/01/2026	510-810-430 Outside Serv-Repair & Maint	426
	Total 8984:				1,080.60			
AT&T								
13	AT&T	6987346111	07048 WTP Ethernet MAY26	06/01/2026	2,575.28	06/26/2026	100-417-530 Communications	626
13	AT&T	96145 JUN 26	131 252-8129 614 5	06/02/2026	230.00	06/23/2026	100-417-530 Communications	626
13	AT&T	96145 JUN 26	131 252-7192 857 4	06/02/2026	308.16	06/23/2026	100-417-530 Communications	626
	Total 13:				3,113.44			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
AT&T LONG DISTANCE								
448	AT&T LONG DISTANCE	815519343-Jun	815519343 MAY 2026	06/04/2026	886.92	06/26/2026	100-417-530 Communications	626
Total 448:					886.92			
AUTOMATION ELECTRIC, INC								
9062	AUTOMATION ELECTRIC, INC	2881	Water Pump-House Mull Lane VFD cooling fans material	06/30/2026	1,053.05		510-810-430 Outside Serv-Repair & Maint	626
9062	AUTOMATION ELECTRIC, INC	2882	Loves Lift Station electrical	06/30/2026	1,457.25		520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2883	Desert Lift Station electrical	06/30/2026	1,457.25		520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2884	Meadows at Inglewood electrical	06/30/2026	1,245.00		520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2885	Rolling Meadows Lift Station electrical materials	06/30/2026	1,073.44		520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2886	Donner Trail electrical	06/30/2026	900.00	07/01/2026	520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2887	East Lift Station electrical material only	06/30/2026	889.65	07/01/2026	520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2888	Donner Lift Station electrical	06/30/2026	900.00	07/01/2026	520-810-428 Outside Serv-Electrical	626
9062	AUTOMATION ELECTRIC, INC	2889	East Lift Station electrical	06/30/2026	1,200.00		520-810-428 Outside Serv-Electrical	626
Total 9062:					10,175.64			
BIG R OF FERNLEY								
20	BIG R OF FERNLEY	24397/5	Ant bait stations (3 pk) for animal control	06/04/2026	8.58	07/01/2026	100-525-600 General Supplies	626
20	BIG R OF FERNLEY	24425/5	Trash can, trash ties, surge strip, cleaning wipes & glass clea	06/09/2026	90.87	07/01/2026	100-418-600 General Supplies	626
20	BIG R OF FERNLEY	24429/5	PT infrared thermometer, BD tape measure 33', litter sifter	06/10/2026	56.96	07/01/2026	100-525-600 General Supplies	626
20	BIG R OF FERNLEY	24432/5	Shovel, Broom	06/10/2026	115.96	06/18/2026	100-475-600 General Supplies	626
20	BIG R OF FERNLEY	24439/5	Push broom (24"" smooth surface)	06/11/2026	28.99	06/18/2026	100-475-600 General Supplies	626
20	BIG R OF FERNLEY	24439/5	Gloves	06/11/2026	67.80	06/18/2026	100-475-616 Safety Supplies	626
20	BIG R OF FERNLEY	24440/5	Paint and painting supplies for facilities	06/11/2026	62.61	06/18/2026	100-417-600 General Supplies	626
20	BIG R OF FERNLEY	24442/5	Trimmer 525L and Husqvarna trimmer head	06/11/2026	379.98	06/18/2026	100-475-605 Minor Equipment	626
20	BIG R OF FERNLEY	24446/5	Key copies (single cut), 6 EA	06/11/2026	11.94	06/18/2026	100-417-600 General Supplies	626
20	BIG R OF FERNLEY	24467/5	PVC glue and PVC coupling	06/15/2026	36.97	06/18/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24468/5	Aluminum pick up tools	06/15/2026	20.97	06/18/2026	100-475-600 General Supplies	626
20	BIG R OF FERNLEY	24473/5	Cordless trimmer (20V/14"")	06/16/2026	249.99	06/18/2026	520-810-605 Minor Equipment	626
20	BIG R OF FERNLEY	24477/5	HKS 50:1 premix fuel (gallon)	06/17/2026	49.98	06/18/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24479/5	Seat cover and cleaning supplies	06/17/2026	107.10	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24486/5	Velcro S-back (black) strap	06/18/2026	11.99	07/01/2026	100-417-600 General Supplies	626
20	BIG R OF FERNLEY	24487/5	Trash bags, drum liner, assorted fasteners and Grade 5 bolt/n	06/18/2026	44.25	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24502/5	Connector, shut-off, brass nipple, remover	06/22/2026	33.56	07/01/2026	510-840-614 Shop Supplies	626
20	BIG R OF FERNLEY	24506/5	Adhesive backed dots, assorted Hillman fasteners, and Grade	06/23/2026	41.01	07/01/2026	100-417-600 General Supplies	626
20	BIG R OF FERNLEY	24507/5	Brass adapters (3/4MIP x 5/8BARB)	06/23/2026	23.97	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24508/5	Shovels and 32 gallon trash can	06/23/2026	103.97	07/01/2026	100-480-600 General Supplies	626
20	BIG R OF FERNLEY	24510/5	Inline tube valves, hard plastic tube kit (1/4), and 1/4"" compre	06/23/2026	10.55	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24515/5	Cleaning supplies, gloves, brushes, scour pads,	06/24/2026	72.80	07/01/2026	100-575-612 Building Maint Supplies	626
20	BIG R OF FERNLEY	24515/5	water	06/24/2026	4.25	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24516/5	Work Gloves	06/24/2026	62.82	07/01/2026	520-810-616 Safety Supplies	626
20	BIG R OF FERNLEY	24517/5	Drip watering hose 100', 100' farm & ranch hose, brass shut-o	06/24/2026	89.26	07/01/2026	100-575-600 General Supplies	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
20	BIG R OF FERNLEY	24524/5	TriFlow aerosol lubricant and drum liners	06/25/2026	91.45	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24525/5	Energizer batteries D (8 pk), AAA (24 pk), and AA (24 pk)	06/25/2026	98.97	07/01/2026	100-417-612 Building Maint Supplies	626
20	BIG R OF FERNLEY	24526/5	Hillman fasteners (asst)	06/25/2026	18.74	07/01/2026	100-480-600 General Supplies	626
20	BIG R OF FERNLEY	24527/5	BD 55 GAL trash bags 30ct 2 mil	06/25/2026	16.99	07/01/2026	100-475-600 General Supplies	626
20	BIG R OF FERNLEY	24529/5	Respirator sanding	06/25/2026	9.99	07/01/2026	100-475-616 Safety Supplies	626
20	BIG R OF FERNLEY	24533/5	Nylon D-braid rope and electrical tape	06/26/2026	32.75	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24542/5	Brass adapter, propane fitting, and black synthetic palm pull st	06/29/2026	35.93	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24543/5	Rust preventative safety green paint	06/29/2026	23.58	07/01/2026	520-810-600 General Supplies	626
20	BIG R OF FERNLEY	24544/5	Chain Saw Bar	06/29/2026	52.99	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24549/5	MIL WH front brim hard hat	06/30/2026	19.99	07/01/2026	100-475-616 Safety Supplies	626
20	BIG R OF FERNLEY	24550/5	Cleaning supplies, 50:1 fuel, and bottled water for Parks	06/30/2026	93.95	07/01/2026	100-575-600 General Supplies	626
20	BIG R OF FERNLEY	24553/5	Blue DEF Platinum 2.5 gal (2 each)	07/01/2026	39.98		100-475-600 General Supplies	726
20	BIG R OF FERNLEY	24554/5	US flag (6x10)	07/01/2026	119.99		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24558/5	Cut-off wheels, deco receptacle, and galvanized pipe straps	07/01/2026	15.94		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24562/5	Drum liner, poly tubing, hole plugs, end clamp, flag dripper	07/02/2026	44.45		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24563/5	DW 60V telescoping pole saw and 20V/60V MAX lithium Flex	07/02/2026	1,111.98		100-575-605 Minor Equipment	726
20	BIG R OF FERNLEY	24571/5	Niagara bottled water (16.9 oz, 24-pack) – 3 cases	07/03/2026	12.75		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24573/5	Padlock rust protection and self coil cable (6')	07/04/2026	79.96		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24589/5	Replacement portable generator for sampling	07/07/2026	1,299.00		520-810-605 Minor Equipment	726
20	BIG R OF FERNLEY	24590/5	Mini paint roller & frame, reacher cover (2pk)	07/07/2026	13.98		100-417-600 General Supplies	726
20	BIG R OF FERNLEY	24592/5	T-post (7') (133) light green tip, 15 each	07/07/2026	127.35		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24599/5	Keys, tape, hardware, electrical supplies, animal repellent, an	07/08/2026	165.02		100-575-600 General Supplies	726
20	BIG R OF FERNLEY	24600/5	scraper, screwdriver, plastic toggles, XL-DuoPower anchors,	07/08/2026	36.66		100-417-600 General Supplies	726
20	BIG R OF FERNLEY	24601/5	Minman gas powered post driver and 16' green gate	07/08/2026	1,449.00		100-575-605 Minor Equipment	726
20	BIG R OF FERNLEY	24603/5	Denatured alcohol (1 gallon)	07/08/2026	22.99		100-575-617 Chemical Supplies	726
20	BIG R OF FERNLEY	24604/5	Flat free gate wheel face mount 16""	07/08/2026	129.99		100-575-600 General Supplies	726
	Total 20:				6,951.50			
BIGGEST LITTLE RADIO								
8622	BIGGEST LITTLE RADIO	2158	Radio ads for City's 25th Celebration	06/24/2026	507.50	07/01/2026	100-412-650 Community Support	626
	Total 8622:				507.50			
BOB'S PRINTING AND SIGNAGE								
6970	BOB'S PRINTING AND SIGNAGE	51526-3	#9 BILLING ENVELOPES	06/11/2026	1,597.50	06/18/2026	510-810-550 Printing and Postage	626
6970	BOB'S PRINTING AND SIGNAGE	51526-3	#9 BILLING ENVELOPES	06/11/2026	1,597.50	06/18/2026	520-810-550 Printing and Postage	626
6970	BOB'S PRINTING AND SIGNAGE	51826-2	#10 envelopes with logo and return address	06/11/2026	1,095.00		100-425-550 Printing and Postage	626
6970	BOB'S PRINTING AND SIGNAGE	51826-3	Fernley Courts new color business cards	06/02/2026	460.00		100-425-550 Printing and Postage	626
6970	BOB'S PRINTING AND SIGNAGE	61926-1	UT Dir Bus Cards, 6x6 Name Plate UT Dir, 2x10 Name Plate	07/02/2026	28.10		510-810-550 Printing and Postage	726
6970	BOB'S PRINTING AND SIGNAGE	61926-1	UT Dir Bus Cards, 6x6 Name Plate UT Dir, 2x10 Name Plate	07/02/2026	28.10		510-840-550 Printing and Postage	726
6970	BOB'S PRINTING AND SIGNAGE	61926-1	UT Dir Bus Cards, 6x6 Name Plate UT Dir, 2x10 Name Plate	07/02/2026	56.20		520-810-550 Printing and Postage	726

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 6970:				4,862.40			
BRADY INDUSTRIES OF NEVADA LLC								
8837	BRADY INDUSTRIES OF NEVADA LLC	11902997	Trash can liners, disinfectant wipes, spray bottles, trigger spra	06/26/2026	469.05	07/01/2026	100-417-612 Building Maint Supplies	626
	Total 8837:				469.05			
CASELLE, INC.								
26	CASELLE, INC.	INV-20118	Annual Maintenance and Support 07/01/2026-06/30/2027	07/01/2026	54,168.00	07/01/2026	100-418-342 Tech Services-Other	726
	Total 26:				54,168.00			
CDW GOVERNMENT INC.								
27	CDW GOVERNMENT INC.	AJ 9EB6Y	WD BLUE PC DESKTOP HARD DRIVE - 4TB	06/29/2026	361.90		100-418-600 General Supplies	626
27	CDW GOVERNMENT INC.	AJ6FR5W	LUXOR 72X40 MOUNTED DRY ERASE BOARD	06/04/2026	258.34	06/26/2026	100-418-600 General Supplies	626
27	CDW GOVERNMENT INC.	AJ8J56X	BROTHER MFC-L3780CDW CLR LASER PRINT, CMO office	06/22/2026	548.61	06/26/2026	100-413-605 Minor Equipment	626
27	CDW GOVERNMENT INC.	AJ8KQ7Q	IT general supplies – USB hubs, adapters, mouse pad	06/22/2026	69.60	06/26/2026	100-418-600 General Supplies	626
27	CDW GOVERNMENT INC.	AJ8RQ6X	Lightning M/F to 3.5MM adapt	06/24/2026	15.24	07/01/2026	100-418-600 General Supplies	626
27	CDW GOVERNMENT INC.	AJ9MF4X	SIIG FHD WRLS KVM EXTENDER W/LOOPOUT	07/01/2026	215.09		100-416-605 Minor Equipment	726
27	CDW GOVERNMENT INC.	AJ9QH7L	WD RED PLUS INTERNAL NAS HDD 4TB, IT general suppli	07/01/2026	285.02		100-418-600 General Supplies	726
	Total 27:				1,753.80			
CERRIS SYSTEMS RENO, INC.								
9033	CERRIS SYSTEMS RENO, INC.	8276	Replace Supply Motor on RTU that services Switch Gear Roo	06/12/2026	2,140.00	06/18/2026	510-840-424 Outside Serv-HVAC	626
9033	CERRIS SYSTEMS RENO, INC.	8368	Parts Only-Onsite Stock-(2) Replacement Motors	06/30/2026	4,575.00		510-840-424 Outside Serv-HVAC	626
	Total 9033:				6,715.00			
CFA, A BOWMAN COMPANY								
499	CFA, A BOWMAN COMPANY	564708	In Town Park Phase 2 - Design	05/31/2026	2,570.00	06/26/2026	230-575-730 Improve Other than Buildings	526
	Total 499:				2,570.00			
CHARTER COMMUNICATIONS								
4479	CHARTER COMMUNICATIONS	156824401062126	24401 6/28-07/27/26 355 Cottonwood	06/21/2026	129.98		100-417-530 Communications	626
4479	CHARTER COMMUNICATIONS	175969701060126	69701 595 Silver Lace JUN 2026	06/01/2026	1,397.70	06/26/2026	100-417-530 Communications	626
4479	CHARTER COMMUNICATIONS	175970201060126	70201 355 Cottonwood 06/01-06/30/26	06/01/2026	417.70	06/26/2026	100-417-530 Communications	626
	Total 4479:				1,945.38			
CHASE PAYMENTECH MERCHANT SERVICES								
8637	CHASE PAYMENTECH MERCHANT SERVICES	6/2026	SEWER-CREDIT CARD PROCESSING FEES 6181757	06/30/2026	3,860.43	07/10/2026	520-810-609 Credit Card Fees	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8637	CHASE PAYMENTECH MERCHANT SERVICES	6/2026	FINANCE-CREDIT CARD PROCESSING FEES 6291057	06/30/2026	1,005.44	07/10/2026	100-415-609 Credit Card Fees	626
8637	CHASE PAYMENTECH MERCHANT SERVICES	6/2026	WATER-CREDIT CARD PROCESSING FEES 6181757	06/30/2026	3,860.44	07/10/2026	510-810-609 Credit Card Fees	626
8637	CHASE PAYMENTECH MERCHANT SERVICES	6/2026	FINANCE-CREDIT CARD PROCESSING FEES 6291058	06/30/2026	84.09	07/10/2026	100-415-609 Credit Card Fees	626
	Total 8637:				8,810.40			
CIVIC PLUS								
3028	CIVIC PLUS	369463	CivicPlus annual website services, hosting, support & related	07/01/2026	35,136.99		100-418-342 Tech Services-Other	726
3028	CIVIC PLUS	370918	Social Media Archiving Economy 7/1/2026–6/30/2027	07/01/2026	4,848.13		100-418-342 Tech Services-Other	726
3028	CIVIC PLUS	376044	Agenda and Meeting Management annual fees	08/23/2026	19,287.88		100-418-342 Tech Services-Other	826
	Total 3028:				59,273.00			
COLONIAL INSURANCE								
3520	COLONIAL INSURANCE	31039340701072	E3103934 SUPPLEMENTAL INSURANC	07/01/2026	55.16	07/01/2026	100-218000 COLONIAL INSURANCE PAYABL	726
	Total 3520:				55.16			
CONSTRUCTION SEALANTS AND SUPPLY								
6839	CONSTRUCTION SEALANTS AND SUPPLY	r184357	Crack Seal Materials	06/24/2026	3,684.75	07/01/2026	100-475-600 General Supplies	626
	Total 6839:				3,684.75			
CSG FORTE PAYMENTS, INC								
8996	CSG FORTE PAYMENTS, INC	0015778673	FORTE CC MONTHLY STMT AND PROCESS FEES	05/31/2026	27.23	06/10/2026	100-575-420 Outside Services	526
8996	CSG FORTE PAYMENTS, INC	0015778673	FORTE CC MONTHLY STMT AND PROCESS FEES	05/31/2026	27.24	06/10/2026	100-417-420 Outside Services	526
8996	CSG FORTE PAYMENTS, INC	0015778674	FORTE CC MONTHLY STMT AND PROCESS FEES	05/31/2026	20.07	06/10/2026	100-417-420 Outside Services	526
8996	CSG FORTE PAYMENTS, INC	0015778674	FORTE CC MONTHLY STMT AND PROCESS FEES	05/31/2026	20.07	06/10/2026	100-575-420 Outside Services	526
	Total 8996:				94.61			
DAHL, RACHEL								
9140	DAHL, RACHEL	FMCo.26JUNE - 028	CMO 1/4 Page Ads in The Fernley Reporter Run Dates 6/5, 6/	06/04/2026	175.00	07/01/2026	100-413-540 Advertising	626
9140	DAHL, RACHEL	FMCo.26JUNE - 028	Planning 1/4 Page Ads in The Fernley Reporter Run Dates 6/	06/04/2026	175.00	07/01/2026	100-610-540 Advertising	626
9140	DAHL, RACHEL	FMCo.26JUNE - 028	PW 1/4 Page Ads in The Fernley Reporter Run Dates 6/5, 6/1	06/04/2026	175.00	07/01/2026	100-417-540 Advertising	626
	Total 9140:				525.00			
DESIGN WORKSHOP, INC.								
8598	DESIGN WORKSHOP, INC.	85238	Fernley Roundabout US95A/US 50A design services	06/09/2026	3,940.00	06/18/2026	100-475-320 Prof Serv-Engineering	626
	Total 8598:				3,940.00			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
DONICA, DANIELLE								
9149	DONICA, DANIELLE	FY 25-26 R2A	FERNLEY PUBLIC MARKET R2 FY25-26 JAN-JUN 2026	06/01/2026	1,606.87	06/11/2026	225-575-650 Community Support	626
	Total 9149:				1,606.87			
DOWL, LLC								
8931	DOWL, LLC	7363.30292.03-15	GIS services FY26 – AGOL admin, maintenance, and support	06/05/2026	1,898.00	07/01/2026	100-529-320 Prof Serv-Engineering	626
8931	DOWL, LLC	7363.30292.03-16	GIS services water May 2026	06/05/2026	1,604.00	07/01/2026	510-810-342 Tech Services-Other	626
8931	DOWL, LLC	7363.30583.01-27	Planning Department Support Services	06/05/2026	3,484.75	06/18/2026	100-610-320 Prof Serv-Engineering	626
8931	DOWL, LLC	7382.30332.02-9	Kaitlin Constantine - DOWL - City of Fernley FY26 Map Revie	06/05/2026	3,027.00	06/18/2026	100-228311 Engineering Reimb. (Maps)	626
	Total 8931:				10,013.75			
EMPLOYEES, CITY OF FERNLEY								
8639	EMPLOYEES, CITY OF FERNLEY	061626	REIMB FOR ANNUAL BOOTS- K. HUHTALA	06/16/2026	250.00	06/18/2026	100-480-600 General Supplies	626
8639	EMPLOYEES, CITY OF FERNLEY	061726	REIMB FOR WALMART, SNACKS FOR UNION NEGOTIATI	06/17/2026	32.23	06/26/2026	100-419-600 General Supplies	626
8639	EMPLOYEES, CITY OF FERNLEY	06302026	REIMB FOR EMHS 323 COURSE A. POTICHKIN	06/30/2026	741.00	07/01/2026	100-425-580 Training	626
8639	EMPLOYEES, CITY OF FERNLEY	61226	REIMB FOR TUITION - MPA PROGRAM COURSES AT UNR	06/12/2026	2,579.00	06/18/2026	100-610-580 Training	626
8639	EMPLOYEES, CITY OF FERNLEY	61526	REIMB FOR CSO 1 RENEWAL, J. LASSEN	06/15/2026	130.00	06/18/2026	520-810-642 Licenses and Permits	626
8639	EMPLOYEES, CITY OF FERNLEY	61626	REIMB FOR ANNUAL BOOTS- K. PETERSON	06/16/2026	167.80	06/18/2026	100-575-616 Safety Supplies	626
8639	EMPLOYEES, CITY OF FERNLEY	6292026	REIMB FOR STATE WATER SURVEYOR RENEWAL S. PLEI	06/29/2026	20.00	07/01/2026	100-529-581 Dues and Memberships	626
8639	EMPLOYEES, CITY OF FERNLEY	62926	REIMB FOR COFFEE AND CREAMER FOR LANDS COMM	06/29/2026	33.47	07/01/2026	100-413-600 General Supplies	626
	Total 8639:				3,953.50			
EVERON, LLC								
8979	EVERON, LLC	161214207	security system service plan	07/01/2026	993.38		510-840-420 Outside Services	726
	Total 8979:				993.38			
FERNLEY JUNIOR RODEO ASSOC								
6065	FERNLEY JUNIOR RODEO ASSOC	Final FY25/26 R2	FJR/HS Rodeo Final FY25/26 R2	06/05/2026	11,000.00	06/18/2026	225-575-650 Community Support	626
	Total 6065:				11,000.00			
FLYERS ENERGY, LLC								
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-PARKS	06/15/2026	891.71	07/01/2026	100-575-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-WW	06/15/2026	1,620.54	07/01/2026	520-810-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-ANIMAL CONTROL	06/15/2026	357.53	07/01/2026	100-525-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-ENG	06/15/2026	47.75	07/01/2026	100-529-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-VECTOR	06/15/2026	239.44	07/01/2026	100-528-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-STREETS	06/15/2026	1,846.69	07/01/2026	100-475-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-BUILDING	06/15/2026	375.43	07/01/2026	100-605-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-WD	06/15/2026	2,170.48	07/01/2026	510-810-626 Gasoline	626

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18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-FLEET	06/15/2026	149.96	07/01/2026	100-480-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-FACILITIES	06/15/2026	914.98	07/01/2026	100-417-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-WTP	06/15/2026	239.91	07/01/2026	510-840-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-COURT	06/15/2026	270.55	07/01/2026	100-425-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4639511	GASOLINE-CITY MGR OFFICE	06/15/2026	80.79	07/01/2026	100-413-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-PARKS	06/30/2026	874.10		100-575-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-WW	06/30/2026	1,518.32		520-810-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-ANIMAL CONTROL	06/30/2026	467.20		100-525-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-VECTOR	06/30/2026	309.08		100-528-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-STREETS	06/30/2026	2,027.99		100-475-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-BUILDING	06/30/2026	319.16		100-605-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-WTP	06/30/2026	215.08		510-840-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-COURT	06/30/2026	197.15		100-425-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-FACILITIES	06/30/2026	880.50		100-417-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-WD	06/30/2026	1,606.62		510-810-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-FLEET	06/30/2026	125.87		100-480-626 Gasoline	626
18	FLYERS ENERGY, LLC	CFS-4649712	GASOLINE-CODE ENFORCEMENT	06/30/2026	164.44		100-615-626 Gasoline	626
	Total 18:				17,911.27			
GOLDSTAR PRODUCTS INC								
6125	GOLDSTAR PRODUCTS INC	83880-IN	Pot Hole Patch	06/26/2026	2,805.97	07/01/2026	100-475-600 General Supplies	626
	Total 6125:				2,805.97			
GOPHER CONSTRUCTION INC								
202	GOPHER CONSTRUCTION INC	38712	Black Mountain Type II Base - Streets 01	06/23/2026	676.44	07/01/2026	100-475-600 General Supplies	626
202	GOPHER CONSTRUCTION INC	38722	Type II Slurry Sand - Streets	06/24/2026	1,004.87	07/01/2026	100-475-600 General Supplies	626
202	GOPHER CONSTRUCTION INC	38736	Black Mountain Type II Base - Streets 01	06/26/2026	673.68	07/01/2026	100-475-600 General Supplies	626
202	GOPHER CONSTRUCTION INC	38768	Black Mountain Screened Class A Sand - Water Distribution	06/30/2026	611.52		510-810-431 Outside Serv-Road Maint	626
	Total 202:				2,966.51			
GRAINGER								
252	GRAINGER	9949262522	Sewage pump	06/11/2026	1,765.56	07/01/2026	520-810-614 Shop Supplies	626
252	GRAINGER	9949262522	Sports drink mix	06/11/2026	65.44	07/01/2026	520-810-600 General Supplies	626
	Total 252:				1,831.00			
GRANICUS LLC								
9043	GRANICUS LLC	231039	Granicus SmartGov Enterprise and Connectors 07/01/2026-0	07/01/2026	37,756.09	07/01/2026	100-418-342 Tech Services-Other	726
	Total 9043:				37,756.09			

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H&H INVESTMENTS & TOOL SUPPLY								
8987	H&H INVESTMENTS & TOOL SUPPLY	81001	6PC BRAKE CALIPER WB TOOL SET	06/17/2026	193.14	07/01/2026	100-480-600 General Supplies	626
	Total 8987:				193.14			
HARBOR FREIGHT COMMERCIAL ACCOUNT								
457	HARBOR FREIGHT COMMERCIAL ACCOUNT	1808e055	ICON 8PC 3/8 long metric and SAE hex socket sets, harmoni	06/29/2026	317.96	07/01/2026	100-480-600 General Supplies	626
	Total 457:				317.96			
HOMETOWN HEALTH								
4842	HOMETOWN HEALTH	24901-063 JUN 26	GROUP HEALTH INSURANCE- HOMETOWN SHORT JUNE	06/01/2026	50.00	07/01/2026	100-217000 HEALTH INSURANCE PAYABLE	626
	Total 4842:				50.00			
IAPMO - INTL ASSN PLUMBING & MECHANICAL								
82	IAPMO - INTL ASSN PLUMBING & MECHANICAL	1525195 2026	IAPMO Membership	05/01/2026	250.00		100-605-581 Dues and Memberships	526
	Total 82:				250.00			
IBEW Local 1245								
83	IBEW Local 1245	JUNE 2026-1	UNION DUES, ONE HALF OF MONTH	06/12/2026	1,752.32	06/12/2026	100-219900 OTHER PAYROLL PAYABLES	626
83	IBEW Local 1245	JUNE 2026-2	UNION DUES, ONE HALF OF MONTH	06/26/2026	1,752.32	06/26/2026	100-219900 OTHER PAYROLL PAYABLES	626
	Total 83:				3,504.64			
INTERNAL REVENUE SERVICE								
7879	INTERNAL REVENUE SERVICE	JUNE 2026-1	W/HOLD TAX PAYABLE, PAYROLL	06/12/2026	31,342.55	06/12/2026	100-212000 FEDERAL WITHHOLDING PAYAB	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-1	MED TAX PAYABLE, PAYROLL	06/12/2026	8,395.26	06/12/2026	100-211000 FICA PAYABLE	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-1	FICA TAX PAYABLE, PAYROLL	06/12/2026	260.12	06/12/2026	100-211000 FICA PAYABLE	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-2	W/HOLD TAX PAYABLE, PAYROLL	06/26/2026	30,449.09	06/26/2026	100-212000 FEDERAL WITHHOLDING PAYAB	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-2	MED TAX PAYABLE, PAYROLL	06/26/2026	8,313.68	06/26/2026	100-211000 FICA PAYABLE	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-2	FICA TAX PAYABLE, PAYROLL	06/26/2026	301.36	06/26/2026	100-211000 FICA PAYABLE	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-2 L. ALTICK	W/HOLD TAX PAYABLE, PAYROLL	06/30/2026	10,584.92	07/02/2026	100-212000 FEDERAL WITHHOLDING PAYAB	626
7879	INTERNAL REVENUE SERVICE	JUNE 2026-2 L. ALTICK	MED TAX PAYABLE, PAYROLL	06/30/2026	1,227.86	07/02/2026	100-211000 FICA PAYABLE	626
	Total 7879:				90,874.84			
INTERSTATE OIL COMPANY								
4329	INTERSTATE OIL COMPANY	907278-IN	FILTERS FOR FLEET	07/07/2026	47.83		100-480-610 Automotive Supplies	726
	Total 4329:				47.83			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
INTERWEST CONSULTING GROUP, INC								
9035	INTERWEST CONSULTING GROUP, INC	3273561	Municipal Code Amendment to Code Enforcement Regulation	01/31/2026	3,895.00	06/18/2026	100-615-420 Outside Services	126
	Total 9035:				3,895.00			
JAK NEVADA LLC								
9133	JAK NEVADA LLC	4- JUN 26	3 truck wash – Wastewater	06/30/2026	56.75		520-810-420 Outside Services	626
	Total 9133:				56.75			
JOHN ALLEN WOODS								
8994	JOHN ALLEN WOODS	277101	Emergency trip charge & labor to remove broken key from ch	06/05/2026	92.00	06/18/2026	100-417-420 Outside Services	626
8994	JOHN ALLEN WOODS	277104	ABUS brass padlocks keyed to city key	06/08/2026	2,623.50	06/18/2026	510-810-605 Minor Equipment	626
8994	JOHN ALLEN WOODS	277108	Trip charge and rekey office door with duplicate keys at City H	06/12/2026	148.00	07/01/2026	100-417-420 Outside Services	626
8994	JOHN ALLEN WOODS	277429	Trip charge and labor to repair door lock at Waste Water East	06/26/2026	164.00	07/01/2026	520-810-430 Outside Serv-Repair & Maint	626
	Total 8994:				3,027.50			
JOHNSON, MARC								
9122	JOHNSON, MARC	702263007	tool / equipment purchase	07/02/2026	133.25		100-480-600 General Supplies	726
9122	JOHNSON, MARC	702263008	tool / equipment purchase	07/02/2026	159.75		100-480-600 General Supplies	726
	Total 9122:				293.00			
JUB ENGINEERS, INC								
8846	JUB ENGINEERS, INC	197278	Mesa Drive Water Main Extension	06/15/2026	2,650.00	07/01/2026	510-166100 Construction In Progress	626
8846	JUB ENGINEERS, INC	197279	Mesa Dr. Water Main Extension	06/15/2026	2,403.60	07/01/2026	510-166100 Construction In Progress	626
	Total 8846:				5,053.60			
KIMLEY-HORN AND ASSOCIATES, INC.								
8715	KIMLEY-HORN AND ASSOCIATES, INC.	192100009-0526	South Area Plan - May 2026	05/31/2026	15,858.58	06/18/2026	100-610-322 Prof Serv-Other	526
8715	KIMLEY-HORN AND ASSOCIATES, INC.	35922443	CIP/Impact Fee Study	05/31/2026	3,800.00	06/18/2026	100-610-322 Prof Serv-Other	526
8715	KIMLEY-HORN AND ASSOCIATES, INC.	35922444	COF Infrastructure Plan	05/31/2026	10,670.00	06/18/2026	100-610-322 Prof Serv-Other	526
8715	KIMLEY-HORN AND ASSOCIATES, INC.	36160197	Modular Building Pad Construction Document Preparation	06/22/2026	691.77	07/01/2026	510-810-320 Prof Serv-Engineering	626
8715	KIMLEY-HORN AND ASSOCIATES, INC.	36160197	Modular Building Pad Construction Document Preparation	06/22/2026	691.78	07/01/2026	520-810-320 Prof Serv-Engineering	626
	Total 8715:				31,712.13			
LAHONTAN VALLEY VET CLINIC, INC.								
8545	LAHONTAN VALLEY VET CLINIC, INC.	659474	C32795-Canine Post Mortem	05/19/2026	253.60	06/26/2026	100-525-322 Prof Serv-Other	526
	Total 8545:				253.60			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
LAXALT LAW GROUP LTD								
9152	LAXALT LAW GROUP LTD	3853	City attorney coverage at council meeting 04/15/2026	05/28/2026	240.00	07/01/2026	100-414-310 Prof Serv-Legal	526
9152	LAXALT LAW GROUP LTD	3870	Lau vs. COF - WRIT	05/28/2026	9,159.40	07/01/2026	100-414-310 Prof Serv-Legal	526
9152	LAXALT LAW GROUP LTD	4130	Lau vs. COF - WRIT	06/17/2026	2,950.00	07/01/2026	100-414-310 Prof Serv-Legal	626
Total 9152:					12,349.40			
LICKETY SPLIT EXPRESS WASH, LLC								
9051	LICKETY SPLIT EXPRESS WASH, LLC	#1 PW JUNE 26	1 truck wash	06/30/2026	11.00		100-417-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#10 BLD JUN 26	2 car washes	06/30/2026	22.00		100-605-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#12 COURT JUN 26	1 car wash	06/30/2026	11.00		100-425-322 Prof Serv-Other	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#14 ENG JUNE 26	3 car washes	06/30/2026	33.00		100-529-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#3 STREETS JUNE 26	1 truck wash	06/30/2026	11.00		100-475-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#4 WD JUN 26	5 truck washes	06/30/2026	55.00		510-810-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#6 UTDIR JUN 26	1 car wash	06/30/2026	2.75		510-840-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#6 UTDIR JUN 26	1 car wash	06/30/2026	5.50		520-810-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#6 UTDIR JUN 26	1 car wash	06/30/2026	2.75		510-810-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#8 WW JUN 26	2 truck washes	06/30/2026	22.00		520-810-420 Outside Services	626
9051	LICKETY SPLIT EXPRESS WASH, LLC	#9 WTP JUN 26	2 truck washes	06/30/2026	22.00		510-840-420 Outside Services	626
Total 9051:					198.00			
LINEBARGER ELECTRIC LLC								
9153	LINEBARGER ELECTRIC LLC	1647	Electrical GFI repair, Fernley in town park	06/30/2026	145.00		100-575-420 Outside Services	626
Total 9153:					145.00			
LOWES CREDIT SERVICES								
7650	LOWES CREDIT SERVICES	73483	Paint, rollers, trays, tape and box fan – water department mai	06/03/2026	246.14	07/01/2026	510-810-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	74688	Waspra ugly trimmer head – wastewater	06/16/2026	39.88	07/01/2026	520-810-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	74726	Extension cords	06/16/2026	113.96	07/01/2026	100-480-600 General Supplies	626
7650	LOWES CREDIT SERVICES	75160	Ice Machine For Lab Samples	06/16/2026	498.74	07/01/2026	510-840-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	75252	Chem Tank Maint. Supplies	06/16/2026	130.46	07/01/2026	510-840-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	77277	Power tools and drill bits	06/05/2026	212.76	07/01/2026	100-575-600 General Supplies	626
7650	LOWES CREDIT SERVICES	77302	PVC fittings and conduit-Kordell	06/30/2026	6.58		510-810-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	80165	Quickrete fast-set concrete and large all purpose plastic – wa	07/01/2026	32.51	07/01/2026	520-810-600 General Supplies	726
7650	LOWES CREDIT SERVICES	85742	Pliers and wire connectors (general use hardware)	05/27/2026	15.85	06/18/2026	510-810-600 General Supplies	526
7650	LOWES CREDIT SERVICES	85742	Pliers and wire connectors (general use hardware)	05/27/2026	15.00	06/18/2026	510-840-600 General Supplies	526
7650	LOWES CREDIT SERVICES	85742	Pliers and wire connectors (general use hardware)	05/27/2026	30.86	06/18/2026	520-810-600 General Supplies	526
7650	LOWES CREDIT SERVICES	86243	Concrete mix, dig bar	06/08/2026	74.70	07/01/2026	100-575-600 General Supplies	626
7650	LOWES CREDIT SERVICES	87882	Replacement Filters	06/09/2026	512.88	07/01/2026	510-840-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	87990	Basin Repair Tools	06/09/2026	531.52	07/01/2026	510-840-614 Shop Supplies	626
7650	LOWES CREDIT SERVICES	89007	Sandpaper, mounting tape, reusable ties, hook, tread tape, ba	06/22/2026	74.74	07/01/2026	100-417-600 General Supplies	626
7650	LOWES CREDIT SERVICES	90781	Parks: hoes, utility gloves, container, disposable wipes	06/23/2026	130.61	07/01/2026	100-575-600 General Supplies	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
7650	LOWES CREDIT SERVICES	92224	Concrete, patch, and leather work gloves – Streets	06/11/2026	857.72	07/01/2026	100-475-600 General Supplies	626
7650	LOWES CREDIT SERVICES	94880	Electrical wire, drill bit, sheathing – parks	07/07/2026	56.78		100-575-600 General Supplies	726
7650	LOWES CREDIT SERVICES	95618	Replacement 12-Gal 5.5 HP Quiet Vac, Craftsman 1.5Ah Batt	07/07/2026	151.03		520-810-614 Shop Supplies	726
7650	LOWES CREDIT SERVICES	95784	Electrical hardware and batteries - Parks	06/25/2026	59.05		100-575-600 General Supplies	626
7650	LOWES CREDIT SERVICES	96018	Water, Gatorade and fans – FSCAC event	06/12/2026	311.46	07/01/2026	100-360-715 Donations-Misc	626
7650	LOWES CREDIT SERVICES	96172	Electrical supplies for parks	06/25/2026	34.64		100-575-600 General Supplies	626
7650	LOWES CREDIT SERVICES	96391	4-tier chrome wire shelf for Facilities	06/25/2026	80.73		100-417-600 General Supplies	626
7650	LOWES CREDIT SERVICES	96781	Parks – DeWalt 20V Max 2-tool combo and marking supplies	07/08/2026	196.81		100-575-600 General Supplies	726
7650	LOWES CREDIT SERVICES	97024	Return – Utilitech 18in stand fan (From Inv. 97068)	07/08/2026	41.78-		100-417-600 General Supplies	726
7650	LOWES CREDIT SERVICES	97068	Utility fan, Caulk	07/08/2026	41.78		100-417-600 General Supplies	726
7650	LOWES CREDIT SERVICES	97068	Bulbs	07/08/2026	16.11		100-417-612 Building Maint Supplies	726
7650	LOWES CREDIT SERVICES	983655	paint and roller	05/26/2026	60.76	06/18/2026	100-575-600 General Supplies	526
7650	LOWES CREDIT SERVICES	98567	Tool Box, Tools	06/26/2026	545.40	07/01/2026	100-475-600 General Supplies	626
7650	LOWES CREDIT SERVICES	986190	Paint and brushes, 5G Valspar eggshell, two 3/8"" woven rolle	05/27/2026	248.37	06/18/2026	100-575-600 General Supplies	526
7650	LOWES CREDIT SERVICES	986332-QUIJJT	Washers and dial for wastewater	05/27/2026	32.80	06/18/2026	520-810-614 Shop Supplies	526
7650	LOWES CREDIT SERVICES	987606	Paint tools, rollers, texture spray and 5 gal paint	05/28/2026	196.19	06/18/2026	100-417-600 General Supplies	526
7650	LOWES CREDIT SERVICES	990048	Goof-Off remover and Valspar paint sample supplies	05/29/2026	21.79	06/18/2026	100-417-600 General Supplies	526
7650	LOWES CREDIT SERVICES	997830	Wall hardware and acrylic panel	06/01/2026	47.46	06/18/2026	100-417-600 General Supplies	626
	Total 7650:				5,584.29			
LP INSURANCE SERVICES, INC								
8746	LP INSURANCE SERVICES, INC	1150713	Policy EB Fee May 26	05/01/2026	2,500.00	07/01/2026	100-413-322 Prof Serv-Other	526
8746	LP INSURANCE SERVICES, INC	1175271	Policy EB FEE JUL 2026	07/01/2026	2,500.00		100-419-322 Prof Serv-Other	726
8746	LP INSURANCE SERVICES, INC	1181171	Policy EB FEE AUG 2026	08/01/2026	2,500.00		100-419-322 Prof Serv-Other	826
	Total 8746:				7,500.00			
LUMOS & ASSOCIATES INC								
370	LUMOS & ASSOCIATES INC	131525	SR828 Phase 3 Bike Path	03/17/2026	7,810.00	06/26/2026	100-475-730 Improve Other than Buildings	326
370	LUMOS & ASSOCIATES INC	131761	Fernley Storm Drain Master Plan Preparation	04/20/2026	5,627.00	06/18/2026	100-475-320 Prof Serv-Engineering	426
370	LUMOS & ASSOCIATES INC	131859	EWWTP O&M March invoice	04/21/2026	2,608.50	07/01/2026	520-810-320 Prof Serv-Engineering	426
370	LUMOS & ASSOCIATES INC	132431	Design - SR 828 Phase 3 Bike Path	06/15/2026	23,107.50	06/26/2026	100-475-730 Improve Other than Buildings	626
370	LUMOS & ASSOCIATES INC	132436	Fernley Storm Drain Master Plan Professional Services	06/15/2026	19,889.00	07/01/2026	100-475-320 Prof Serv-Engineering	626
	Total 370:				59,042.00			
LYON COUNTY								
1126	LYON COUNTY	JUL 2026	PUBLIC DEFENDER - JUL 2026	07/01/2026	10,000.00	07/01/2026	100-412-322 Prof Serv-Other	726
1126	LYON COUNTY	JUN 2026	PUBLIC DEFENDER - JUNE 2026	06/01/2026	10,000.00	06/11/2026	100-413-322 Prof Serv-Other	626
	Total 1126:				20,000.00			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
LYON COUNTY CLERK/TREASURER								
106	LYON COUNTY CLERK/TREASURER	6/2026	Road Tax (RCT) payable to Lyon County	06/30/2026	66,000.00		100-227010 Road RCT Payable to County	626
106	LYON COUNTY CLERK/TREASURER	Jun 2026	School Tax (RCT) payable to Lyon County	06/30/2026	105,600.00		100-227015 School RCT Payble to County	626
106	LYON COUNTY CLERK/TREASURER	Jun 2026	1% Admin fee (kept by city)	06/30/2026	1,056.00-		100-330-450 Administration Fees	626
106	LYON COUNTY CLERK/TREASURER	TLT Jun 26	Transient Lodging Tax	06/30/2026	5,790.80		225-227010 TLT Payable to County	626
	Total 106:				176,334.80			
LYON COUNTY RECORDER								
108	LYON COUNTY RECORDER	2223303	LIEN REL- 1346 WINNIES LN 022-233-03	06/25/2026	43.00	06/26/2026	510-810-322 Prof Serv-Other	626
	Total 108:				43.00			
MARQUIS AURBACH CHTD								
9072	MARQUIS AURBACH CHTD	458181	outside legal union	06/10/2026	50.00	07/01/2026	100-414-310 Prof Serv-Legal	626
	Total 9072:				50.00			
MARSHALL'S SEPTIC CARE								
8509	MARSHALL'S SEPTIC CARE	I32106	residual solids hauling	06/19/2026	29,322.54	07/01/2026	510-840-426 Outside Serv-Septic	626
8509	MARSHALL'S SEPTIC CARE	I32359	Portable Restroom Maintenance	07/01/2026	160.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32360	Portable Restroom Maintenance	07/01/2026	160.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32361	Portable Restroom Maintenance	07/01/2026	800.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32362	Portable Restroom Maintenance	07/01/2026	320.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32363	Portable Restroom Maintenance	07/01/2026	320.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32364	Portable Restroom Maintenance	07/01/2026	160.00		100-575-430 Outside Serv-Repair & Maint	726
8509	MARSHALL'S SEPTIC CARE	I32365	Portable Restroom Maintenance	07/01/2026	160.00		100-417-430 Outside Serv-Repair & Maint	726
	Total 8509:				31,402.54			
MATHEUS, SENIOR JUDGE LORI								
8042	MATHEUS, SENIOR JUDGE LORI	JUL 2026	MUNICIPAL COURT JUDGE	07/31/2026	7,916.67	07/01/2026	100-425-322 Prof Serv-Other	726
8042	MATHEUS, SENIOR JUDGE LORI	JUN 2026	MUNICIPAL COURT JUDGE	06/30/2026	7,916.67	06/18/2026	100-425-322 Prof Serv-Other	626
	Total 8042:				15,833.34			
MATRIX DESIGN GROUP INC								
9116	MATRIX DESIGN GROUP INC	50467	Master Plan Update	05/27/2026	15,466.90	06/18/2026	100-610-322 Prof Serv-Other	526
	Total 9116:				15,466.90			
MCCANDLESS TRUCK CENTER LLC								
265	MCCANDLESS TRUCK CENTER LLC	P109008292 : 01	parts for vactor	06/16/2026	456.36	06/18/2026	100-480-610 Automotive Supplies	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 265:				456.36			
MCDONALD CARANO								
322	MCDONALD CARANO	12525261	outside legal planning	05/28/2026	6,195.00	07/01/2026	100-414-310 Prof Serv-Legal	526
	Total 322:				6,195.00			
METLIFE SMALL BUSINESS CENTER								
5387	METLIFE SMALL BUSINESS CENTER	JUL 2026	5952725 GROUP LIFE/ADD LTD/STD INSURANCE	07/01/2026	4,426.56	07/01/2026	100-217300 Life/ADD LTD/STD Anthem Payabl	726
5387	METLIFE SMALL BUSINESS CENTER	JUL 2026	5952725 GROUP DENTAL INSURANCE	07/01/2026	7,613.82	07/01/2026	100-217100 Dental Insurance Payable MetL	726
5387	METLIFE SMALL BUSINESS CENTER	JUL 2026	5952725 GROUP VISION INSURANCE	07/01/2026	1,135.30	07/01/2026	100-217200 Vision Insurance Payable MetL	726
	Total 5387:				13,175.68			
MISCELLANEOUS ONE TIME VENDOR								
1111	MISCELLANEOUS ONE TIME VENDOR	25TR007223K	SUBPOENA DUCES TECUM FEE - CHRISTOPHER MCCAN	06/25/2026	15.00	06/26/2026	100-414-322 Prof Serv-Other	626
1111	MISCELLANEOUS ONE TIME VENDOR	26.11.06	REFUND FOR KEY DEPOSIT FOR KEY 005 AYSO	06/11/2026	35.00	06/18/2026	245-360-700 Park Rental Fees	626
1111	MISCELLANEOUS ONE TIME VENDOR	62326	OVERPAYMENT ON BUSINESS LICENSE RENEWAL ACCT	06/23/2026	26.18	06/26/2026	100-320-100 Business License Fees	626
	Total 1111:				76.18			
MOFFITT ANIMAL CLINIC								
6660	MOFFITT ANIMAL CLINIC	196800	Theodore 6-16-26 (# 2 LE)	06/18/2026	71.55	06/26/2026	100-525-322 Prof Serv-Other	626
6660	MOFFITT ANIMAL CLINIC	196800	Rolly 6-17-2026 (# ME	06/18/2026	52.00	06/26/2026	100-525-322 Prof Serv-Other	626
	Total 6660:				123.55			
MSC INDUSTRIAL SUPPLY CO								
115	MSC INDUSTRIAL SUPPLY CO	57138681	paper towels for public works	06/29/2026	95.21	07/01/2026	510-810-614 Shop Supplies	626
115	MSC INDUSTRIAL SUPPLY CO	57138691	paper towels for public works	06/29/2026	56.03	07/01/2026	510-810-614 Shop Supplies	626
	Total 115:				151.24			
NAPA AUTO & TRUCK PARTS								
58	NAPA AUTO & TRUCK PARTS	450782	PARTS FOR FLEET – belt (Kirk)	06/13/2026	12.95	06/18/2026	100-480-610 Automotive Supplies	626
58	NAPA AUTO & TRUCK PARTS	450931	SME Prime Line air filter	06/16/2026	10.39	06/18/2026	100-575-600 General Supplies	626
58	NAPA AUTO & TRUCK PARTS	450947	Motor tune-up and brake cleaner	06/16/2026	27.96	06/18/2026	100-575-600 General Supplies	626
58	NAPA AUTO & TRUCK PARTS	450980	DEF fluid	06/17/2026	79.96	07/01/2026	510-810-610 Automotive Supplies	626
58	NAPA AUTO & TRUCK PARTS	451341	PARTS FOR FLEET – R134A recharge kit & cabin air filter	06/23/2026	91.63	07/01/2026	100-480-610 Automotive Supplies	626
58	NAPA AUTO & TRUCK PARTS	451396	Fleet – fuel filter and fuel pump	06/24/2026	68.85	07/01/2026	100-480-610 Automotive Supplies	626
58	NAPA AUTO & TRUCK PARTS	451654	Truck supplies – cabin air filter and air fresheners	06/29/2026	24.52	07/01/2026	510-810-610 Automotive Supplies	626
58	NAPA AUTO & TRUCK PARTS	451904	Fleet – tire changer, wheel balancer, adapter, and wheel lift	07/03/2026	18,449.00		100-480-741 Machinery	726
58	NAPA AUTO & TRUCK PARTS	451958	Waste Water – fuel filter and gloves	07/06/2026	66.01		520-810-614 Shop Supplies	726

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
58	NAPA AUTO & TRUCK PARTS	451985	Credit for fleet parts – wheel adapter and 40mm cones (Invoic	07/06/2026	1,661.00-		100-480-741 Machinery	726
58	NAPA AUTO & TRUCK PARTS	452096	Parts for fleet - NAPAGOLD air filters	07/08/2026	101.53		100-480-610 Automotive Supplies	726
	Total 58:				17,271.80			
NCE								
7617	NCE	675242509	Mark IV Inspections	06/09/2026	20,452.50	07/01/2026	100-228309 Project Plan Review - Mark IV	626
7617	NCE	675242509	Inspection and Eng Services	06/09/2026	6,451.50	07/01/2026	100-529-320 Prof Serv-Engineering	626
	Total 7617:				26,904.00			
NDEP NV DIV OF ENVIRONMENTAL PROTECTION								
4038	NDEP NV DIV OF ENVIRONMENTAL PROTECTION	PGP-94 FY27	NDEP Annual Pesticide Permit	07/01/2026	300.00	07/01/2026	520-810-642 Licenses and Permits	726
	Total 4038:				300.00			
NEVADA DEPARTMENT OF TAXATION								
6378	NEVADA DEPARTMENT OF TAXATION	TLT Jun 26	Transient Lodging Tax	06/30/2026	3,474.48		225-227015 TLT Payable to State	626
	Total 6378:				3,474.48			
NEVADA DEPT OF BUSINESS & INDUSTRY								
5439	NEVADA DEPT OF BUSINESS & INDUSTRY	AA27-320	Prof Serv EMRB FY2027	07/01/2026	471.50		100-419-420 Outside Services	726
	Total 5439:				471.50			
NEVADA LEAGUE OF CITIES AND								
123	NEVADA LEAGUE OF CITIES AND	202608 FY27	FY27NVLC Member Dues	07/01/2026	20,000.00		100-410-581 Dues and Memberships	726
	Total 123:				20,000.00			
NEVADA VETERAN'S COALITION								
8594	NEVADA VETERAN'S COALITION	NVVC FCTA R2 FY25-26	Partial FCTA R2 FY25-26 Memorial Day 2026	06/11/2026	3,710.00	06/18/2026	225-575-650 Community Support	626
8594	NEVADA VETERAN'S COALITION	NVVC Final R2 FY25-26	NVVC Final FCTA R2 FY25-26 Memorial Day 2026	06/30/2026	1,493.75	06/26/2026	225-575-650 Community Support	626
	Total 8594:				5,203.75			
NEW YORK LIFE INSURANCE COMPANY								
9061	NEW YORK LIFE INSURANCE COMPANY	20260703	SUPPLEMENTAL INSURANCE - NEW YORK LIFE	07/01/2026	2,914.25	07/01/2026	100-218200 New York Life	726
	Total 9061:				2,914.25			
NORTHERN NEVADA DEVELOPMENT AUTHORITY								
7796	NORTHERN NEVADA DEVELOPMENT AUTHORITY	NNDA-1990	NNDA renewal 7/26-7/27	07/01/2026	1,000.00		100-410-581 Dues and Memberships	726

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 7796:					1,000.00			
NORTHERN NEVADA INTERNATIONAL CENTER								
8844	NORTHERN NEVADA INTERNATIONAL CENTER	8495	ASL 26CR00077 3K	06/09/2026	340.00		100-425-330 Prof Serv-Interpreter	626
Total 8844:					340.00			
NSB - BANKCARD CENTER								
8649	NSB - BANKCARD CENTER	MAY 26	CAESARS REPUBLIC LAKE TAHOE; HOTEL STAY CAL RU	05/31/2026	8.50	06/10/2026	510-810-582 Travel	526
8649	NSB - BANKCARD CENTER	MAY 26	STAMPLI; APR 2026	05/31/2026	1,059.00	06/10/2026	100-418-342 Tech Services-Other	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; REPLACEMENT FIELD TRIP SUPPLIES PW	05/31/2026	65.76	06/10/2026	100-417-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	ROUND TABLE PIZZA; STRATEGIC BUDGET WORKSHOP	05/31/2026	78.25	06/10/2026	100-413-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	NV DEPT OF AGRICULTURE; HERBICIDE TRAINING 3 EM	05/31/2026	150.00	06/10/2026	100-475-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	NV STRATEGIC GROWTH; LITHIUM & AMP CRITICAL MIN	05/31/2026	400.00	06/10/2026	100-412-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	CAESARS REPUBLIC LAKE TAHOE; HOTEL STAY CAL RU	05/31/2026	8.50	06/10/2026	510-840-582 Travel	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP SUPPLIES FOR WTP	05/31/2026	92.94	06/10/2026	510-840-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	MY LAW CLE; ALL ACCESS PASS TO MY LAW CLE 2026 C	05/31/2026	395.00	06/10/2026	100-414-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	RALEY'S; GET WELL BASKET FOR WARD 2	05/31/2026	44.58	06/10/2026	100-412-650 Community Support	526
8649	NSB - BANKCARD CENTER	MAY 26	NV DEPT OF AGRICULTURE; HERBICIDE TRAINING 3 EM	05/31/2026	150.00	06/10/2026	100-575-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	NDEP; WTP 4 OIT TO FULL CONVERSION J. HUHTALA	05/31/2026	41.00	06/10/2026	510-840-642 Licenses and Permits	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; GOLD FOIL PAPER FOR BUSINESS LICENSES	05/31/2026	100.69	06/10/2026	100-416-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	NDEP; D1 TEST FOR R. PERALES & B. BRANDENBURG W	05/31/2026	225.50	06/10/2026	510-810-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; PART FOR FIRE DEPARTMENT	05/31/2026	97.99	06/10/2026	100-126000 Intergovernmental Receivable	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP SUPPLIES CE	05/31/2026	153.79	06/10/2026	100-615-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	NV DEPT OF AGRICULTURE; HERBICIDE TRAINING 1 EM	05/31/2026	50.00	06/10/2026	100-528-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	WALMART; FES FIELD TRIP SUPPLIES WTP	05/31/2026	39.17	06/10/2026	510-840-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	CAESARS REPUBLIC LAKE TAHOE; HOTEL STAY CAL RU	05/31/2026	17.00	06/10/2026	520-810-582 Travel	526
8649	NSB - BANKCARD CENTER	MAY 26	OWP SACRAMENTO STATE; WATER DIST. MAINT. MANUA	05/31/2026	201.00	06/10/2026	510-810-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP BAGS CM	05/31/2026	151.48	06/10/2026	100-413-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; UTILITY FILE CART CAO	05/31/2026	69.60	06/10/2026	100-414-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	NV DEPT OF AGRICULTURE; HERBICIDE TRAINING 1 EM	05/31/2026	50.00	06/10/2026	100-417-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	MOANA NURSERY; PLANTS FOR CEMETERY	05/31/2026	448.20	06/10/2026	100-576-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	ESRI; ARC CIS MOBILE WORKER USER T. LOWREY	05/31/2026	1,200.00	06/10/2026	510-810-342 Tech Services-Other	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; VARI L-SHAPED DESK T. LIVINGSTON FIN	05/31/2026	1,335.38	06/10/2026	100-415-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	NCSC; VISIONING & STRATEGIC PLANNING COURSE FO	05/31/2026	495.00	06/10/2026	100-425-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	PROJECT MGMT INSTITUTE; PROFESSIONAL MEMBERS	05/31/2026	82.00	06/10/2026	520-810-581 Dues and Memberships	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP SUPPLIES CAO	05/31/2026	36.98	06/10/2026	100-414-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	PRYOR LEARNING; PROFESSIONAL WRITING CLASS S. V	05/31/2026	199.00	06/10/2026	100-417-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	NCSC; MODERN COURT GOVERNANCE COURSE FOR C	05/31/2026	495.00	06/10/2026	100-425-580 Training	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; MONEY BAG W/ KEY FOR PLANNING DEPT	05/31/2026	25.98	06/10/2026	100-610-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	NDEP; D1 TEST S. HOMME UT	05/31/2026	123.00	06/10/2026	510-810-642 Licenses and Permits	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP SUPPLIES CCO	05/31/2026	130.40	06/10/2026	100-416-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	STAPLES; OFFICE CHAIR FOR T. LIVINGSTON AND POST	05/31/2026	233.61	06/10/2026	100-415-600 General Supplies	526

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8649	NSB - BANKCARD CENTER	MAY 26	PROJECT MGMT INSTITUTE; PROFESSIONAL MEMBERS	05/31/2026	41.00	06/10/2026	510-840-581 Dues and Memberships	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; FES FIELD TRIP SUPPLIES FMC	05/31/2026	188.20	06/10/2026	100-425-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	DELUXE; NEW CHECKS, DEPOSIT SLIPS & ENDORSEME	05/31/2026	1,236.08	06/10/2026	100-425-550 Printing and Postage	526
8649	NSB - BANKCARD CENTER	MAY 26	PROJECT MGMT INSTITUTE; PROFESSIONAL MEMBERS	05/31/2026	41.00	06/10/2026	510-810-581 Dues and Memberships	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; BUSINESS CARD HOLDERS FMC	05/31/2026	107.91	06/10/2026	100-425-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	ZOOM; CMO MONTHLY SUBSCRIPTION	05/31/2026	217.00	06/10/2026	100-418-342 Tech Services-Other	526
8649	NSB - BANKCARD CENTER	MAY 26	AMAZON; BADGE HOLDER PW	05/31/2026	9.99	06/10/2026	100-417-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	ORIENTAL TRADING CO; FES FIELD TRIP SUPPLIES AC	05/31/2026	195.72	06/10/2026	100-525-600 General Supplies	526
8649	NSB - BANKCARD CENTER	MAY 26	PSI EXAMS; D1 TESTS FOR B. BRANDENBURG & R. PER	05/31/2026	138.00	06/10/2026	510-810-580 Training	526
	Total 8649:				10,629.20			
NUTRIEN AG SOLUTIONS								
3033	NUTRIEN AG SOLUTIONS	58810790	Herbicide	05/20/2026	650.00		100-475-617 Supplies-Chemical	526
	Total 3033:				650.00			
NV ENERGY								
167	NV ENERGY	10601 JUN 26	80865908610601 ACH	05/30/2026	37.54	06/17/2026	100-475-622 Electricity	526
167	NV ENERGY	12019 JUN 26	34596505012019 ACH	06/13/2026	7,398.98	07/01/2026	510-810-622 Electricity	626
167	NV ENERGY	13050 JUN 26	48768103613050 ACH	06/06/2026	2,374.24	06/24/2026	100-417-622 Electricity	626
167	NV ENERGY	13924 JUN 26	48768108113924 ACH	06/25/2026	44.17	07/13/2026	100-475-622 Electricity	626
167	NV ENERGY	14319 JUN 26	34596405214319 ACH	06/06/2026	39.49	06/24/2026	100-575-622 Electricity	626
167	NV ENERGY	26093 JUNE 26	34596402626093 ACH	06/04/2026	3,336.16	06/22/2026	100-575-622 Electricity	626
167	NV ENERGY	26100 JUNE 26	34596502626100 ACH	06/04/2026	42.04	06/22/2026	510-810-622 Electricity	626
167	NV ENERGY	26100 JUNE 26	34596502626100 ACH	06/04/2026	26,912.67	06/22/2026	520-810-622 Electricity	626
167	NV ENERGY	26445 JUN 26	34596505226445 ACH	06/24/2026	8,215.92	07/10/2026	510-840-622 Electricity	626
167	NV ENERGY	28458 JUN 26	34596505228458 ACH	06/24/2026	15,829.61	07/10/2026	510-840-622 Electricity	626
167	NV ENERGY	29499 JUN 26	1000213677906929499 ACH	05/29/2026	52.15	06/16/2026	100-475-622 Electricity	526
167	NV ENERGY	30037 JUN 26	34596403630037 ACH	06/13/2026	40.37	07/01/2026	100-576-622 Electricity	626
167	NV ENERGY	34991 JUN 26	34596407734991 ACH	06/09/2026	37.54	06/25/2026	510-810-622 Electricity	626
167	NV ENERGY	37594 JUN 26	80865904937594 ACH	06/09/2026	37.54	06/25/2026	100-475-622 Electricity	626
167	NV ENERGY	41110 JUN 26	82190403641110 ACH	06/04/2026	88.25	06/22/2026	520-810-622 Electricity	626
167	NV ENERGY	42683 JUNE 26	82190404842683 ACH	06/04/2026	173.32	06/22/2026	100-575-622 Electricity	626
167	NV ENERGY	42683 JUNE 26	82190404842683 ACH	06/04/2026	300.81	06/22/2026	510-810-622 Electricity	626
167	NV ENERGY	42683 JUNE 26	82190404842683 ACH	06/04/2026	6,968.07	06/22/2026	520-810-622 Electricity	626
167	NV ENERGY	42683 JUNE 26	82190404842683 ACH	06/04/2026	63.13	06/22/2026	100-475-622 Electricity	626
167	NV ENERGY	50573 JUN 26	34596508750573 ACH	06/06/2026	69.09	06/24/2026	100-417-622 Electricity	626
167	NV ENERGY	52067 JUN 26	82190407952067ACH	06/09/2026	113.44	06/25/2026	520-810-622 Electricity	626
167	NV ENERGY	65197 JUN 26	34596407565197 ACH	06/06/2026	37.54	06/24/2026	510-810-622 Electricity	626
167	NV ENERGY	67463 JUN 26	34596404867463 ACH	06/09/2026	78.29	06/25/2026	100-575-622 Electricity	626
167	NV ENERGY	68387 JUN 26	34596408268387 ACH	06/09/2026	37.54	06/25/2026	100-475-622 Electricity	626
167	NV ENERGY	84389 JUN 26	34596503684389 ACH	06/06/2026	192.48	06/24/2026	100-417-622 Electricity	626
167	NV ENERGY	97899 JUNE 26	80865904797899 ACH	06/04/2026	10,670.53	06/22/2026	100-475-622 Electricity	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
167	NV ENERGY	98954 JUN 26	82190405098954 ACH	06/04/2026	2,741.37	06/22/2026	520-810-622 Electricity	626
Total 167:					85,932.28			
OFFICE DEPOT								
133	OFFICE DEPOT	468485638001	Office supplies - bases, posts, flat	06/19/2026	129.27	07/01/2026	100-425-600 General Supplies	626
133	OFFICE DEPOT	469732879001	Utilities office supplies – pens, markers, pads, clips, dividers	05/21/2026	15.93	06/26/2026	510-840-601 Office Supplies	526
133	OFFICE DEPOT	469732879001	Utilities office supplies – pens, markers, pads, clips, dividers	05/21/2026	15.93	06/26/2026	510-810-601 Office Supplies	526
133	OFFICE DEPOT	469732879001	Utilities office supplies – pens, markers, pads, clips, dividers	05/21/2026	31.85	06/26/2026	520-810-601 Office Supplies	526
133	OFFICE DEPOT	469757917001	Lina -3 Inch Binder	05/20/2026	5.38	06/26/2026	510-810-601 Office Supplies	526
133	OFFICE DEPOT	469757917001	Lina -3 Inch Binder	05/20/2026	5.38	06/26/2026	510-840-601 Office Supplies	526
133	OFFICE DEPOT	469757917001	Lina -3 Inch Binder	05/20/2026	10.76	06/26/2026	520-810-601 Office Supplies	526
133	OFFICE DEPOT	470523761001	Wireless headset CS540	06/12/2026	220.69	06/26/2026	100-416-600 General Supplies	626
133	OFFICE DEPOT	470775054001	Office supplies - stapler, address labels (FMC)	06/04/2026	72.96	07/01/2026	100-425-600 General Supplies	626
133	OFFICE DEPOT	470784389001	Surge protector power outlet	06/04/2026	30.35	07/01/2026	100-425-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-413-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-525-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	520-810-601 Office Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-419-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-418-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-414-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	510-840-601 Office Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-615-601 Office Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-575-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-610-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-475-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-529-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-605-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	100-416-600 General Supplies	626
133	OFFICE DEPOT	471907636001	CITY WIDE PAPER	06/19/2026	9.07	07/01/2026	510-810-601 Office Supplies	626
133	OFFICE DEPOT	471907636001	Office supplies	06/19/2026	22.17	07/01/2026	100-417-601 Office Supplies	626
133	OFFICE DEPOT	471986309001	Office supplies – frame, blue pens, Purell	06/10/2026	18.29	06/26/2026	100-575-601 Office Supplies	626
133	OFFICE DEPOT	471987404001	Portable 2TB hard drive	06/10/2026	240.63	06/26/2026	100-475-601 Office Supplies	626
133	OFFICE DEPOT	472294994001	chalk holder, flashlight, chalk, stamp, mousepad for Code Enf	06/17/2026	153.44	07/01/2026	100-615-601 Office Supplies	626
133	OFFICE DEPOT	472309909001	Office supplies - chair mat, carpet protector, Post-it tabs, batte	06/17/2026	325.75	06/26/2026	100-615-601 Office Supplies	626
133	OFFICE DEPOT	472309910001	Office supplies - toner cartridge For Code Enforcement Office	06/17/2026	89.14	06/26/2026	100-615-601 Office Supplies	626
133	OFFICE DEPOT	472309912001	Office stamp 15/16 x 3-3/16	06/19/2026	30.33	07/01/2026	100-615-601 Office Supplies	626
133	OFFICE DEPOT	472309913001	Office supplies – 9 inch black fan Tammy Richardson	06/16/2026	36.79	06/26/2026	100-605-601 Office Supplies	626
133	OFFICE DEPOT	472574919001	Copy Paper	06/18/2026	446.70	07/01/2026	100-425-600 General Supplies	626
133	OFFICE DEPOT	473567557001	Labeler & labels for T. Livingston, binders for FIN	07/08/2026	172.10		100-415-600 General Supplies	726
133	OFFICE DEPOT	474265291001	Office supplies - table air circulator fan and pens for Code Enf	06/25/2026	79.97		100-615-601 Office Supplies	626
Total 133:					2,289.86			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
OPENGOV, INC.								
8657	OPENGOV, INC.	INV27654	OpenGov Op & Budget/Enterprise Integration annual subscrip	07/02/2026	21,217.34		100-418-342 Tech Services-Other	726
	Total 8657:				21,217.34			
O'REILLY AUTO PARTS								
6230	O'REILLY AUTO PARTS	3599-415195	EGR valve and gasket for fire 3042 (fleet vehicle)	06/02/2026	633.76	06/18/2026	100-126000 Intergovernmental Receivable	626
6230	O'REILLY AUTO PARTS	3599-416435	grommet asst - shop supplies	06/10/2026	4.11	06/18/2026	100-480-610 Automotive Supplies	626
6230	O'REILLY AUTO PARTS	3599-416624	3042 fire radiator cap	06/11/2026	30.69	06/18/2026	100-126000 Intergovernmental Receivable	626
6230	O'REILLY AUTO PARTS	3599-417854	battery and core for WWTP SCADA	06/18/2026	108.18	07/01/2026	520-810-601 Office Supplies	626
6230	O'REILLY AUTO PARTS	3599-419001	shop supplies oil filter for fleet Traverse	06/25/2026	15.87	07/01/2026	100-480-610 Automotive Supplies	626
	Total 6230:				792.61			
OVER THE HILL GANG								
9150	OVER THE HILL GANG	OTHG Final FY2025-26 R2	OTHG Final FCTA FY25-26R2	06/30/2026	6,700.00	06/18/2026	225-575-650 Community Support	626
	Total 9150:				6,700.00			
PACIFIC STATES COMMUNICATIONS								
1325	PACIFIC STATES COMMUNICATIONS	511853	Agreement PSC One Call Platinum - Monthly Billing for July	07/01/2026	21,474.10		100-418-342 Tech Services-Other	726
	Total 1325:				21,474.10			
PACIFIC STORAGE COMPANY								
8876	PACIFIC STORAGE COMPANY	5319669	Shred Services	06/24/2026	99.00		100-416-420 Outside Services	626
	Total 8876:				99.00			
PAPE KENWORTH								
3097	PAPE KENWORTH	16942212	Shanks and teeth (Skip Loader)	06/11/2026	770.88	07/01/2026	100-575-605 Minor Equipment	626
3097	PAPE KENWORTH	16990444	Gas operated part (Papé Inv 16990444 FLEET 6-26-26)	06/26/2026	128.36	07/01/2026	100-480-610 Automotive Supplies	626
	Total 3097:				899.24			
PORTER GROUP LLC								
8933	PORTER GROUP LLC	26 - COFNV - 7	July 26 Federal Lobbyist Contract	07/01/2026	6,000.00		100-410-322 Prof Sev-Other	726
	Total 8933:				6,000.00			
PORTER'S PLUMBING LLC								
8900	PORTER'S PLUMBING LLC	6005	Concession Stand Hot water heater install	06/15/2026	900.00	06/18/2026	100-575-420 Outside Services	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 8900:				900.00			
POSEIDON EDUCATION LLC								
9141	POSEIDON EDUCATION LLC	1041	Water Resources Leadership Phase 1 & 2 Delivery and Data	05/20/2026	9,180.00	06/26/2026	510-810-322 Prof Serv-Other	526
9141	POSEIDON EDUCATION LLC	1043	Water Works Program Planning & Preparation	05/20/2026	4,750.00	06/26/2026	510-810-322 Prof Serv-Other	526
9141	POSEIDON EDUCATION LLC	1050	Water Works Presentations	06/15/2026	4,500.00	06/26/2026	510-810-322 Prof Serv-Other	626
	Total 9141:				18,430.00			
PRIMO BRANDS								
4688	PRIMO BRANDS	6F8730273253	water service	06/09/2026	274.30	06/18/2026	510-810-420 Outside Services	626
4688	PRIMO BRANDS	6G8730273253	water service	07/08/2026	193.36		510-810-420 Outside Services	726
	Total 4688:				467.66			
PUBLIC EMPLOYEES BENEFITS PROG								
143	PUBLIC EMPLOYEES BENEFITS PROG	JUL 2026	Retiree Insurance #819	07/02/2026	457.33		520-219910 OPEB Liability	726
143	PUBLIC EMPLOYEES BENEFITS PROG	JUN 2026	Retiree Insurance #819	06/02/2026	450.57	06/25/2026	520-219910 OPEB Liability	626
	Total 143:				907.90			
PUBLIC EMPLOYEES RETIREMENT SYSTEM								
144	PUBLIC EMPLOYEES RETIREMENT SYSTEM	MAY 2026	#621 RETIREMENT CONTRIBUTIONS	05/31/2026	331,405.70	06/15/2026	100-216000 RETIREMENT PAYABLE	526
	Total 144:				331,405.70			
PURCHASE POWER								
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - COURT	06/03/2026	138.34	06/30/2026	100-425-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - ANIMAL CONTROL	06/03/2026	81.35	06/30/2026	100-525-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - SEWER	06/03/2026	2.19	06/30/2026	520-810-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - WATER	06/03/2026	244.12	06/30/2026	510-810-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - CLERK	06/03/2026	1,013.43	06/30/2026	100-416-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - MAYOR	06/03/2026	21.92	06/30/2026	100-412-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - FERNLEY JUSTICE	06/03/2026	29.22	06/30/2026	100-126000 Intergovernmental Receivable	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - BUILDING	06/03/2026	5.11	06/30/2026	100-605-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - PARKS	06/03/2026	28.39	06/30/2026	100-575-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - CITY ATTORNEY	06/03/2026	130.92	06/30/2026	100-414-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - HR	06/03/2026	2.32	06/30/2026	100-419-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - PLANNING	06/03/2026	506.62	06/30/2026	100-610-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - FINANCE	06/03/2026	324.45	06/30/2026	100-415-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - CODE ENFORCEMENT	06/03/2026	4.38	06/30/2026	100-615-550 Printing and Postage	626
3155	PURCHASE POWER	69812 JUNE 26	POSTAGE - TLT	06/03/2026	10.23	06/30/2026	225-575-550 Printing and Postage	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 3155:				2,542.99			
PYE-BARKER FIRE & SAFETY COMPANY								
8814	PYE-BARKER FIRE & SAFETY COMPANY	8549110	Quarterly Maintenance/Monitoring	07/01/2026	461.01	07/01/2026	100-417-430 Outside Serv-Repair & Maint	726
	Total 8814:				461.01			
QUADIENT LEASING USA, INC.								
8737	QUADIENT LEASING USA, INC.	Q2432569	INHOUSE LEASE PMT	07/01/2026	5,233.56		510-810-441 Rentals	726
	Total 8737:				5,233.56			
RENO ROCK TRANSPORT								
7002	RENO ROCK TRANSPORT	263470	Playground Bark	06/24/2026	2,448.00	07/01/2026	100-575-600 General Supplies	626
	Total 7002:				2,448.00			
RENOWN HEALTH								
190	RENOWN HEALTH	5253220	MRN 3214699	06/08/2026	24.20	06/26/2026	100-575-322 Prof Serv-Other	626
190	RENOWN HEALTH	5253220	MRN 3214699	06/08/2026	15.80	06/26/2026	100-417-322 Prof Serv-Other	626
190	RENOWN HEALTH	5253220	MRN 1050062	06/08/2026	55.00	06/26/2026	510-810-322 Prof Serv-Other	626
	Total 190:				95.00			
SAN JOAQUIN ELECTRIC, INC								
9148	SAN JOAQUIN ELECTRIC, INC	26035-1	Emergency Work Aerator electrical and wiring repair 6/29/26	06/24/2026	28,200.27	07/01/2026	520-810-428 Outside Serv-Electrical	626
	Total 9148:				28,200.27			
SECTRAN SECURITY, INC.								
8629	SECTRAN SECURITY, INC.	26060619	ARMORED SERVICES-SEWER	06/12/2026	265.97	06/18/2026	520-810-342 Tech Services-Other	626
8629	SECTRAN SECURITY, INC.	26060619	ARMORED SERVICES-WATER	06/12/2026	265.97	06/18/2026	510-810-342 Tech Services-Other	626
8629	SECTRAN SECURITY, INC.	26060619	ARMORED SERVICES-GF	06/12/2026	265.96	06/18/2026	100-415-322 Prof Serv-Other	626
	Total 8629:				797.90			
SHAPE INCORPORATED								
9037	SHAPE INCORPORATED	67691B54191	E-One grinder pump cores and freight	06/04/2026	11,920.00	07/01/2026	520-810-615 E-One Supplies	626
9037	SHAPE INCORPORATED	68781B55193	E-One grinder pumps and freight	06/25/2026	7,942.00	07/01/2026	520-810-615 E-One Supplies	626
	Total 9037:				19,862.00			

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SHAW ENGINEERING								
1897	SHAW ENGINEERING	188008	CoF - On-Call Engineering Support	04/30/2026	820.00	06/18/2026	100-529-320 Prof Serv-Engineering	426
1897	SHAW ENGINEERING	188019	NNFP Water Modeling App, 2095 E Newlands, Clean Earth	05/31/2026	302.50	06/18/2026	100-529-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188059	Permit Review - CoF VL Technology Blvd PIP2025.007	05/31/2026	1,100.00	06/26/2026	100-529-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188060	Permit Review - CoF VL Connor Drive	05/31/2026	3,600.00	06/26/2026	100-529-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188061	CoF WTP MFRF Improvements - Permitting and Bidding Sup	05/31/2026	1,483.45		510-840-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188062	CoF WTP Water Hammer Analysis: Final Design and Permitti	05/31/2026	14,310.00	07/01/2026	510-166100 Construction In Progress	526
1897	SHAW ENGINEERING	188063	CoF WTP Compressed Air System Improvements : Design Ph	05/31/2026	850.00	07/01/2026	510-166100 Construction In Progress	526
1897	SHAW ENGINEERING	188064	Permit Review - CoF Sherwood Ditch Realignment	05/31/2026	2,500.00	06/26/2026	100-529-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188065	Lift Station #1	05/31/2026	3,600.00		100-529-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188067	On-Call Engineering Support - Lumos EWWTP	05/31/2026	575.00	07/01/2026	520-810-320 Prof Serv-Engineering	526
1897	SHAW ENGINEERING	188068	CoF - WTP Microfiltration Rack System, Electrical System	05/31/2026	850.00		510-166100 Construction In Progress	526
1897	SHAW ENGINEERING	188069	Ricci Tank 2 Construction Management	05/31/2026	9,142.50	07/01/2026	510-166100 Construction In Progress	526
1897	SHAW ENGINEERING	188070	Ricci Tank 2 Construction Management - Task 1B Inspection	05/31/2026	3,237.18	07/01/2026	510-166100 Construction In Progress	526
Total 1897:					42,370.63			
SILVER STATE ANALYTICAL LABORATORIES								
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343083	Quarterly DBP samples	06/11/2026	1,020.00	06/18/2026	510-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343135	WWTP Samples	06/12/2026	202.00	06/18/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343334	June monthly samples	06/17/2026	264.00	06/26/2026	510-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343428	PFAS Samples	06/19/2026	900.00	06/26/2026	510-840-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343437	WWTP Samples	06/19/2026	202.00	06/26/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343533	WWTP Samples	06/23/2026	700.00	06/26/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343601	WWTP Samples	06/24/2026	202.00	07/01/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343602	WWTP Samples	06/24/2026	101.00	07/01/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343704	WWTP Samples	06/26/2026	562.00	07/01/2026	520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343821	Truckee Canal samples	06/30/2026	1,400.00		510-840-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343945	Truckee Canal TOC sample	07/06/2026	105.00		510-840-423 Outside Serv-Analytical	726
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343974	WWTP Samples	06/25/2026	202.00		520-810-423 Outside Serv-Analytical	626
7856	SILVER STATE ANALYTICAL LABORATORIES	RN343977	WWTP Samples	07/07/2026	202.00		520-810-423 Outside Serv-Analytical	726
Total 7856:					6,062.00			
SILVER STATE BARRICADE								
170	SILVER STATE BARRICADE	118193- JUN 26	Work zone & street signs	06/19/2026	1,886.00	07/01/2026	100-475-615 Sign & Stripe Supplies	626
170	SILVER STATE BARRICADE	118882	Safety vests	06/30/2026	620.00	07/01/2026	100-475-616 Safety Supplies	626
170	SILVER STATE BARRICADE	119232	Bomber Jacket	07/06/2026	42.50		100-475-616 Safety Supplies	726
170	SILVER STATE BARRICADE	17998	ear protection, lens wipes	06/17/2026	105.25	07/01/2026	100-475-616 Safety Supplies	626
170	SILVER STATE BARRICADE	17998	cones	06/17/2026	498.00	07/01/2026	100-475-615 Sign & Stripe Supplies	626
Total 170:					3,151.75			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
SOUTHWEST GAS CORP								
204	SOUTHWEST GAS CORP	29586 JUN 26	910005029586 ACH	06/17/2026	31.01	07/06/2026	520-810-621 Natural Gas	626
204	SOUTHWEST GAS CORP	40647 JUN 26	910005040647 ACH	06/23/2026	202.07	07/13/2026	100-417-621 Natural Gas	626
204	SOUTHWEST GAS CORP	49385 JUN 26	910004749385 ACH	06/26/2026	45.54	07/15/2026	510-810-621 Natural Gas	626
204	SOUTHWEST GAS CORP	86744 JUN 26	910001086744 ACH	06/12/2026	534.40	07/01/2026	510-840-621 Natural Gas	626
	Total 204:				813.02			
SPECIALIZED ELEVATOR CORP								
8751	SPECIALIZED ELEVATOR CORP	500053	Monthly Elevator Maintenance	07/01/2026	269.27		100-417-430 Outside Serv-Repair & Maint	726
	Total 8751:				269.27			
STABBERT, MARTIN								
9146	STABBERT, MARTIN	1098	25th anniversary Stage in Collaboration with Community Foun	05/28/2026	4,526.00	06/26/2026	100-412-650 Community Support	526
	Total 9146:				4,526.00			
STANTEC CONSULTING SERVICES INC								
9049	STANTEC CONSULTING SERVICES INC	2576635	Highway 50 Water Main Looping Project - Additional Services	06/16/2026	14,580.00	07/01/2026	510-166100 Construction In Progress	626
	Total 9049:				14,580.00			
STATE COLLECTION & DISB. UNIT (SCaDU)								
176	STATE COLLECTION & DISB. UNIT (SCaDU)	JUL 2026-1	CHILD SUPPORT	07/10/2026	319.84		100-219900 OTHER PAYROLL PAYABLES	726
176	STATE COLLECTION & DISB. UNIT (SCaDU)	JUN 2026-1	CHILD SUPPORT	06/12/2026	319.84	06/11/2026	100-219900 OTHER PAYROLL PAYABLES	626
176	STATE COLLECTION & DISB. UNIT (SCaDU)	JUN 2026-2	CHILD SUPPORT	06/26/2026	319.84	06/26/2026	100-219900 OTHER PAYROLL PAYABLES	626
	Total 176:				959.52			
STEVE'S HOMEMADE ICE CREAM, INC.								
8390	STEVE'S HOMEMADE ICE CREAM, INC.	JUNE 2026	FSCAC ICE CREAM SOCIAL 6/24/26	06/16/2026	162.50	06/18/2026	100-413-322 Prof Serv-Other	626
	Total 8390:				162.50			
TAGGART & TAGGART LTD								
3275	TAGGART & TAGGART LTD	992	Water Right Contract FY25/26 MAY26	05/31/2026	4,600.04	06/26/2026	510-810-698 Water Rights Protection	526
	Total 3275:				4,600.04			
TESTWAVE LLC								
2112	TESTWAVE LLC	26INV4188	Backflow tester calibration	06/15/2026	250.00	07/01/2026	510-810-420 Outside Services	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 2112:				250.00			
THATCHER COMPANY, INC.								
8646	THATCHER COMPANY, INC.	2026400102177	Well 11 chemical delivery	06/03/2026	3,286.50	07/01/2026	510-810-617 Chemical Supplies	626
8646	THATCHER COMPANY, INC.	2026400102179	Well 4 chemical delivery	06/03/2026	3,756.00	07/01/2026	510-810-617 Chemical Supplies	626
8646	THATCHER COMPANY, INC.	2026400102210	Well 13 chemical delivery	06/04/2026	3,286.97	07/01/2026	510-810-617 Chemical Supplies	626
8646	THATCHER COMPANY, INC.	2026400102212	Well 14 chemical delivery	06/04/2026	3,756.00	07/01/2026	510-810-617 Chemical Supplies	626
8646	THATCHER COMPANY, INC.	2026400102479	WWTP chlorine	06/17/2026	9,702.21	07/01/2026	520-810-617 Chemical Supplies	626
	Total 8646:				23,787.68			
TITAN ELECTRICAL CONTRACTING INC								
6548	TITAN ELECTRICAL CONTRACTING INC	13357	COF Flashers Farm District & Jenny Lane	06/16/2026	28,490.00	07/01/2026	100-475-422 Outside Serv-Traf Light Maint	626
	Total 6548:				28,490.00			
TROJAN TECHNOLOGIES CORP								
8959	TROJAN TECHNOLOGIES CORP	252/50001209	Microfiltration 24/7 Phone Support	06/26/2026	7,500.00	07/01/2026	510-840-420 Outside Services	626
	Total 8959:				7,500.00			
U S POSTAL SERVICE								
7344	U S POSTAL SERVICE	JUL 2026	PREPAID IN-HOUSE POSTAGE	07/01/2026	2,250.00	07/02/2026	520-810-550 Printing and Postage	726
7344	U S POSTAL SERVICE	JUL 2026	PREPAID IN-HOUSE POSTAGE	07/01/2026	2,250.00	07/02/2026	510-810-550 Printing and Postage	726
	Total 7344:				4,500.00			
ULINE, INC								
8965	ULINE, INC	52790752	Industrial trash liners	06/16/2026	353.28	06/18/2026	100-417-612 Building Maint Supplies	626
	Total 8965:				353.28			
UNITED CENTRAL INDUSTRIAL SUPPLY								
8676	UNITED CENTRAL INDUSTRIAL SUPPLY	3132238	8"" HD abrasion resistant hose for Vac-Con/water truck	06/18/2026	445.94	07/01/2026	100-575-600 General Supplies	626
	Total 8676:				445.94			
UNITED ROTARY BRUSH CORPORATION								
6420	UNITED ROTARY BRUSH CORPORATION	CI339959	Gutter broom brushes for street sweeper	04/22/2026	2,263.20	07/01/2026	100-475-605 Minor Equipment	426
	Total 6420:				2,263.20			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
USA BLUEBOOK								
464	USA BLUEBOOK	INV01072380	Elite Pocket PCTS Tester with replaceable sensor for wastew	06/11/2026	237.22	06/18/2026	520-810-614 Shop Supplies	626
464	USA BLUEBOOK	INV01075557	Multiquip submersible pump for water/wastewater field operati	06/15/2026	540.85	07/01/2026	510-810-614 Shop Supplies	626
464	USA BLUEBOOK	INV01088240	Repair kit, injection valves, and replacement quills for pump h	06/30/2026	1,928.70		510-810-614 Shop Supplies	626
464	USA BLUEBOOK	INV01089923	RHINO JAKE MH lid extractor and sledgehammer/pick for wa	07/01/2026	897.85		520-810-614 Shop Supplies	726
464	USA BLUEBOOK	INV01092753	Swift test dpd dispenser and refill tubes for water/wastewater f	07/06/2026	375.03		510-810-614 Shop Supplies	726
Total 464:					3,979.65			
USA TODAY MEDIA CORP								
152	USA TODAY MEDIA CORP	7765273	Bill #387 amending	06/30/2026	69.72		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #386 proposed	06/30/2026	106.20		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bids for 26-28 Biennial Water Treatment Residual Removal C	06/30/2026	130.64		510-840-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #385 adopted	06/30/2026	122.16		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #386 introduced	06/30/2026	103.92		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #387 adopted	06/30/2026	78.84		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #388 introduced	06/30/2026	103.92		100-416-540 Advertising	626
152	USA TODAY MEDIA CORP	7765273	Bill #389 introduced	06/30/2026	83.40		100-416-540 Advertising	626
Total 152:					798.80			
UTILITY DEPOSITS								
2202	UTILITY DEPOSITS	10207101-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	443.49	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10470302	CREDIT BALANCE	06/26/2026	69.30	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10512011	SEWER DEPOSIT REFUND	06/26/2026	51.84	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	10528109-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	151.69	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10579502	CREDIT BALANCE	06/12/2026	59.42	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10916704	CREDIT BALANCE	06/29/2026	164.38	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10921402	CREDIT BALANCE	06/30/2026	222.81	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	10989901	SEWER DEPOSIT REFUND	06/16/2026	70.18	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	10990101	SEWER DEPOSIT REFUND	05/28/2026	48.01	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	11236201-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	324.83	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	11369501	CREDIT BALANCE	06/24/2026	246.51	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	11401301-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	106.70	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	11591916	SEWER DEPOSIT REFUND	06/01/2026	42.67	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	11687705	CREDIT REFUND	05/28/2026	262.63	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	11785906	CREDIT BALANCE	06/26/2026	105.35	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	11891502	CREDIT BALANCE	06/24/2026	209.66	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13332408-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	134.89	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13396606-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	299.33	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13409301	CREDIT BALANCE	06/29/2026	127.20	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13424517	CREDIT BALANCE	05/29/2026	274.83	07/01/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	13448215	SEWER DEPOSIT REFUND	06/23/2026	29.19	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	13518002-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	810.21	06/18/2026	010-115100 Cash Clearing-Utilities	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2202	UTILITY DEPOSITS	13590010	CREDIT BALANCE	06/24/2026	109.10	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13590607-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	248.83	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13590902-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	504.82	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13644102-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	170.72	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13646312-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	102.79	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	13890104	SEWER DEPOSIT REFUND	06/30/2026	46.16	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	14349706-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	138.83	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	14414008	SEWER DEPOSIT REFUND	06/30/2026	33.74	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	14447310-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	124.34	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16396510	WATER DEPOSIT REFUND	06/18/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16396510	SEWER DEPOSIT REFUND	06/18/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16396510	CREDIT BALANCE	06/18/2026	94.80	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16419601-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	104.91	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16420407	SEWER DEPOSIT REFUND	06/01/2026	46.81	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16470402-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	253.85	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16480222	CREDIT BALANCE	06/12/2026	164.12	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16501919	SEWER DEPOSIT REFUND	05/29/2026	48.78	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	16621922	CREDIT BALANCE	06/26/2026	30.26	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16631505-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	618.47	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	166665.10	CREDIT BALANCE	06/30/2026	233.77	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16666510	SEWER DEPOSIT REFUND	06/25/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16666510	WATER DEPOSIT REFUND	06/25/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16721318	SEWER DEPOSIT REFUND	05/08/2026	6.72	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	167998.13	CREDIT BALANCE	06/26/2026	170.62	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16799813	WATER DEPOSIT REFUND	06/18/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16799813	SEWER DEPOSIT REFUND	06/18/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16847002	CREDIT BALANCE	06/26/2026	143.51	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	16902604	WATER DEPOSIT REFUND	06/01/2026	71.51	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16902604	SEWER DEPOSIT REFUND	06/01/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	16992301	SEWER DEPOSIT REFUND	06/25/2026	63.61	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	1700009016	SEWER DEPOSIT REFUND	06/04/2026	80.00	06/18/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	1700009016	WATER DEPOSIT REFUND	06/04/2026	75.00	06/18/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	1700009016	SERVICE FEE	06/04/2026	20.00	06/18/2026	510-380-900 Miscellaneous Revenue	626
2202	UTILITY DEPOSITS	172406.17	CREDIT BALANCE	06/24/2026	91.81	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	17240617	SEWER DEPOSIT REFUND	06/01/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	17240617	WATER DEPOSIT REFUND	06/01/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	17943502	CREDIT BALANCE	05/29/2026	117.88	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	17954703	CREDIT BALANCE	05/28/2026	175.70	07/01/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	17959703	SEWER DEPOSIT REFUND	05/15/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	17959703	WATER DEPOSIT REFUND	05/15/2026	20.19	06/18/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	18537205-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	299.17	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	19652508-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	125.01	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	19702409-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	735.46	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	19788906	CREDIT BALANCE	06/24/2026	167.29	07/01/2026	010-115100 Cash Clearing-Utilities	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2202	UTILITY DEPOSITS	208498.02	CREDIT BALANCE	06/09/2026	300.00	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	20849802	SEWER DEPOSIT REFUND	05/29/2026	36.36	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	20860202	CREDIT BALANCE	06/12/2026	296.51	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21.9924.01	CREDIT BALANCE	06/09/2026	97.72	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21851105	WATER DEPOSIT REFUND	05/05/2026	58.11	07/01/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21851105	SEWER DEPOSIT REFUND	05/05/2026	80.00	07/01/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	219889.01	CREDIT BALANCE	06/30/2026	22.90	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21988901	WATER DEPOSIT REFUND	06/16/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21988901	SEWER DEPOSIT REFUND	06/16/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21991001	WATER DEPOSIT REFUND	05/19/2026	75.00	07/01/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21991001	SEWER DEPOSIT REFUND	05/19/2026	80.00	07/01/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21991001	CREDIT BALANCE	05/19/2026	127.55	07/01/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	219914.01	CREDIT BALANCE	06/26/2026	14.38	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21991401	WATER DEPOSIT REFUND	06/22/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21991401	SEWER DEPOSIT REFUND	06/22/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	219919.01	CREDIT BALANCE	06/24/2026	87.67	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21991901	SEWER DEPOSIT REFUND	06/01/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21991901	WATER DEPOSIT REFUND	06/01/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	219921.01	CREDIT BALANCE	06/24/2026	66.97	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21992101	WATER DEPOSIT REFUND	06/01/2026	75.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21992101	SEWER DEPOSIT REFUND	06/01/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	219924.01	CREDIT BALANCE	05/29/2026	7.71	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	21992401	WATER DEPOSIT REFUND	05/28/2026	75.00	06/18/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21992401	SEWER DEPOSIT REFUND	05/28/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	219925.01	CREDIT BALANCE	06/09/2026	154.56	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	21992501	WATER DEPOSIT REFUND	05/11/2026	75.00	06/18/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21992501	SEWER DEPOSIT REFUND	05/11/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	21992601	WATER DEPOSIT REFUND	06/26/2026	67.14	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	21992601	SEWER DEPOSIT REFUND	06/26/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	30500707	WATER DEPOSIT REFUND	05/22/2026	963.60	07/01/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	30770826	WATER DEPOSIT REFUND	06/08/2026	1,550.56	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	30986909	WATER DEPOSIT REFUND	06/24/2026	1,502.77	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	3152904	CREDIT BALANCE	05/29/2026	129.08	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	3195102-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	563.67	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	3243701	CREDIT BALANCE	06/29/2026	204.06	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	4165901-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	224.22	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	4179001-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	120.91	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	4186020	SEWER DEPOSIT REFUND	06/26/2026	64.26	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	51171.03	CREDIT BALANCE	06/25/2026	58.68	07/01/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	5117103	WATER DEPOSIT REFUND	06/18/2026	300.00	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	5117103	SEWER DEPOSIT REFUND	06/18/2026	320.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	5686002-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	325.43	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	6784603-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	106.31	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	6839507	WATER DEPOSIT REFUND	05/08/2026	39.88	06/18/2026	510-228200 Customer Deposits	526

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2202	UTILITY DEPOSITS	6839507	SEWER DEPOSIT REFUND	05/08/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	6966103	WATER DEPOSIT REFUND	05/20/2026	3.32	06/18/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	6966103	SEWER DEPOSIT REFUND	05/20/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	6966104	WATER DEPOSIT REFUND	06/03/2026	64.53	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	6966104	SEWER DEPOSIT REFUND	06/03/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	7250405-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	583.37	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	7324702	CREDIT REFUND	05/24/2026	205.00	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	7487214	SEWER DEPOSIT REFUND	05/08/2026	80.00	06/18/2026	520-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	7487214	WATER DEPOSIT REFUND	05/08/2026	39.70	06/18/2026	510-228200 Customer Deposits	526
2202	UTILITY DEPOSITS	7518202-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	186.82	06/18/2026	010-115100 Cash Clearing-Utilities	626
2202	UTILITY DEPOSITS	7562505	CREDIT BALANCE	05/28/2026	221.88	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	7647013	WATER DEPOSIT REFUND	06/10/2026	35.96	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	7647013	SEWER DEPOSIT REFUND	06/10/2026	80.00	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	7669308	SEWER DEPOSIT REFUND	04/30/2026	42.02	06/18/2026	520-228200 Customer Deposits	426
2202	UTILITY DEPOSITS	7699707	CREDIT BALANCE	05/29/2026	125.70	06/18/2026	010-115100 Cash Clearing-Utilities	526
2202	UTILITY DEPOSITS	8113722	WATER DEPOSIT REFUND	06/02/2026	71.05	07/01/2026	510-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	8542716	SEWER DEPOSIT REFUND	06/30/2026	42.02	07/01/2026	520-228200 Customer Deposits	626
2202	UTILITY DEPOSITS	9149701-EPP26	REFUND YEARLY EPP CREDIT OVER $100	06/10/2026	279.31	06/18/2026	010-115100 Cash Clearing-Utilities	626
Total 2202:					21,830.39			
VERIZON WIRELESS								
8495	VERIZON WIRELESS	11879355	WD Tablet service 775-427-7307 -	06/22/2026	94.99	07/01/2026	510-810-530 Communications	626
8495	VERIZON WIRELESS	11879355-427-7273	WD Galaxy Tab A11+ for 775-427-7273	06/22/2026	94.99	07/01/2026	510-810-530 Communications	626
8495	VERIZON WIRELESS	6144938415	COA	06/01/2026	240.06	06/26/2026	100-414-530 Communications	626
8495	VERIZON WIRELESS	6144938415	FMC	06/01/2026	56.18	06/26/2026	100-425-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Vector Control	06/01/2026	92.04	06/26/2026	100-528-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Water Dist	06/01/2026	339.71	06/26/2026	510-810-530 Communications	626
8495	VERIZON WIRELESS	6144938415	City Manager	06/01/2026	200.38	06/26/2026	100-413-530 Communications	626
8495	VERIZON WIRELESS	6144938415	IT	06/01/2026	195.01	06/26/2026	100-418-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Animal Control	06/01/2026	144.07	06/26/2026	100-525-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Building	06/01/2026	286.19	06/26/2026	100-605-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Code Enforcement	06/01/2026	77.84	06/26/2026	100-615-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Mayor/Council	06/01/2026	220.22	06/26/2026	100-412-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Facilities	06/01/2026	380.44	06/26/2026	100-417-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Fleet	06/01/2026	52.03	06/26/2026	100-480-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Parks	06/01/2026	20.06	06/26/2026	100-575-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Sewer	06/01/2026	495.71	06/26/2026	520-810-530 Communications	626
8495	VERIZON WIRELESS	6144938415	City Treasurer	06/01/2026	64.13	06/26/2026	100-415-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Streets	06/01/2026	52.03	06/26/2026	100-475-530 Communications	626
8495	VERIZON WIRELESS	6144938415	Engineering	06/01/2026	168.84	06/26/2026	100-529-530 Communications	626
8495	VERIZON WIRELESS	6144938415	WTP	06/01/2026	357.48	06/26/2026	510-840-530 Communications	626
8495	VERIZON WIRELESS	6145027705	Router Waste Water 5/2/26-6/2/26	06/01/2026	40.01	06/26/2026	520-810-530 Communications	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 8495:				3,672.41			
VESTIS								
1895	VESTIS	5980382147	custodial supplies, rags, rugs	06/09/2026	184.55	06/18/2026	510-840-420 Outside Services	626
1895	VESTIS	5980382158	floor mat service	06/09/2026	39.71	06/18/2026	510-810-420 Outside Services	626
1895	VESTIS	5980383611	shirt contract	06/16/2026	119.06	06/18/2026	100-480-420 Outside Services	626
1895	VESTIS	5980383612	Clothing/Mats	06/16/2026	66.40	06/18/2026	100-475-420 Outside Services	626
1895	VESTIS	5980383613	floor mat service	06/16/2026	40.21	07/01/2026	510-810-420 Outside Services	626
1895	VESTIS	5980385038	custodial supplies, rags, rugs	06/23/2026	187.15	07/01/2026	510-840-420 Outside Services	626
1895	VESTIS	5980385046	shirt contract	06/23/2026	119.06	07/01/2026	100-480-420 Outside Services	626
1895	VESTIS	5980385047	SHOP MAT SERVICE	06/23/2026	121.81	07/01/2026	100-475-420 Outside Services	626
1895	VESTIS	5980385048	Clothing/Mats	06/23/2026	66.40	07/01/2026	100-475-420 Outside Services	626
1895	VESTIS	5980385049	floor mat service	06/23/2026	40.21	07/01/2026	510-810-420 Outside Services	626
1895	VESTIS	5980385051	Floor Mats	06/23/2026	264.14	07/01/2026	100-417-420 Outside Services	626
1895	VESTIS	5980386641	shirt contract	06/30/2026	119.06	07/01/2026	100-480-420 Outside Services	626
1895	VESTIS	5980386642	Clothing/Mats	06/30/2026	66.40	07/01/2026	100-475-420 Outside Services	626
1895	VESTIS	5980386643	floor mat service	06/30/2026	40.21	07/01/2026	510-810-420 Outside Services	626
1895	VESTIS	5980388053	PS custodial supplies, rags, rugs	07/07/2026	187.15		510-840-420 Outside Services	726
1895	VESTIS	5980388087	shirt contract	07/07/2026	119.06		100-480-420 Outside Services	726
1895	VESTIS	5980388091	SHOP MAT SERVICE	07/07/2026	121.81		100-475-420 Outside Services	726
1895	VESTIS	5980388092	Clothing/Mats	07/07/2026	70.27		100-475-420 Outside Services	726
1895	VESTIS	5980388096	floor mat service	07/07/2026	40.21		510-810-420 Outside Services	726
1895	VESTIS	5980388101	Floor Mats	07/07/2026	264.14		100-417-420 Outside Services	726
	Total 1895:				2,277.01			
VORTEX DOORS LLC								
9154	VORTEX DOORS LLC	40 - 2265689	Water Treatment Plant door service	05/28/2026	13,038.00		510-840-430 Outside Serv-Repair & Maint	526
	Total 9154:				13,038.00			
VOYA FINANCIAL								
8591	VOYA FINANCIAL	JUN 2026-2	DEFERRED COMPENSATION, 457	06/26/2026	4,922.30	06/26/2026	100-215000 457 PAYABLE	626
8591	VOYA FINANCIAL	JUN 2026-2	ROTH IRA	06/26/2026	190.00	06/26/2026	100-215000 457 PAYABLE	626
8591	VOYA FINANCIAL	JUNE 2026-1	ROTH IRA	06/12/2026	190.00	06/12/2026	100-215000 457 PAYABLE	626
8591	VOYA FINANCIAL	JUNE 2026-1	DEFERRED COMPENSATION, 457	06/12/2026	4,422.30	06/12/2026	100-215000 457 PAYABLE	626
	Total 8591:				9,724.60			
WALKER LAKE DISPOSAL								
6118	WALKER LAKE DISPOSAL	6636-1	WWTP dumpster	06/16/2026	297.00	06/26/2026	520-810-412 Utility Serv-Refuse	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
	Total 6118:				297.00			
WASTE MANAGEMENT								
447	WASTE MANAGEMENT	33001 JUL 26	11-60772-33001	07/06/2026	163.88		100-417-412 Utility Serv-Refuse	726
447	WASTE MANAGEMENT	33005 JUL 26	11-60745-33005	07/06/2026	43.50		510-840-412 Utility Serv-Refuse	726
447	WASTE MANAGEMENT	33009 JUL 26	11-60774-33009	07/06/2026	134.08		510-810-412 Utility Serv-Refuse	726
447	WASTE MANAGEMENT	43003 JUL 26	11-60760-43003	07/06/2026	67.05		520-810-412 Utility Serv-Refuse	726
447	WASTE MANAGEMENT	65007 JUL 26	6-82641-65007	07/01/2026	391.24		100-575-412 Utility Serv-Refuse	726
447	WASTE MANAGEMENT	95009 JUL 26	8-29467-95009	07/01/2026	448.45		100-475-412 Utility Serv-Refuse	726
	Total 447:				1,248.20			
WEDCO, A DIVISION OF BORDER STATES								
3350	WEDCO, A DIVISION OF BORDER STATES	S100248132.004	Wastewater ABB overload relay components (ww5-27-26)	06/23/2026	204.98	07/01/2026	520-810-614 Shop Supplies	626
3350	WEDCO, A DIVISION OF BORDER STATES	S100248837.001	Wastewater Intermatic electronic control timer (WW-6/1/26)	06/04/2026	287.73	07/01/2026	520-810-614 Shop Supplies	626
3350	WEDCO, A DIVISION OF BORDER STATES	S100255042.001	WW6-29-26 cord & cable connectors	06/29/2026	30.52	07/01/2026	520-810-600 General Supplies	626
	Total 3350:				523.23			
WESTERN INDUSTRIAL PARTS, INC.								
8571	WESTERN INDUSTRIAL PARTS, INC.	2607-164325	SHOP SUPPLIES - Solid-A-Sorb absorbent	07/02/2026	35.49		100-480-610 Automotive Supplies	726
	Total 8571:				35.49			
WESTERN INSURANCE SPECIALTIES								
881	WESTERN INSURANCE SPECIALTIES	JUL 2026	SUPPLEMENTAL INSURANCE	07/01/2026	117.65	07/01/2026	100-218100 Western Insurance Payable	726
	Total 881:				117.65			
WESTERN NEVADA COLLEGE								
194	WESTERN NEVADA COLLEGE	INV0749	Career training – Commercial Driver Training Program (Jaidyn	06/09/2026	4,900.00	06/18/2026	510-810-580 Training	626
	Total 194:				4,900.00			
WESTERN NEVADA SUPPLY CO.								
195	WESTERN NEVADA SUPPLY CO.	12224946	Sensus AMI fix base system	06/23/2026	117,676.80		510-165100 Maintenance Equipment	626
195	WESTERN NEVADA SUPPLY CO.	12291610	Bestorq A42 wrapped V-belt	06/11/2026	86.30	06/18/2026	510-840-614 Shop Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12293360	Feed strainer tube & fittings	06/11/2026	233.07	06/18/2026	510-840-614 Shop Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12301969	iperl 3/4 inch 1000 gal water meters	06/08/2026	3,366.88	06/18/2026	510-166100 Construction In Progress	626
195	WESTERN NEVADA SUPPLY CO.	12301969	Bin stock	06/08/2026	532.72	06/18/2026	510-810-613 Meter Service Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12313337	iperl 3/4 inch 1000 gal water meters	06/16/2026	1,683.44	07/01/2026	510-166100 Construction In Progress	626
195	WESTERN NEVADA SUPPLY CO.	12313337	Bin stock	06/16/2026	1,593.29	07/01/2026	510-810-613 Meter Service Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12314201	iperl 3/4 inch 1000 gal water meters	06/16/2026	1,415.46	07/01/2026	510-166100 Construction In Progress	626

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
195	WESTERN NEVADA SUPPLY CO.	12314201	Bin stock	06/16/2026	26.28	07/01/2026	510-810-613 Meter Service Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12314201	2 2"" omni r2 1000 gal water meter	06/16/2026	2,292.98	07/01/2026	510-166100 Construction In Progress	626
195	WESTERN NEVADA SUPPLY CO.	12317991	fire hose for WT plant	07/06/2026	201.52		510-840-614 Shop Supplies	726
195	WESTERN NEVADA SUPPLY CO.	12318909	concrete meter box, extension & lid – Cottonwood Yard-Meter	06/18/2026	1,725.06	07/01/2026	510-810-613 Meter Service Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12331957	Bin stock	06/30/2026	1,164.98		510-810-613 Meter Service Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12331957	iperl 3/4 inch 1000 gal water meters	06/30/2026	1,683.44		510-166100 Construction In Progress	626
195	WESTERN NEVADA SUPPLY CO.	12332205	Nickel coated SS teflon tape	06/25/2026	28.48	07/01/2026	510-840-614 Shop Supplies	626
195	WESTERN NEVADA SUPPLY CO.	12338997	Bin stock	07/06/2026	535.36		510-810-613 Meter Service Supplies	726
195	WESTERN NEVADA SUPPLY CO.	12338997	IPERL 3/4 9LL 1000 GAL TRPL WTR MTR	07/06/2026	2,830.92		510-166100 Construction In Progress	726
195	WESTERN NEVADA SUPPLY CO.	cm12243440	Test plug solid 12 – loan, no charge	06/16/2026	.00		510-840-614 Shop Supplies	626
	Total 195:				137,076.98			
WHITE CAP, L.P.								
8852	WHITE CAP, L.P.	50037564216	Concrete chisels – 1-1/8"" hex clay spade tools for streets wor	06/12/2026	187.37	07/01/2026	100-475-600 General Supplies	626
	Total 8852:				187.37			
WOOD RODGERS, INC.								
2454	WOOD RODGERS, INC.	204789	Federal Lands Conveyance Services thru 05/31/2026	05/31/2026	2,921.60	06/26/2026	100-413-322 Prof Serv-Other	526
2454	WOOD RODGERS, INC.	204790	Corridor Action Plan - May 2026	05/31/2026	4,947.50	06/26/2026	100-475-320 Prof Serv-Engineering	526
2454	WOOD RODGERS, INC.	204791	BLM Conveyance Parcels Survey services thru 05/31/2026	05/31/2026	14,847.40	07/01/2026	100-413-322 Prof Serv-Other	526
2454	WOOD RODGERS, INC.	204976	Fed Lands Con Services rendered thru 06/30/2026	06/30/2026	5,235.00	07/01/2026	100-413-322 Prof Serv-Other	626
	Total 2454:				27,951.50			
XPRESS BILL PAY LLC								
2468	XPRESS BILL PAY LLC	6/2026	CREDIT CARD PROCESSING FEES- SEWER	06/30/2026	2,799.97	07/05/2026	520-810-609 Credit Card Fees	626
2468	XPRESS BILL PAY LLC	6/2026	CREDIT CARD PROCESSING FEES- WATER	06/30/2026	2,799.97	07/05/2026	510-810-609 Credit Card Fees	626
	Total 2468:				5,599.94			
	Grand Totals:				1,919,026.35			

Dated: _____

Mayor: _____

City Treasurer: _____

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period

Report Criteria:

Detail report.

Invoice detail records above $0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {<>} 2201

MINUTES OF THE

FERNLEY CITY COUNCIL BUDGET MEETING

MAY 6, 2026

Mayor Neal E. McIntyre called the meeting to order at 2:00 pm.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Mayor Neal E. McIntyre, Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza, City Attorney Aaron Mouritsen, Acting City Manager Lydia Altick, HR Manager Mitzi Carter, Deputy City Clerk Sandy Harris, Admin specialist II Rachael Goetz, City Treasurer Robert Carson, Building Official Charity Birkel, Planning Director Michele Rambo, Public Works Director Barry Williams, Utilities Director Seong Kim, Wastewater Foreman Nathan McIntyre, Utilities Engineer II Aaron Smith.

1.3. Public Forum

None at this time.

1.4. (For Possible Action) Approval of Agenda

Motion: I MOVE TO APPROVE THE AGENDA AS PRESENTED **Action:** Approve, **Moved by:** Councilman Hanan, **Seconded by:** Councilwoman Zoberski. **Vote:** Passed, **Summary:** Yes 4, **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

2. STAFF REPORTS

2.1. Discussion and possible action regarding the Fiscal Year 2026/2027 proposed tentative budget including but not limited to: All funds within the Water Enterprise Fund; Wastewater Enterprise Fund; General Fund; Special Revenue Funds; Capital Improvement Program; rates; all city departments; the budget process; timelines, goals, and existing budget; debt, staffing, including but not limited to reorganization, reclassification, employee positions and contracts, new positions, and other matters related thereto.

Robert Carson, City Treasurer, presented and reviewed proposed new job descriptions to take effect on July 1st, 2026. The Chief Development Officer will supervise the planning, building, safety, and engineering departments. Hiring a Chief Development Officer would give the city a position to focus on the big picture while leaving the department heads to focus more on their departments. This person is more of a collaborator that will bring the departments together and help the city move forward.

He explained the Chief Operating Officer will oversee the Public Works, the Independent Parks and Rec Department, and the Utilities Department. Same as the COD this would give the city a more focused contact person, leaving the department heads focusing on the day-to-day activities.

The proposed salaries for the Chief Development Officer and the Chief Operations Officer both starting at $141,000 a year. With the creation of these two chief jobs, two jobs would go away. The approximate savings could be anywhere from $50,000 to $150,000.

Robert Carson, City Treasurer, explained the Human Resources Technician stating the city currently has around 100 employees and only one human resource person. An HR technician would take over day-to-day tasks, like paperwork, recordkeeping, and they would help coordinate the hiring and onboarding, leaving the HR manager to do more of the higher-level things that they're expected to be doing. This position would also provide a backup for HR.

Robert Carson, City Treasurer stated the next position is the Parks and Rec Superintendent. This person would supervise Parks and Rec staff. This would give the city somebody who's focused on parks and recreation, making sure that the maintenance schedules are set, help maintain staffing schedules, working on hiring and firing within the department. It would give the community a point person.

The last position is the Public Information Officer. This position will handle press releases, social media, website updates, and public announcements, so our residents always know what's going on, whether it's roadwork, emergencies, earthquakes, issues at the water plant. This person would develop a communication plan for the city. They can support the City Council and other committees by sharing information with the public, helping with transparency and making sure our residents feel like they're informed about what's going on in the city.

Motion: I MOVE TO APPROVE ALL THE POSITIONS PROPOSED EXCEPT FOR THE NEW HR POSITION AT THIS TIME AND TO BRING THAT BACK FOR VOTE AFTER THE MAY 20TH BUDGET HEARING. **Action:** Approved, **Moved by:** Councilman Albert Torres, **Seconded by:** Councilwoman Felicity Zoberski. **Vote:** Passed, **Summary:** Yes 4, **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

Robert Carson, City Treasurer explained the next item is a proposed organizational chart with the new proposed positions and the reorganization within the city. This does include the HR technician on it. If council is okay with the org chart as it is, it can be approved now or brought back after the May 20th meeting.

Aaron Mouritsen, City Attorney, confirmed that the council can make a motion to approve this, with the removal of the HR assistant. Pending the approval of the job description.

Motion: I MOVE TO APPROVE THE PROPOSED ORGANIZATIONAL CHART WITHOUT THE HR ASSISTANT, BUT IF THE JOB DESCRIPTION IS APPROVED IN A LATER MEETING, IT WILL BE ADDED ACCORDINGLY. **Action:** Approved, **Moved by:** Councilman Joe Mendoza, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 4, **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

Robert Carson, City Treasurer explained the recent changes and stated there may be more when we get to the final budget., The Public Information Officer salary has moved to the mayor's office. There is also $65,000 prepared to be donated to the Sheriff's Department. There is a $250,000 increase in facilities, and it’s a carryover for the facilities plan. They thought there would be a contract and more money spent but that didn’t happen before end of year so they will be carrying over the full amount. Animal control had proposed adding an additional truck but decided they could hold off another year, so the capital outlay has been decreased by $130,000. The Parks and Recreation Department did not factor in a new vehicle for the Parks and Rec superintendent, so their capital outlay will go up by $60,000. And there is a suggestion to transfer $2 million out of the General Fund and move into the Capital Project fund to fund future projects. If the transfer is done, the money would be set aside solely for capital projects. It would take some of the burden off the General Fund and the savings could build up, and we could accomplish some of those longer-term projects. What was presented at the tentative budget hearing was a $9.8 million Fund balance in the general fund. With these changes, and most of its a $2 million transfer to the Capital Projects Fund, it would bring the general fund budgeted ending fund balance down to $7.4 million. It's still well above the 15% requirement.

Discussion ensued regarding the funding for the Sheriff’s station and the fire department. The fire department is asking for $404,000 and budgeted $110,000. It was requested from Councilwoman Zoberski to put the full amount of $404,000 into the final budget.

Councilman Torres suggested a hold be put on the fishing pond. He still wants to move forward with the planning and design right now but with the park itself. He asked if our new grants administrator could apply for grants that could potentially pay for the majority of the park. Councilman Torres would like to take the $500,000 allocated for the fishing pond to be reallocated to fixing Miller Lane

Robert Carson, City Treasurer, explained Miller Lane has already been proposed, and the design has already been approved by RTC.

Lydia Altick, Deputy City Manager, confirmed the city has a grant application into the Dept of Wildlife for the pond. She also shared that there is a legal process to determine the ownership of Miller Road. It could take up to a year to figure it out. Councilman Torres clarified that the grant to NDOW is only for $100,000. If the council cannot reallocate the funds to Miller Lane, he requested it go to the Ricci Tank, and the Highway 50 looping project.

Robert Carson, City Treasurer, clarified that the Looping project and Ricci tank are not coming out of the general fund. After discussion between of where to reallocate the funding too, Council suggested adding the $500,000 to the $650,000 allocated for Out of Town Park.

Motion: I MOVE TO REALLOCATE THE $500,000 SET ASIDE FOR THE MAYORS POND TO BE ADDED TO THE REPAIR FUND FOR THE OUT OF TOWN PARK THAT WAS ALREADY ESTABLISHED. **Action:** Approve. **Moved by:** Councilman Joe Mendoza, **Seconded by:** Councilman Albert Torres. **Vote:** Passed, **Summary:** Yes 4, **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza,

Robert Carson, City Treasure, introduced Seong Kim, Utilities Director for the 5 year CIPS. Attached to the minutes is the presentation Mr. Kim shared. After his presentation, the council had concerns as only some of the things presented were listed at the priorities meeting. The council was under the impression the highlighted ones were the ones needed. It was clarified that the utilities department is asking for the entire list. The highlighted ones are ones that there might potentially be a grant for. After further discussion, the council directed Mr. Kim to make a more detailed list as to what in his presentation is a necessity for this year and what can wait with a little explanation of why it needs to be done first, and they will rediscuss at the next budget meeting.

3. PUBLIC FORUM

Tammy Dittman requested the fire station explain why they are in the position fiscally that they are in. Why do they need the money from the City?

Roman Cisneros, on behalf of Fernley youth Football and Cheer League, suggests the extra money is used to add grass or turf at Memorial Park. He also wants to ensure the football league is not forgotten when discussing the field uses.

4. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 4:00 PM.

Approved by the Fernley City Council on July 15, 2026, by a vote of:

AYES _____ NAYS:_____ ABSTENTIONS:_____ ABSENT:_____

_____ _____

Mayor Neal E. McIntyre ATTEST: City Clerk Kim Swanson

MINUTES OF THE

FERNLEY CITY COUNCIL MEETING

MAY 6, 2026

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Mayor Neal. E McIntyre, Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza. Acting City Manager Lydia Altick, HR Manger Mitizi Carter, City Attorney Aaron Mouritsen, City Clerk Kim Swanson, Admin Specialist II Rachael Goetz, City Treasurer Robert Carson, Grant Administrator Trisha Livingston, Building Official Charity Birkel, Planning Director Michele Rambo, Public Works Director Barry Williams, Deputy Public Works Director Olivia John, Utilities Director Seong Kim.

1.3. Public Forum

Becki Howlett thanked the Public Works Department for painting the curbs outside the CRRC Building.

Kelly Flodman, a local resident and business owner spoke about and issue she is having with Code Enforcement. She urged the council to reconsider any expansion of Code Enforcement and their authority.

Lori Yanez, NAMI Western Nevada, wanted to bring attention to mental health awareness as we are coining into Mental Health Awareness month. She explained the Teen Text Line (988) and other suicide prevention programs. She encouraged the council to think about how we can improve mental health for the community and to help accesses services.

Roman Cisneros presented rings to the council members that did not receive a ring when they honored the mayor one month ago.

Tammi Dittman thanked Public Works for the painting and striping.

Lauren Huft thanked the council for the ability to have public art in our community.

Rob Jacobsen Chairman for the Boys and Girls club thanked the community for the turn-out to the Boys and Girls Club Passport to Party. He stated this fundraiser raised nearly $50,000.00 for the club and is grateful for the council and community as well as to have such a wonderful place to host these events.

Kim Fleming Waste Management reported that year to date Waste Management has received 303 internal Surveys from Fernley residents with an average satisfaction score of 8.8 out of 10. She encourages the residents to reach out to the local Waste Management if there are any issues. She reminded the residents that Waste Management is committed to solving problems quickly and effectively. A reminder that the extended transfer station hours are open every day 8–6, and they close for lunch from 12:00 –12:30.

1.4. (For Possible Action) Approval of Agenda

Motion: I MOVE TO APPROVE THE AGENDA, **Action:** Approved, **Moved by:** Felicity Zoberski. **Seconded by:** Ryan Hanan. **Vote:** Approved, **Summary:** Yes 4, **Yes:** Councilman Hanan, Councilwoman Zoberski, Councilman Torres, Councilman Mendoza

2. CONSENT AGENDA

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

City Clerk Kim Swanson read the new businesses licenses.

2.4. Discussion and possible action to approve an annual contract with Evoqua Water Technologies for the equipment rental and the treatment of hydrogen sulfide (H2S) gases at the Rolling Meadows Lift Station, for a total not to exceed $80,614.88.

2.5. For Possible Action: For approval of a contract amendment to the Wood Rodgers contract for professional consulting services associated with the conveyance of land to the City of Fernley by the Bureau of Land Management as part of the 2014 Fernley Lands Bill.

Motion: I MOVE TO APPROVE THE CONSENT AGENDA. **Action:** Approve, **Moved by:** Councilman Joe Mendoza, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 4 **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

3. REPORTS - this item is for various public entity representatives to provide general information to the Council and public. No action will be taken.

Bret Willey, Lieutenant with the Lyon County Sheriff's Office, reported the April stats for the City of Fernley.

3.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.

Councilman Mendoza attended the passport party for the Boys and Girls Club. The fire department is at the Black Bear Diner doing a fundraiser for the Northern Nevada Children's Cancer Foundation, the firefighters are serving dinner.

Councilman Torres acknowledges the passing of former councilman Rick Jones. He attended the SCAC Cemetery Clean Up. The SCAC is continually working to improve the cemetery. Councilman Torres thanked all the businesses and support for the Business Expo. It's City and County Municipal Clerks Week, and he'd like to thank the City Clerk's Office for their hard work.

Councilman Hanan attended the Early Learning Center ribbon cutting at the CRRC. He had a meeting with the Porter Group, and they gave updates on some of the consulting. He attended the Deter grand opening in Fernley. He also attended the Rotary Services of Northwestern Nevada where Mark IV was the guest, and they gave a rundown of their project at the Victory Location. He also attended the Walmart Grand Re-opening and the 25th anniversary meeting.

Mayor Neal. E McIntyre attended ribbon cuttings at Deter, the Early Learning Center, and the Re-Grand Opening of Walmart. He also attended the cemetery event and the Business Expo at City Hall. There was a Chamber Golf Tournament for the Mayor's Cup, and the mayor is happy to report the Mayor's Cup is back in Fernley.

4. PROCLAMATIONS BY THE MAYOR

The Mayor proclaimed the month of May 2026 as Building Safety Month, Older Americans Month, Mental Health Awareness Month and the week of May 3rd through the 9th 2026 as Professional Municipal Clerk Week.

5. PRESENTATIONS

5.1. Presentation by Scott Barnes, Vice President, Entitlements for Mark IV Victory Logistics District of the required progress report of the Development Agreement (DA22001) approved by City Council on April 3, 2024.

Rick Nelson with Mark IV Capital presented the progress report. He talked about the obligation for a parcel of land to be dedicated to a fire station and that has been met. He talked about the traffic and transportation improvements, and that is the grant for the Nevada Pacific Parkway. At one time, that grant was only for the bridge. Now, there is a

special assessment of district process to allow them to do the entire parkway. It is expected to reach 100% completion of all designs in July. They expect construction to begin within 60 days after approval from the City.

Phase Zero, Building A, has been completed. It was originally occupied by Redwood but is currently occupied by Tesla and Tesla is expected to be there for the foreseeable future. There is currently ongoing preparation of office spaces to allow for move-in. Additionally, there is an abundance of outdoor storage around the building, and those are available either as parking lots or they can be fenced in. On adjacent land, there is built to suit opportunities.

Phase 1 building and pads. There are currently about 900 acres under plow, and roads are being built and paved. They have relocated the stormwater to make way for the railway. The railway 1B is flattened and ready to be built on. The industrial track agreement has been signed, and there is about a mile of track laid down.
He stated that Gavin Road will take you directly to the Wastewater Treatment Plant. They are working with NV Energy to have telephone and power polls removed and moving everything underground to provide clear vision on both sides and room to widen the road.

Mr. Nelson continued by saying 1C is completed. However, there are no current customers.
Phase 2B, 2A and 2C are all under grading and the road system is being put in. Phase 2 includes Innovation Dr. The permitting from NDEP was approved. It starts just past Polaris and Innovation will take you out to Technology Dr. They are currently putting in storm drain and sewer. These roads are expected to be completed in the next 18 months. Additionally, there were 3 public utilities easements for power and fiber. This allows the ability to get in and out and get ahold of the petabyte lines. There is an additional easement for NV Energy so they can build their substation.

Mr. Nelson explained the Fernley Power District will allow them to generate, own and distribute power under a franchise agreement with the City of Fernley. This means Victory Logistics is working with NV Energy for a substation. They have given NV Energy an easement, so NV Energy has control of that property. A district inside Victory has zero impact on the NV Energy service area. There is no impact on the ratepayers, and it's all paid by private funds. The city benefits via the franchise without any obligations.

Western Nevada College has signed a lease and for the first ten years there will be no cost to them. They have received money from the Congressional Funding Office. They will begin building classrooms, and they are currently using the Mark IV classroom, and Western Nevada will teach its first classes soon. Two of the future customers have asked to train the workforce there.

5.2. Discussion and Possible Action, Presentation by Design Workshop on design concepts for landscape and aesthetic enhancements to the Fernley Roundabout.

Madison Pong with Design Workshop appeared via Zoom to present the concept design for the roundabout. There were 3 designs brought to the city staff and one was chosen as the preferred concept. The preliminary cost is estimated to be $200,000. The monument is about $50,000.

Motion: I MOVE TO PROCEED TO THE NEXT PHASE WITH THE PREFERRED CONCEPT FOR THE ROUND ABOUT PROJECT AND THAT THE CITY OF FERNLEY WORK HAND-IN-HAND WITH NDOT TO MAKE SURE THIS CONFORMS WITH ANY FUTURE REQUIREMENTS, CURRENT REQUIREMENT, FUTURE EXPANSIONS ETC. **Action:** Approve, **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilwoman Felicity Zoberski. **Vote:** Passed, **Summary:** Yes 4 **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

5.3. (For Possible Action) Discussion and Possible Action to approve the agreement for the installation of public art at City Locations during the Murals, Music & Margaritas Festival and the allocation of $6,500 from the Mayor's Community Support Budget. Presentation by Fernley Aces (Art & Culture Event Squad)

Sky Long recapped the Travel Nevada Rural Roundup. In her recap, she went over numbers for general tourism for Nevada over the last year. The focus for Nevada is outdoor recreation, rural experience, Astro tourism, and soft adventures such as e-bike trails and cultural experiences. Number 4 on the list of Nevada travel is what they call gig tripping. The ACEs fall under this umbrella. Music tourism is a $7.7 billion industry.

Jamie Daniels with the Fernly ACEs presented the proposed murals for the 2026 Music, Murals and Margaritas. The proposed murals at the Out-Of-Town Park will be at the memorial wall. Others will be the train depot bathrooms, the Out-of-Town Park dugouts, and the new building at the CRRC. The total investment from the city is $6,500.

Motion: I MOVE TO APPROVE THE INSTALLATION OF THE PROPOSED PUBLIC ARTWORK AT THE OUT-OF-TOWN PARK, DEPOT RESTROOM, AND CRRC CONCESSION BUILDING, AS WELL AS THE AGREEMENT OF FERNLEY ACES ARTS AND CULTURE EVENT SQUAD FOR THE MURALS, MUSIC, AND MARGARITAS FESTIVAL. I FURTHER MOVE TO APPROVE THE ALLOCATION OF $6,500 FROM THE MAYOR'S COMMUNITY SUPPORT BUDGET. **Action:** Approve, **Moved by:** Councilman Albert Torres, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 4 **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

6. STAFF REPORTS

6.1. For presentation: to evaluate the three top-selected consultants to conduct an efficiency study for the City of Fernley.

It was approved to put 6.1 and 6.3 together as they discuss the same topics. See item 6.3.

6.2. (Discussion and Possible Action) Application for assistance from Urban Design and Preservation Division Design-Preservation Rapid Assistance Teams (D-PRAT) for the site plan of the Out of Town Park.

Moved to 5/20/2026

6.3. Discussion and possible action to recommend that staff negotiate a contract with a consultant for the purpose of completing an efficiency study for the City of Fernley.

Items 6.1 and 6.3 were combined.

Acting City Manager Lydia Altick presented explaining Councilman Mendoza requested an efficiency study. In March, the city sent out an RFP and 10 proposals were received. The top 5 were selected for interviews. The top 3 were selected to present to the council, followed by questions and answers. Aaron Baggerly with Matrix Consulting Group, Johnathan Ingram, vice president with Raftelis and Ben Kittelson, Patrick Ibarra with Horondo each presented.

Motion: I MOVE TO ACCEPT MATRIX CONSULTING GROUP AS THE AWARD WINNER FOR THE RFP AND TO REPORT STAFF TO START DISCUSSIONS OF THE CONTRACT. **Action:** Approve, **Moved by:** Councilman Joe Mendoza, **Seconded by:** Councilman Albert Torres. **Vote:** Passed, **Summary:** Yes 3, No 1 **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Mendoza, **No:** Councilman Hanan

After this motion, Aaron Mouritsen, City Attorney, informed council at 9:00pm there would need to be a motion from council that indicates what items they wish to proceed with. At this time, there are 3 items left and any items that are not selected as part of that will be continued to the next meeting.

Motion: I MOVE TO TABLE ITEMS 6.2 AND 7.1 UNTIL THE NEXT MEETING **ACTION:** APPROVE, **MOVED BY:** COUNCILMAN ALBERT TORRES, **Seconded by:** Councilman Joe Mendoza. **Vote:** Passed, **Summary:** Yes 4 **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

6.4. For Possible Action: For possible approval of the submittal of a grant application to the Nevada Off-Highway Vehicle Grant Program for $86,250 to assist in the funding of the development of a Fernley Off-Highway Vehicle Plan.

Trisha Livingston presented stating the State of Nevada has a Highway Vehicle Grant Program. The city would like to apply for it to develop a Fernley OHV plan.

Motion: I MOVE TO APPROVE THE SUBMITTAL OF A GRANT APPLICATION TO THE NEVADA OFF-HIGHWAY VEHICLE GRANT PROGRAM IN THE AMOUNT OF $86,250. **Action:** Approve, **Moved by:** Councilman Albert Torres, **Seconded by:** Councilman Joe Mendoza. **Vote:** Passed, **Summary:** Yes 4, **Yes:** Councilwoman Zoberski, Councilman Torres, Councilman Hanan, Councilman Mendoza

7. PUBLIC HEARINGS

7.1. (Discussion and Possible Action) Second reading and Adoption of Bill #382 amending Fernley Municipal Code Title 2, Administration, Chapter 8, Mayor and City Council, Section 2.08.01, Salaries and annual increases by adjusting the salary for Mayor and City Council.

Moved to 5/20/2026

8. PUBLIC FORUM

Tammi Dittman had questions for the council regarding Farm District Road and Nevada Pacific Parkway.

Bob Lucey, a resident of Nevada, and the city representative, for the Porter Group. He reported that two out of the three projects that we had requested funding for were approved 50 looping Main, and the Gustafson Bridge. Mr. Lucey also reported that the Ricci Tank project was also approved.

9. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 9:04 PM.

Approved by the Fernley City Council on July 15, 2026, by a vote of:

AYES _____ NAYS:_____ ABSTENTIONS:_____ ABSENT:_____

_____ _____

Mayor Neal E. McIntyre ATTEST: City Clerk Kim Swanson

Report Criteria:
License.Status = "Active"
Business.Origination date = 06/11/2026-07/07/2026

Business Name	DBA	Description	Occupation
Evolve Vacation Rental Network, Inc.		Residences used for short term rentals	Online marketplace facilitator of short term rentals
Nicki Industrie LLC	Desert Health	Medical Office or Services	Primary Care Practice - providing basic health services
Aavanti LLC		Handyman	Handyman services, cleaning, yard clean up
Skoden Trucking LLC		Trucking & Transporation	Trucking home office
BrightView Landscape Services, Inc.		Contractor	Landscaping services, Contractor 0029089
Evoqua Water Technologies LLC		Misc Services	Water purification systems, sales and service
Lighthouse Laser & Skin Care		Hair/Nail/Tanning/Spa Services	Cosmetic/Esthetic Services
Boba and Bites LLC		Mobile Vendor	Mobile Vendor - Food truck
All Out Patio Solutions LLC		Contractor	Construction
Jensen Engineering, A Professional C		Business Specific Professional Services	Electrical engineering consultants
CWG Products LLC		Wholesale and/or Retail Merchandise Sales	Sale of snow globes, tumbler cups and beaded pens
Fernley Wings LLC	Wingers Restaurant and Aleho	Restaurant/Fast Food/Food Services	Restaurant and alehouse
Fernley Wings LLC	Wingers Restaurant and Aleho	Restaurant/Fast Food/Food Services	Restaurant and alehouse
Power Up Electric LLC		Contractor	Electrical Contractor - Contractor #0092822
The Looney Leprechaun		Mobile Vendor	Mobile ice cream and Dole trailer
Superior Paving Company, Inc.		Contractor	Asphalt Paving - Contractor #0088943
The DIYers Dream		Hobby/Crafter, Sewing, Jewelry, Metal, Wood, Leather	Custom t-shirts, decals, greating cards, & epoxy trinkets

Grand Totals:
17

Report Criteria:
License.Status = "Active"
Business.Origination date = 06/11/2026-07/07/2026

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	510-395-910 520-395-910

ACTION REQUESTED: Consent

AGENDA ITEM:

Possible Action to Approve the Will-Serve Request from Lyon County School District - Fernley High School, Commons & Culinary Improvements for 0.11 ERC's for Water and 0.94 ERC's for Sewer for Lyon County Parcel 021-181-01 located at 1300 Hwy 95A, Fernley, NV 89408.

AGENDA ITEM BRIEF:

1. Lyon County School District is seeking a will-serve for their Tenant Improvements.
2. The project requires 0.11 ERC's for Water and 0.94 ERC's for Sewer.
3. The project qualifies to pay a fee in-lieu of water rights, pursuant to FMC 32.39.060 (a).

RECOMMENDED MOTION:

"I move to approve the Will-Serve Request from Lyon County School District - Fernley High School, Commons & Culinary Improvements for 0.11 ERC's for Water and 0.94 ERC's for Sewer for Lyon County Parcel 021-181-01 located at 1300 Hwy 95A, Fernley, NV 89408."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

Lyon County School District is seeking a will-serve for 0.11 ERC's for Water and 0.94 ERC's for Sewer to accommodate the Tenant Improvements, for Lyon County Parcel 021-181-01 located at 1300 Hwy 95A, Fernley, NV 89408.

Water Connection fees will be paid at the time of the building permit issuance at the rate of $7,879 per ERC unit for Water Service Connection and $5,628 per ERC unit for Sewer Service Connection.

City staff has determined that the City has adequate water and sewer resources to support the requested will-serve commitment.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC 32.09.035

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. LCSD FHS SPE, Commons & Culinary Improvements

THE CITY OF FERNLEY

Public Works/Utilities Department

595 Silver Lace Blvd

Fernley, NV 89408

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: Lyon County School District / FHS SPE, Commons & Culinary Improvements Development/ project or property located at 1300 Hwy 95A, Fernley, Nevada with 0.11 water connections and/or 0.94 sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the utility connection fees in effect at the time of this will-serve certification, currently $7,879.00 per unit for water and $5,628.00 per Equivalent Residential Capacity (ERC) unit for sewer.

2. Applicant must comply with all applicable laws, statutes, ordinances and regulations.

3. Said fees and costs must be paid in full before connections to water/sewer services. **Connections to utility service shall be completed within a reasonable time from the date of original approval of this Will-Serve by the Fernley City Council. Failure to diligently pursue connection to utility service may render this Will-Serve null and void.** Public Works/Utilities Department, at its sole discretion, shall have authority to determine whether connection to utility service is being diligently pursued and, with sixty (60) days written notice to the party who requested this Will-Serve, may cancel this Will-Serve for failure to connect to utility service within a reasonable time.

4. Service shall be provided only to the project or site identified above. **This Will-Serve is limited to the project or property described above and is not transferable to any other project or property.**

5. Service shall be provided pursuant to the plans and specifications submitted to and approved by Public Works/Utilities Department Service shall not be provided pursuant to any alterations to or deviation from the same without the express written approval of Public Works/Utilities Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works/Utilities Department.**

6. This Will-Serve applies to: APN# 021-181-01

Fernley City Council Approved Will-Serve on: July 15, 2026

Public Works/Utilities Director **Mayor – City of Fernley**

Applicant **Date**

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	510-395-910

ACTION REQUESTED: Consent

AGENDA ITEM:

Possible Action to Approve the Will-Serve Request from Fernley QOZB, LLC – Final Parcel Map for 0.89 ERCs for Water for Lyon County Parcel 021-232-53 located at 305 Stanley Drive, Fernley, NV.

AGENDA ITEM BRIEF:

1. Fernley QOZB, LLC is seeking a Will-Serve for Parcel 021-232-53 located at 305 Stanley Drive, Fernley, NV.
2. This project requires 0.89 ERCs of water, which is equal to 1.0 acre-ft, for their Final Parcel Map.

RECOMMENDED MOTION:

"I move to approve the Will-Serve Request from Fernley QOZB, LLC – Final Parcel Map for 0.89 ERCs for Water for Lyon County Parcel 021-232-53 located at 305 Stanley Drive, Fernley, NV."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

Fernley QOZB, LLC is seeking a Will-Serve for 0.89 ERCs for Water applicable to their Final Parcel Map for Lyon County Parcel 021-232-53 located at 305 Stanley Drive, Fernley, NV.

Water connection fees will be paid at the time of building permit issuance at the rate of $7,879 per ERC unit for Water Service Connection

The water needed for this project has been previously dedicated under a prior banking agreement.

City staff has determined that the City has adequate water and sewer resources to support the requested will-serve commitment.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC 32.09.035

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. 2026.07.15 Parcel Map Will-Serve

THE CITY OF FERNLEY

Public Works/Utilities Department

595 Silver Lace Blvd

Fernley, NV 89408

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: Fernley QOZB, LLC Development/ project or property located at 305 Stanley Drive Fernley, Nevada with 0.89 water connections and/or 0 sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the utility connection fees in effect at the time of this will-serve certification, currently $7,879.00 per unit for water and $5,628.00 per Equivalent Residential Capacity (ERC) unit for sewer.

2. Applicant must comply with all applicable laws, statutes, ordinances and regulations.

3. Said fees and costs must be paid in full before connections to water/sewer services. **Connections to utility service shall be completed within a reasonable time from the date of original approval of this Will-Serve by the Fernley City Council. Failure to diligently pursue connection to utility service may render this Will-Serve null and void.** Public Works/Utilities Department, at its sole discretion, shall have authority to determine whether connection to utility service is being diligently pursued and, with sixty (60) days written notice to the party who requested this Will-Serve, may cancel this Will-Serve for failure to connect to utility service within a reasonable time.

4. Service shall be provided only to the project or site identified above. **This Will-Serve is limited to the project or property described above and is not transferable to any other project or property.**

5. Service shall be provided pursuant to the plans and specifications submitted to and approved by Public Works/Utilities Department Service shall not be provided pursuant to any alterations to or deviation from the same without the express written approval of Public Works/Utilities Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works/Utilities Department.**

6. This Will-Serve applies to: APN# 021-232-53

Fernley City Council Approved Will-Serve on: July 15, 2026

Public Works/Utilities Director	**Mayor – City of Fernley**
Applicant	**Date**

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	510-166-100

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and Possible Action to approve a contract with A & K Earth Movers, Inc. for the Mesa Drive Water Main Extension Project in the amount not to exceed $245,000.00.

AGENDA ITEM BRIEF:

Staff is seeking approval to execute a contract for Construction of the Mesa Drive Water Main Extension. A & K Earth Movers, Inc. is the apparent low bidder and has the necessary experience to complete the work as outlined in the scope of the project.

RECOMMENDED MOTION:

"I move to approve the contract with A & K Earth Movers, Inc. for the Mesa Drive Water Main Extension Project in the amount not to exceed $245,000.00."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may decide not to approve the consent motion and provide direction to the Utilities Director and staff on how to proceed with the improvements needed at this location.

BACKGROUND:

The project includes construction of approximately 700 LF new 8-in PVC C900 water main from existing 12-in water main in Mesa Drive to point of connection with existing 8-in water main that comes from water treatment plant interior fire loop; existing 8-in main from plant fire loop to future point of connection will be retired in place.

Proposed 8-in main is located within Mesa Drive (City of Fernley right-of-way) and City of Fernley Property (along north bank of TCID ditch, and immediately outside of TCID ditch easement). The water main will cross under the TCID ditch easement in a 16-in steel carrier pipe.

The project was advertised and bid per Nevada Revised Statutes 338 and the apparent low bidder was A & K Earth Movers, Inc.

The project is tentatively scheduled to begin in Augusts 2026.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 338 - Public Works

FINANCIAL IMPLICATIONS:

The funding for this Construction Project was approved previously by the City Council for the 2025/2026 Budget and has been included in the current budget for fiscal year 2026/2027. The funding will be financed from the Water Enterprise Funds 510-166-100.

ATTACHMENTS:

1. A&K Earth Movers_Mesa Dr_Long contract
2. ROA & Bid Docs_Attachment A

CONTRACT

A Contract For Professional Services

THIS CONTRACT is made and entered into this 15 day of July, 2026, by and between the CITY OF FERNLEY, a municipal corporation within the State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"), and A & K Earth Movers, Inc., a corporation, whose address is: 515 Windmill Drive, Fallon, NV 89406 ("Contractor").

WHEREAS Nevada Revised Statutes ("NRS") chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM.** This Contract shall be effective from the day it is approved by the City (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

2. **CONTRACTOR'S SERVICES.**

   A. **Description of Services.** Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

   B. **Performance Standards.** In performing the services set forth in this Contract, Contractor shall follow the practices consistent with the generally accepted standards in the profession of the services being provided to the City pursuant to this Contract.

   C. **Changes to Contractor's Services.** The City may, at any time, make changes to the services to be performed by Contractor under this Contract. If the change requested by the City causes an increase or decrease in the cost or time required to perform any of the services required under this Contract, an equitable adjustment may be made in the compensation to be paid to Contractor.

   D. **Cooperation with City.** Contractor agrees that its officers, associates, employees, and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

3. COMPENSATION AND TERMS OF PAYMENT.

A. Compensation. The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.

B. Reimbursable Expenses. Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.

C. Payment Invoicing. Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work and Fee Schedule).

4. NOTICE. All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, by facsimile or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City: City of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

If to Contractor: A & K Earth Movers, Inc.
515 Windmill Drive
Fallon, NV 89406

5. INSPECTION & AUDIT.

A. Books and Records. Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.

B. Inspection & Audit. Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of Contractor where such records may be found, with or without notice by the City,

and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.

C. Period of Retention. All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

6. TERMINATION OR SUSPENSION.

A. Suspension. The City may suspend, without cause, the performance by Contract under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice. With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

B. Termination Without Cause. The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.

C. Termination for Non-Appropriation. Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.

D. Default or Breach. A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:

1. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called

for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;

2. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

3. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

E. For Cause Termination and Time to Correct. Upon the occurrence of an Event of Default, and without prejudice to any other right or remedy it may have at law or equity, the City may:

1. Terminate this Contract, suspend payment of all pending invoices otherwise due to the Contractor hereunder, and finish this Contract by such means as deemed appropriate by the City, reserving the right to deduct from any balance due Contractor any additional cost for completing this Contract;

2. Terminate this Contract, and the obligations imposed hereunder, including the obligation of any further payment for the services of the Consultant except for the reasonable value for the services performed to the date of termination, or

3. Continue with the performance by the Contractor and serve within a reasonable time after completion of the Contract a notice of claim or dispute.

F. Winding Up Affairs upon Termination. In the event that this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:

1. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.

2. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if so requested by the City;

3. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by the City; and

4. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.

5. In the event that dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. REMEDIES. Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

8. ATTORNEYS' FEES, COSTS, AND EXPENSES. Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.

9. LIMITED LIABILITY. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.

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

11. INDEMNIFICATION. Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers,

consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.

12. **INDEPENDENT CONTRACTOR.** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

13. **INSURANCE.** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor.

Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF CTR

A. Workers' Compensation and Employer's Liability Insurance. Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract.

1. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627.
2. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:
    a. CONTACTOR NAME has entered into a contract with Owner to perform work from THE ___ DAY OF _____, 20__ to THE ___ DAY OF _____, 20__ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

       City of Fernley
       595 Silver Lace Blvd
       Fernley, NV 89408

3. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions, and provisions.
4. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that:
    a. In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the

terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and

b. Contractor is otherwise in compliance with those terms, conditions and provisions.

COF CTR

B. Commercial General Liability Insurance

1. Minimum Limits required:
   - **$1,000,000** General Aggregate
   - **$1,000,000** Products & Completed Operations Aggregate
   - **$1,000,000** Personal and Advertising Injury
   - **$1,000,000** Each Occurrence
2. Coverage shall be on an occurrence basis and shall be at least as broad as ISO 1996 form CG 00 01 (or a substitute form providing equivalent coverage); and shall cover liability arising from premises, operations, independent contractors, completed operations, personal injury, products, civil lawsuits, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

COF CTR

C. Business Automobile Liability Insurance

1. Minimum Limit required**: $150,000** Each Occurrence for bodily injury and property damage. Coverage shall be for "any auto" (including owned, non-owned and hired vehicles).
2. The policy shall be written on ISO form CA 00 01 or a substitute providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

COF CTR

D. Umbrella or Excess Liability Insurance

1. May be used to achieve the above minimum liability limits.
2. Shall be endorsed to state it is "As Broad as Primary Policy"

COF CTR

E. Commercial Crime Insurance

1. Minimum Limit required: **$10,000**
   1. Per Loss for Employee Dishonesty
2. This insurance shall be underwritten on a blanket form amending the definition of "employee" to include all employees of the Vendor regardless of position or category.

F. Performance Security

1. Amount required: $ _____
2. Security may be in the form of surety bond, Certificate of Deposit or Treasury Note payable to the City only.

COF CTR

3. The security shall be deposited with the City no later than ten (10) working days following award of this Contract to Contractor.
4. Upon successful completion of this Contract, the security and all interest earned, if any, shall be returned to Contractor.

G. General Requirements.

1. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.

2. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

3. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieve under the standard ISO separation of insureds clause.

4. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed $5,000 per occurrence, unless otherwise approved by the City.

5. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.

6. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.

14. EVIDENCE OF INSURANCE. Prior to the start of any work, Contractor must provide the following documents to the City:

1. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.

2. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the

endorsement of the City as an additional insured per General Requirements, Subsection 1) above.

3. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.

4. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

15. FAILURE TO MAINTAIN REQUIRED COVERAGES. If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

16. COMPLIANCE WITH LEGAL OBLIGATIONS. Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. It is important to note:

A. Contractor is required to obtain a City of Fernley business license *prior* to commencing work unless Contractor qualifies for an exception. Contractor is also required to provide a W-9 to the City's Finance Department.

B. Contractor is required to research and determine if Contractor must comply with:

1. Buy America Requirements
2. Prohibition against Boycott Israel provisions in NRS in Public Works contracts
3. Prevailing Wage Requirements
4. Apprenticeship Utilization Act

17. WAIVER OF BREACH. Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.

18. SEVERABILITY. If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.

19. ASSIGNMENT/DELEGATION. To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written consent of the City.

20. PROPRIETARY INFORMATION. Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark or copyright protection.

21. **PUBLIC RECORDS.** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

22. **FEDERAL FUNDING.** In the event federal funds are used for payment of all or part of this Contract:

    A. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

    B. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

    C. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)

23. **LOBBYING.** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

24. **GENERAL WARRANTY.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner

consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachment, and shall be fit for ordinary use, of good quality, with no material defects.

25. **ONE-YEAR WARRANTY.** The Contractor warrants that all Work performed under this Agreement shall be free from defects in materials, equipment, and workmanship for a period of one (1) year from the date of Final Acceptance by the Owner, unless a longer warranty period is specifically required elsewhere in the Contract Documents. During the warranty period, the Contractor shall, at its sole cost and expense, promptly correct any defective or nonconforming Work identified by the Owner. This obligation includes all labor, materials, equipment, excavation, backfill, restoration, testing, and incidental costs necessary to fully remedy the defect. If the Contractor fails to correct defective Work within a reasonable time after written notice, the Owner may perform or cause the corrective work to be performed and charge the Contractor for all associated costs. The one-year warranty period shall recommence for any corrected or replaced portion of the Work from the date the Owner accepts such correction or replacement. This warranty is in addition to, and not in limitation of, any other rights or remedies available to the Owner under the Contract Documents or applicable law.”

26. **PROPER AUTHORITY.** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.

27. **GOVERNING LAW; VENUE.** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

28. **INTEGRATED CONTRACT.** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital. In the event of any conflict

between the terms hereof and the Contractor's terms and conditions, the terms of this Contract shall control and govern.

29. **COUNTERPARTS.** This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, and all of such counterparts shall constitute one Agreement. To facilitate execution and delivery of this Agreement, the parties may execute and exchange counterparts of the signature pages by electronic email, telephone, or facsimile. This Agreement may also be executed and delivered by any digital or electronic signature complying with the Electronic Signatures in Global and National Commerce Act and Nevada Revised Statutes 719.260, the terms and effect of which statutes are incorporated herein by this reference, including, without limitation, portable document format (.pdf). The parties agree that www.docusign.com shall be an acceptable digital or electronic signature provider.

30. **ADVICE OF COUNSEL.** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.

31. **MODIFICATION; NO WAIVER.** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.

32. **INTERPRETATION OF AGREEMENT.** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

33. **COOPERATION OF PARTIES.** The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.

34. **NON-DISCRIMINATION.** In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

Dated: _____

CITY OF FERNLEY

_____
City of Fernley Mayor

Dated: _____

APPROVED AS TO FORM:

Dated: _____

_____
City Attorney

ATTEST: _____
City Clerk

Dated: _____

_____
Utilities Director

Dated: _____

_____
Chief Operating Officer

CONTRACT

A Contract For Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor**;** that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

By:_____

Title:_____

Firm:_____

Business License #:_____

Address:_____

City:_____

State:_____

Zip Code:_____

Telephone:_____

Fax:_____

E-mail Address:_____

_____

(Signature of Contractor)

DATED this _____ day of _____, 20__.

May 27, 2026

Brenda S. Gosser, MBA
Utilities Department
City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

RE: MESA DRIVE WATER MAIN EXTENSION – BID REVIEW AND SUMMARY

Dear Brenda,

On May 26, 2026, The City of Fernley (City) received seven bids for the Mesa Drive Water Main Extension Project. The apparent low bid was submitted by A&K Earth Movers, Inc. with a total price of $245,000 for the Base Bid. For comparison, the Engineer's Opinion of Probable Cost for the project is $306,400. A summary of the bids is attached.

We have reviewed the bids to determine general compliance with the administrative requirements for bidding (i.e. whether each bid received was responsive) based on the following:

- Bid received on time in a properly sealed envelope
- Bid Form was signed
- Addendum was properly acknowledged
- Bid Schedule completed in general conformance with the Instructions to Bidders
- Bid Security included
- Bidder's Qualification Statement included
- List of Proposed Subcontractors (Submitted with bid) included
- List of Proposed Subcontractors (Submitted within 2 hours after completion of bid opening) included
- Bidder's Certificate of Eligibility
- Bidder's Nevada Contractor License number included

The Bid documents for A&K Earth Movers, Inc. appear to be complete.

Our review did not include verification of the Bidder's license status, business legal status, the signatory's authority to sign, or other possible reasons for considering the bids unresponsive.

We recommend that you work with your legal counsel to review the Bids and conduct any further review that is warranted to determine the final award status. A copy of the bid from A&K Earth Movers, Inc. is attached for reference. Based on preliminary discussions with you, we understand you do intend to award the Base Bid.

If you would like to discuss our review or have additional questions, please do not hesitate to contact me at (775) 741-1437.

Best regards,
J-U-B ENGINEERS, Inc.

Mike Wilhelm, P.E.
Lead Program Manager

Attachments

BID TABULATION
MESA DRIVE WATER MAIN EXTENSION
City of Fernley, Nevada

2025.005.1 ~ PWP# LY-2026-187

				Engineer's Estimate		A&K Earthmovers, Inc		Ernst Earthworks		Cutting Edge Construction LLC	
Item No.	Description	Bid Quantity	Unit Measure	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	Mobilization/Demobilization	1	LS	$23,000.00	$23,000.00	$12,945.00	$12,945.00	$4,766.38	$4,766.38	$29,450.00	$29,450.00
2	Furnish & Install Traffic Control	1	LS	$7,500.00	$7,500.00	$1,000.00	$1,000.00	$11,766.38	$11,766.38	$8,800.00	$8,800.00
3	Furnish & Install 8-in C900 PVC Water Main	673	LF	$200.00	$134,600.00	$125.00	$84,125.00	$69.48	$46,760.04	$128.12	$86,224.76
4	Furnish & Install 8-in Restrained Joint DIP	66	LF	$300.00	$19,800.00	$355.00	$23,430.00	$517.67	$34,166.22	$375.38	$24,775.08
5	Furnish & Install 16-in Std Steel Carrier Pipe	40	LF	$650.00	$26,000.00	$335.00	$13,400.00	$743.93	$29,757.20	$544.13	$21,765.20
6	Furnish & Install 8-in Gate Valve	3	EA	$5,800.00	$17,400.00	$4,000.00	$12,000.00	$9,172.27	$27,516.81	$7,456.67	$22,370.01
7	Furnish & Install Combination Air Release Valve As	2	EA	$10,000.00	$20,000.00	$15,000.00	$30,000.00	$17,444.88	$34,889.76	$15,350.00	$30,700.00
8	Furnish & Install Tracer Wire Test Station	2	EA	$950.00	$1,900.00	$1,200.00	$2,400.00	$9,419.67	$18,839.34	$6,420.00	$12,840.00
9	Furnish & Install 8-in Reinforced Concrete Ditch Lir	580	SF	$40.00	$23,200.00	$55.00	$31,900.00	$48.72	$28,257.60	$36.21	$21,001.80
10	Furnish & Install Permanent AC Pavement Patch	1	LS	$8,000.00	$8,000.00	$8,800.00	$8,800.00	$14,194.00	$14,194.00	$13,773.15	$13,773.15
11	Force Account	1	FA	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00
	TOTAL				**$306,400.00**		**$245,000.00**		**$275,913.73**		**$296,700.00**

				Peek Brothers Construction Inc.		F.W. Carson Co.		Resource Development Company LL		MKD Construction, Inc.	
Item	Description	Bid	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	Mobilization/Demobilization	1	LS	$10,000.00	$10,000.00	$34,107.00	$34,107.00	$35,000.00	$35,000.00	$100,000.00	$100,000.00
2	Furnish & Install Traffic Control	1	LS	$5,000.00	$5,000.00	$9,645.00	$9,645.00	$6,300.00	$6,300.00	$12,397.00	$12,397.00
3	Furnish & Install 8-in C900 PVC Water Main	673	LF	$182.00	$122,486.00	$172.00	$115,756.00	$200.00	$134,600.00	$160.00	$107,680.00
4	Furnish & Install 8-in Restrained Joint DIP	66	LF	$411.00	$27,126.00	$693.00	$45,738.00	$800.00	$52,800.00	$550.00	$36,300.00
5	Furnish & Install 16-in Std Steel Carrier Pipe	40	LF	$575.00	$23,000.00	$376.50	$15,060.00	$570.00	$22,800.00	$500.00	$20,000.00
6	Furnish & Install 8-in Gate Valve	3	EA	$5,315.00	$15,945.00	$6,230.00	$18,690.00	$6,200.00	$18,600.00	$6,500.00	$19,500.00
7	Furnish & Install Combination Air Release Valve As	2	EA	$16,875.00	$33,750.00	$18,650.00	$37,300.00	$17,700.00	$35,400.00	$15,000.00	$30,000.00
8	Furnish & Install Tracer Wire Test Station	2	EA	$2,000.00	$4,000.00	$1,350.00	$2,700.00	$1,500.00	$3,000.00	$8,000.00	$16,000.00
9	Furnish & Install 8-in Reinforced Concrete Ditch Lir	580	SF	$72.00	$41,760.00	$69.90	$40,542.00	$100.00	$58,000.00	$105.00	$60,900.00
10	Furnish & Install Permanent AC Pavement Patch	1	LS	$16,000.00	$16,000.00	$8,815.00	$8,815.00	$13,300.00	$13,300.00	$20,000.00	$20,000.00
11	Force Account	1	FA	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00
	TOTAL				**$324,067.00**		**$353,353.00**		**$404,800.00**		**$447,777.00**

BID FORM FOR CONSTRUCTION CONTRACT

The terms used in this Bid with initial capital letters have the meanings stated in the Instructions to Bidders, the General Conditions, and the Supplementary Conditions.

ARTICLE 1—OWNER AND BIDDER

1.01 This Bid is submitted to: City of Fernley, 595 Silver Lace Blvd., Fernley, Nevada, 89408

1.02 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

ARTICLE 2—ATTACHMENTS TO THIS BID

2.01 Bidders are instructed to complete and return the following forms as part of the bid package in order for their bids to be complete. If a contractor fails to submit the following forms the contractors bid will be deemed not responsive.

A. X Bid Form

B. X Bid Schedule

C. X Bid Bond

D. X Bidder's Qualification Statement

E. X List of Proposed Subcontractors (Submitted with Bid)

F. X Evidence of Authority to do business in the State of Nevada (on bidder supplied form)

G. X Contractor's license number as evidence of Bidder's State Contractor's License or a covenant by Bidder to obtain said license within the time for acceptance of Bids;

H. X If claiming Nevada Preferential Bidder Status, attach required affidavits and other appropriate information in accordance with the requirements of NRS 338

Within 2 hours after the completion of the opening of the bids, the Contractors who submitted the three lowest bids are instructed to complete and return the following forms to complete the bid package. If a contractor fails to submit the following forms within 2 hours of the bid closing the contractors bid will be deemed not responsive.

I. X List of Subcontractors (Submitted after Bid)

J. X If claiming Nevada Preferential Bidder Status, affidavits and other appropriate information in accordance with the requirements of NRS 338 (See NRS 338.1389(2)(a)(3))

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ARTICLE 3—BASIS OF BID

3.01 Bidder will complete the Work in accordance with the Contract Documents for the unit prices indicated in **ARTICLE 7 – BID SCHEDULE**.

3.02 Bidder acknowledges that:

A. each Bid Unit Price includes an amount considered by Bidder to be adequate to cover Contractor's overhead and profit for each separately identified item, and

B. estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all Unit Price Work will be based on actual quantities, determined as provided in the Contract Documents.

ARTICLE 4—TIME OF COMPLETION

4.01 Bidder agrees that the Work will be substantially complete and will be completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions on or before the dates or within the number of calendar days indicated in the Agreement.

4.02 Bidder accepts the provisions of the Agreement as to liquidated damages.

ARTICLE 5—BIDDER'S ACKNOWLEDGEMENTS: ACCEPTANCE PERIOD, INSTRUCTIONS, AND RECEIPT OF ADDENDA

5.01 *Bid Acceptance Period*

A. This Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner.

5.02 *Instructions to Bidders*

A. Bidder accepts all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid security.

5.03 *Receipt of Addenda*

A. Bidder hereby acknowledges receipt of the following Addenda: **[Add rows as needed. Bidder is to complete table.]**

Addendum Number	Addendum Date
1	5/21/2026

ARTICLE 6—BIDDER'S REPRESENTATIONS AND CERTIFICATIONS

6.01 *Bidder's Representations*

A. In submitting this Bid, Bidder represents the following:

1. Bidder has examined and carefully studied the Bidding Documents, including Addenda.

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2. Bidder has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

3. Bidder is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.

4. Bidder has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings.

5. Bidder has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.

6. Bidder has considered the information known to Bidder itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on (a) the cost, progress, and performance of the Work; (b) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, if selected as Contractor; and (c) Bidder's (Contractor's) safety precautions and programs.

7. Based on the information and observations referred to in the preceding paragraph, Bidder agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.

8. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.

9. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and of discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.

10. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

11. Bidder understands and agrees that all documents submitted, filed or deposited with Owner, unless designated as confidential by a specific statute of the State of Nevada and properly marked to that effect by Bidder, will be subject to Nevada's Public Records Laws (Chapter 239 of the Nevada Revised Statutes), and will be available for inspection and copying by any person or governmental entity at any time after Bid Opening.

12. The submission of this Bid constitutes an incontrovertible representation by Bidder that without exception the Bid and all prices in the Bid are premised upon performing and furnishing the Work required by the Bidding Documents.

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6.02 *Bidder's Certifications*

A. The Bidder certifies the following:

1. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, organization, or corporation.

2. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid.

3. Bidder has not solicited or induced any individual or entity to refrain from bidding.

4. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract. For the purposes of this Paragraph 8.02.A:

   a. Corrupt practice means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process.

   b. Fraudulent practice means an intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition.

   c. Collusive practice means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial, non-competitive levels.

   d. Coercive practice means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

ARTICLE 7—BID SCHEDULE

Bid Item	Description	Estimated Quantity	Unit	Unit Price	Total Price
1	Mobilization/Demobilization	1	LS	$12,945.00	$ 12,945.00
2	Furnish & Install Traffic Control	1	LS	$1,000.00	$1,000.00
3	Furnish & Install 8-in C900 PVC Water Main	673	LF	$125.00	$84,125.00
4	Furnish & Install 8-in Restrained Joint DIP	66	LF	$355.00	$23,430.00
5	Furnish & Install 16-in Std Steel Carrier Pipe	40	LF	$335.00	$13,400.00
6	Furnish & Install 8-in Gate Valve	3	EA	$4,000.00	$12,000.00
7	Furnish & Install Combination Air Release Valve Assembly	2	EA	$15,000.00	$30,000.00
8	Furnish & Install Tracer Wire Test Station	2	EA	$1,200.00	$2,400.00
9	Furnish & Install 8-in Concrete Ditch Liner	580	SF	$55.00	$31,900.00
10	Furnish & Install Permanent AC Patch	1	LS	$8,800.00	$8,800.00
11	Force Account	1	FA	$25,000.00	$ 25,000

Total in Words: Two hundred forty five thousand dollars and zero cents

Check one:

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__X__We qualify and claim Preferential Bidder Status as specified in NRS 338.147 and **have attached the appropriate information** in accordance with the requirements of NRS 338.

_____We do not qualify for the Preferential Bidder Status as specified in NRS 338.147

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STATE OF NEVADA

Preference Bidding Certification

Nevada Public Works Preference Bidding Program
Chapter 338 of Nevada Revised Statutes

Contract No.: PWP# LY-2026-187 **(the "Project")**

UNIFORM AFFIDAVIT OF CERTIFICATION

A MATERIAL OR FALSE STATEMENT OR OMISSION MADE IN CONNECTION WITH THIS AFFIDAVIT IS SUFFICIENT CAUSE FOR DENIAL OF CERTIFICATION OR REVOCATION OF A PRIOR CERTIFICATION OR TO BE BARRED FROM BIDDING ON PUBLIC WORKS PROJECTS FOR A PERIOD OF FIVE YEARS, AND MAY SUBJECT THE PERSON AND/OR ENTITY MAKING THE FALSE STATEMENT TO ANY AND ALL CIVIL AND CRIMINAL PENALTIES AVAILABLE PURSUANT TO APPLICABLE FEDERAL AND STATE LAW.

The Undersigned, being first duly sworn, deposes and says:

I, Tanner Hiatt (full name printed), swear or affirm under penalty of law that I am Secretary (title) of certifying firm A & K Earth Movers, Inc. (firm name) and fully authorized to submit this Affidavit on behalf of the certifying firm, and that I have read and understood all of the information and statements submitted in this Affidavit and that they are true and correct to the best of my knowledge, and that all responses are full and complete, omitting no material information. The responses include all material information necessary to fully and accurately meet the requirements for obtaining a bidder preference for Nevada public works projects pursuant to Chapter 338 of Nevada Revised Statutes (NRS).

I recognize that the information submitted in this affidavit is for the purpose of certifying that the certifying firm will meet the following requirements for the entire duration of the Project:

(a) At least 50 percent of all workers employed on the Project, including, without limitation, any employees of the certifying firm and of any subcontractor engaged on the Project, will hold a valid driver's license or identification card issued by the Nevada Department of Motor Vehicles;

(b) All vehicles used primarily for the Project will be:
  (1) Registered and partially apportioned to Nevada pursuant to the International Registration Plan, as adopted by the Nevada Department of Motor Vehicles pursuant to NRS 706.826; or
  (2) Registered in this State;

(c) At least 50 percent of the design professionals working on the Project, including, without limitation, any employees of the certifying firm and of any subcontractor engaged on the Project, will have a valid driver's license or identification card issued by the Nevada Department of Motor Vehicles; and

(d) The certifying firm and any subcontractor engaged on the Project will maintain and make available for inspection within this State his or her records concerning payroll relating to the Project.

I understand that if the certifying firm receives a preference in bidding and is awarded a contract for the Project that such contract will:

(a) Include a provision in the contract that substantially incorporates the requirements of paragraphs (a) to (d), inclusive, above; and

(b) Provide that a failure to comply with any requirement of paragraphs (a) to (d), inclusive, above at any time during the duration of the Project is a material breach of the contract and entitles the governmental body having jurisdiction (the "Public Body") to liquidated damages against the party responsible for a failure to comply with a requirement of paragraphs (a) to (d), inclusive above. If a party to the contract causes a material breach of contract between the contractor, applicant or design-build team and the Public Body as a result of a failure to comply with paragraphs (a) to (d), inclusive, above, the party is liable to the Public Body for liquidated damages in the amount of one percent (1%) of the cost of the largest contract to which he or she is a party. The Public Body may recover this amount directly against the party that causes the material breach, and no other party is liable to the Public Body for liquidated damages.

I understand that the Public Body may, by means it deems appropriate, determine the accuracy and truth of the records provided by the certifying firm pursuant to NRS 338.070, and I authorize the Public Body to contact any person or entity named in such records provided for the purpose of verifying the information supplied and determining the named firm's eligibility for a bidder preference.

I agree to submit to government audit, examination and review of books, records, documents and files, in whatever form they exist, of the certifying firm and its affiliates, inspection of its places(s) of business and equipment, and to permit interviews of its principals, agents, and employees. It is understood that refusal to permit such inquiries shall be grounds for denial of future bidder preference certification.

If awarded a contract, I agree to promptly and directly provide the Public Body, on an ongoing basis, current, complete, and accurate information regarding the records required pursuant to NRS 338.070.

I acknowledge and agree that any misrepresentations in this Affidavit or in the records provided pertaining to the Project will be grounds for an award of liquidated damages for breach of contract; denial or revocation of bidder preference certification; and for initiating action under federal and/or state law concerning any false statement, fraud or other applicable offenses.

I declare under penalty of perjury that the information provided in this Affidavit is true and correct.

Executed on 5/26/26 (Date)

Signature _____
(Affiant)

NOTARY CERTIFICATE:

STATE OF NEVADA)
: ss.
COUNTY OF Washoe)

SIGNED and SWORN to before me on this 26 day of May, 20 26, by Tanner Hiatt
Affiant's Name

NOTARY SEAL

TERI L. RUTLEDGE
Notary Public - State of Nevada
Appointment Recorded in Washoe County
No: 19-1094-2 - Expires January 13, 2027

Teri L Rutledge
NOTARY PUBLIC

Revised June 2014

00450-3

NEVADA STATE CONTRACTORS BOARD

5390 KIETZKE LANE, SUITE 102, RENO, NEVADA, 89511 (775) 688-1141 FAX (775) 688-1271, INVESTIGATIONS (775) 688-1150
8400 WEST SUNSET ROAD, SUITE 150, LAS VEGAS, NEVADA, 89113 (702) 486-1100 FAX (702) 486-1190, INVESTIGATIONS (702) 486-1110

CERTIFICATE OF ELIGIBILITY
PER NRS 338.147 and NRS 338.1389

CERTIFICATE NUMBER: ***BPC-00-01-18-0004***

A & K EARTH MOVERS INC (HEREIN THE "GENERAL CONTRACTOR") NEVADA STATE CONTRACTORS' LICENSE NUMBER: ***0024548*** ORIGINAL ISSUE DATE: ***04/08/1987*** BUSINESS TYPE: ***CORPORATION*** CLASSIFICATION: ***A-GENERAL ENGINEERING*** MONETARY LICENSE LIMIT: ***UNLIMITED*** STATUS: ***ACTIVE,*** IS HEREBY ISSUED THIS CERTIFICATE BY THE NEVADA STATE CONTRACTORS' BOARD, BASED UPON THE INFORMATION CONTAINED IN THE STATEMENT OF COMPLIANCE WITH NEVADA REVISED STATUTES (NRS) 338.147 AND NRS 338.1389 AND THE AFFIDAVIT OF CERTIFIED PUBLIC ACCOUNTANT SUBMITTED TO THE NEVADA STATE CONTRACTORS BOARD AS PROOF OF CONTRACTOR'S COMPLIANCE WITH THE PROVISIONS OF NRS 338.147 AND NRS 338.1389. IN ACCORDANCE WITH THE PROVISIONS OF NRS 338.147(3), THE ABOVE-NAMED GENERAL CONTRACTOR AND A CERTIFIED PUBLIC ACCOUNTANT HAVE SUBMITTED FULLY EXECUTED AND NOTARIZED SWORN AFFIDAVITS AS PROOF OF PREFERENTIAL BIDDER STATUS, UNDER PENALTY OF PERJURY, CERTIFYING THAT THE GENERAL CONTRACTOR IS QUALIFIED TO RECEIVE A PREFERENCE IN BIDDING AS SET FORTH IN NRS 338.147 AND NRS 338.1389 AND OTHER MATTERS RELATING THERETO.

THIS CERTIFICATE OF ELIGIBILITY IS ISSUED ON ***MAY 1, 2026*** AND EXPIRES ON ***APRIL 30, 2027,*** UNLESS SOONER REVOKED OR SUSPENDED BY THE NEVADA STATE CONTRACTORS BOARD.

4.14.2026

SUSAN BROILI KAMESCH, LICENSING ADMINISTRATOR DATE
FOR DAVID BEHAR, EXECUTIVE OFFICER

The Nevada State Contractors Board assumes no liability or responsibility for the accuracy or validity of the information contained in the Contractors Statement of Compliance or the Affidavit of Certified Public Accountant as Proof of Contractors Compliance with the Provisions of NRS 338.147 and NRS 338.1389. The above-named General Contractor shall bear the responsibility to ascertain the accuracy and validity of the affidavits provided to support the issuance of this certificate.

BIDDER hereby submits this Bid as set forth above:

Bidder:

A & K Earth Movers, Inc.

(typed or printed name of organization)

By:

(individual's signature)

Name: Tanner Hiatt

(typed or printed)

Title: Secretary

(typed or printed)

Date: May 26, 2026

(typed or printed)

If Bidder is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.

Attest:

(individual's signature)

Name: Teri Rutledge

(typed or printed)

Title: Contract Administrator

(typed or printed)

Date: May 26, 2026

(typed or printed)

Address for giving notices:

515 Windmill Drive

Fallon, NV 89406

Bidder's Contact:

Name: Tanner Hiatt

(typed or printed)

Title: Secretary

(typed or printed)

Phone: 775-825-1636

Email: tanner.hiatt@akearthmovers.com

Address:

515 Windmill Drive

Fallon, NV 89406

Bidder's Contractor License No.: 0024548

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BID BOND (PENAL SUM FORM)

Bidder Name: A & K Earth Movers, Inc. Address *(principal place of business)*: 12251 Truckee Canyon Court Sparks, NV 89434	**Surety** Name: Great American Insurance Company Address *(principal place of business)*: 301 E Fourth Street Cincinnati, OH 45202
Owner Name: **City of Fernley** Address *(principal place of business)*: **595 Silver Lace Blvd.** **Fernley, NV 89408**	**Bid** Project *(name and location)*: **Mesa Drive Water Main Extension (Fernley, NV)** **City of Fernley Project No. 2025.005.1** **PWP# LY-2026-187** Bid Due Date: May 26, 2026

Bond

Penal Sum: Five Percent of Total Amount Bid (5% of Total Amount Bid)

Date of Bond: May 19, 2026

Surety and Bidder, intending to be legally bound hereby, subject to the terms set forth in this Bid Bond, do each cause this Bid Bond to be duly executed by an authorized officer, agent, or representative.

Bidder	Surety
A & K Earth Movers, Inc. *(Full formal name of Bidder)*	Great American Insurance Company *(Full formal name of Surety) (corporate seal)*
By: _____ *(Signature)*	By: _____ *(Signature) (Attach Power of Attorney)*
Name: Tanner Hiatt *(Printed or typed)*	Name: Carey Morgan *(Printed or typed)*
Title: Secretary	Title: Attorney-In-Fact
Attest: _____ *(Signature)*	Attest: _____ *(Signature)*
Name: Teri L. Rutledge *(Printed or typed)*	Name: Jeanette Riviera *(Printed or typed)*
Title: Contract Admin.	Title: Witness

Notes: (1) Note: Addresses are to be used for giving any required notice. (2) Provide execution by any additional parties, such as joint venturers, if necessary.

EJCDC® C-430, Bid Bond (Penal Sum Form).
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1. Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors, and assigns to pay to Owner upon default of Bidder the penal sum set forth on the face of this Bond. Payment of the penal sum is the extent of Bidder's and Surety's liability. Recovery of such penal sum under the terms of this Bond will be Owner's sole and exclusive remedy upon default of Bidder.
2. Default of Bidder occurs upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents.
3. This obligation will be null and void if:
    3.1. Owner accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents, or
    3.2. All Bids are rejected by Owner, or
    3.3. Owner fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by Paragraph 5 hereof).
4. Payment under this Bond will be due and payable upon default of Bidder and within 30 calendar days after receipt by Bidder and Surety of written notice of default from Owner, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
5. Surety waives notice of any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by Owner and Bidder, provided that the total time for issuing Notice of Award including extensions does not in the aggregate exceed 120 days from the Bid due date without Surety's written consent.
6. No suit or action will be commenced under this Bond prior to 30 calendar days after the notice of default required in Paragraph 4 above is received by Bidder and Surety, and in no case later than one year after the Bid due date.
7. Any suit or action under this Bond will be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
8. Notices required hereunder must be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier, or by United States Postal Service registered or certified mail, return receipt requested, postage pre-paid, and will be deemed to be effective upon receipt by the party concerned.
9. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent, or representative who executed this Bond on behalf of Surety to execute, seal, and deliver such Bond and bind the Surety thereby.
10. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond will be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute governs and the remainder of this Bond that is not in conflict therewith continues in full force and effect.
11. The term "Bid" as used herein includes a Bid, offer, or proposal as applicable.

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GREAT AMERICAN INSURANCE COMPANY

Administrative Office: 301 E 4TH STREET • CINCINNATI, OHIO 45202 • 513-369-5000 • FAX 513-723-2740

The number of persons authorized by this power of attorney is not more than SIX

No. 0 21731

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below, each individually if more than one is named, its true and lawful attorney-in-fact, for it and in its name, place and stead to execute on behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name		Address	Limit of Power
NICK ROSSI	CAREY MORGAN	ALL OF	ALL
TERI WOOD	SHELLY DEMARAY	RENO, NEVADA	$100,000,000
PATRICIA OWENS			
ANDREA CANTLON			

It is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner - Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

This Power of Attorney revokes all previous powers issued on behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 29TH day of APRIL , 2025 .

Attest

Assistant Secretary

GREAT AMERICAN INSURANCE COMPANY

Divisional Senior Vice President

JOHN K. WEBSTER (877-377-2405)

STATE OF OHIO, COUNTY OF HAMILTON - ss:

On this 29TH day of APRIL , 2025 , before me personally appeared JOHN K. WEBSTER, to me known, being duly sworn, deposes and says that he resides in Cincinnati, Ohio, that he is a Divisional Senior Vice President of the Bond Division of Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

SUSAN A KOHORST
Notary Public
State of Ohio
My Comm. Expires
May 18, 2030

This Power of Attorney is granted by authority of the following resolutions adopted by the Board of Directors of Great American Insurance Company by unanimous written consent dated June 9, 2008.

RESOLVED: That the Divisional President, the several Divisional Senior Vice Presidents, Divisional Vice Presidents and Divisional Assistant Vice Presidents, or any one of them, be and hereby is authorized, from time to time, to appoint one or more Attorneys-in-Fact to execute on behalf of the Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; to prescribe their respective duties and the respective limits of their authority; and to revoke any such appointment at any time.

RESOLVED FURTHER: That the Company seal and the signature of any of the aforesaid officers and any Secretary or Assistant Secretary of the Company may be affixed by facsimile to any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, STEPHEN C. BERAHA, Assistant Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney and the Resolutions of the Board of Directors of June 9, 2008 have not been revoked and are now in full force and effect.

Signed and sealed this 19th day of May 2026 .

Assistant Secretary

2.01 E - List of Proposed Subcontractors (Submitted with Bid)

The name, address, license number (where applicable), and portion of the work of each subcontractor who will be paid at least five percent (5%) of the general contractor's total bid shall be listed below. To be deemed a responsive bid, this form must be submitted even if no subcontractors are required to be listed. The prime contractor shall list itself on the subcontractor's list if they will be providing any of the work on the project.

Name	Address	License Number	Portion of Work
A & K Earth Movers, Inc.	515 Windmill Drive, Fallon, NV 89406	0024548	100%

2.01 I – List of Subcontractors (Submitted after Bid)

Per NRS 338.141, within 2 hours after the completion of the opening of the bids, the contractors who submitted the three lowest bids must submit a list containing the name of each first tier subcontractor who will provide labor or a portion of the work on the public work to the prime contractor for which the first tier subcontractor will be paid an amount exceeding 1 percent of the prime contractor's total bid or $50,000, whichever is greater, and the number of the license issued to the first tier subcontractor pursuant to chapter 624 of NRS. The Contractor must list all pertinent first tier subcontractors regardless of whether they have been listed on the 5% list (2.01 E). If a general contractor fails to submit such a list within the required time, the bid shall be deemed not responsive. To be deemed a responsive bid, this form must be submitted even if no subcontractors are required to be listed. The prime contractor shall list itself on the subcontractor's list if they will be providing any of the work on the project.

Name	Address	License Number	Portion of Work	% of Bid Total
A & K Earth Movers, Inc.	515 Windmill Drive, Fallon, NV 89406	0024548	All scopes of work	100%

Percent of Miscellaneous Subcontractors Below Reporting Threshold 0%

Total (Must Add Up to 100%) _____

List of Subcontractors (Submitted after Bid)

ARTICLE 1—GENERAL INFORMATION

1.01 Provide contact information for the Business:

Legal Name of Business:	A & K Earth Movers, Inc.		
Corporate Office			
Name:	Tanner Hiatt	Phone number:	775-423-6085
Title:	Secretary	Email address:	tanner.hiatt@akearthmovers.com
Business address of corporate office:	515 Windmill Drive Fallon, NV 89406		
Local Office			
Name:	Tanner Hiatt	Phone number:	775-825-1636
Title:	Secretary	Email address:	tanner.hiatt@akearthmovers.com
Business address of local office:	12251 Truckee Canyon Court Sparks, NV 89434		

1.02 Provide information on the Business's organizational structure:

Form of Business:	☐ Sole Proprietorship ☐ Partnership ☑ Corporation		
☐ Limited Liability Company ☐ Joint Venture comprised of the following companies:			
	1. N/A		
	2.		
	3.		
Provide a separate Qualification Statement for each Joint Venturer.			
Date Business was formed:	9/2/1965	State in which Business was formed:	Nevada
Is this Business authorized to operate in the Project location?	☒ Yes ☐ No ☐ Pending		

1.03 Identify all businesses that own Business in whole or in part (25% or greater), or that are wholly or partly (25% or greater) owned by Business:

Name of business:	N/A	Affiliation:	
Address:			
Name of business:		Affiliation:	
Address:			
Name of business:		Affiliation:	
Address:			

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1.04 Provide information regarding the Business's officers, partners, and limits of authority.

Name:	K. Bart Hiatt	Title:	President
Authorized to sign contracts: ☑ Yes ☐ No		Limit of Authority:	$ Unlimited
Name:	Tanner Hiatt	Title:	Secretary
Authorized to sign contracts: ☑ Yes ☐ No		Limit of Authority:	$ Unlimited
Name:	Misty Thibodaux	Title:	Treasurer
Authorized to sign contracts: ☑ Yes ☐ No		Limit of Authority:	$ Unlimited
Name:		Title:	

ARTICLE 2—LICENSING

2.01 Provide information regarding licensure for Business:

Name of License:	A & K Earth Movers, Inc.		
Licensing Agency:	State of Nevada		
License No:	NV19651001305	Expiration Date:	9/30/2026
Name of License:	A & K Earth Movers, Inc.		
Licensing Agency:	City of Fernley		
License No:	BL01-1074	Expiration Date:	6/30/2026

ARTICLE 3—DIVERSE BUSINESS CERTIFICATIONS

3.01 Provide information regarding Business's Diverse Business Certification, if any. Provide evidence of current certification.

Certification	Certifying Agency	Certification Date
☐ Disadvantaged Business Enterprise		
☐ Minority Business Enterprise		
☐ Woman-Owned Business Enterprise		
☐ Small Business Enterprise		
☐ Disabled Business Enterprise		
☐ Veteran-Owned Business Enterprise		
☐ Service-Disabled Veteran-Owned Business		
☐ HUBZone Business (Historically Underutilized) Business		
☐ Other		
☑ None		

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ARTICLE 4—SAFETY

4.01 Provide information regarding Business's safety organization and safety performance.

Name of Business's Safety Officer:	Joseph Ennis	
Safety Certifications		
Certification Name	Issuing Agency	Expiration
OSHA 510	University of California San Diego	
OSHA 511	University of California San Diego	

4.02 Provide Worker's Compensation Insurance Experience Modification Rate (EMR), Total Recordable Frequency Rate (TRFR) for incidents, and Total Number of Recorded Manhours (MH) for the last 3 years and the EMR, TRFR, and MH history for the last 3 years of any proposed Subcontractor(s) that will provide Work valued at 10% or more of the Contract Price. Provide documentation of the EMR history for Business and Subcontractor(s).

Year	2023			2024			2025		
Company	EMR	TRFR	MH	EMR	TRFR	MH	EMR	TRFR	MH
A & K Earth Movers, Inc.	1.43	5.41	258,712	1.41	2.64	226,934	1.31	1.76	227,220

ARTICLE 5—FINANCIAL

5.01 Provide information regarding the Business's financial stability. Provide the most recent audited financial statement, and if such audited financial statement is not current, also provide the most current financial statement. Financial statements will be provided if low bidder.

Financial Institution:	Western Alliance Bank	
Business address:	2061 W. Williams Ave. Fallon, NV 89406	
Date of Business's most recent financial statement:	4/30/2026	☐ Attached
Date of Business's most recent audited financial statement:	12/31/2025	☐ Attached
Financial indicators from the most recent financial statement		
Contractor's Current Ratio (Current Assets ÷ Current Liabilities)		3.37
Contractor's Quick Ratio ((Cash and Cash Equivalents + Accounts Receivable + Short Term Investments) ÷ Current Liabilities)		2.86

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WORKERS COMPENSATION EXPERIENCE RATING

Risk Name: A & K EARTH MOVERS INC **Risk ID:** 270153518

Rating Effective Date: 01/01/2025 **Production Date:** 09/10/2024 **State:** NEVADA

State	Wt	Exp Excess Losses	Expected Losses	Exp Prim Losses	Act Exc Losses	Ballast	Act Inc Losses	Act Prim Losses
NV	.24	172,620	238,424	65,804	701,502	34,500	817,407	115,905

(A) Wt	(B)	(C) Exp Excess Losses (D - E)	(D) Expected Losses	(E) Exp Prim Losses	(F) Act Exc Losses (H - I)	(G) Ballast	(H) Act Inc Losses	(I) Act Prim Losses
.24		172,620	238,424	65,804	358,419	34,500	464,908	106,489

	Primary Losses	Stabilizing Value	Ratable Excess	Totals
	(I)	C * (1 - A) + G	(A) * (F)	(J)
Actual	106,489	165,691	86,021	358,201
	(E)	C * (1 - A) + G	(A) * (C)	(K)
Expected	65,804	165,691	41,429	272,924

	ARAP	FLARAP	SARAP	MAARAP	Exp Mod
					(J) / (K)
Factors	1.15				1.31

RATING REFLECTS A DECREASE OF 70% MEDICAL ONLY PRIMARY AND EXCESS LOSS DOLLARS WHERE ERA IS APPLIED.

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WORKERS COMPENSATION EXPERIENCE RATING

Risk Name: A & K EARTH MOVERS INC

Risk ID: 270153518

Rating Effective Date: 01/01/2024 Production Date: 09/05/2023 State: NEVADA

State	Wt	Exp Excess Losses	Expected Losses	Exp Prim Losses	Act Exc Losses	Ballast	Act Inc Losses	Act Prim Losses
NV	.21	186,156	263,959	77,803	767,195	48,125	924,321	157,126

(A) Wt	(B)	(C) Exp Excess Losses (D - E)	(D) Expected Losses	(E) Exp Prim Losses	(F) Act Exc Losses (H - I)	(G) Ballast	(H) Act Inc Losses	(I) Act Prim Losses
.21		186,156	263,959	77,803	484,112	48,125	628,179	144,067

	Primary Losses	Stabilizing Value	Ratable Excess	Totals
	(I)	C * (1 - A) + G	(A) * (F)	(J)
Actual	144,067	195,188	101,664	440,919
	(E)	C * (1 - A) + G	(A) * (C)	(K)
Expected	77,803	195,188	39,093	312,084

	ARAP	FLARAP	SARAP	MAARAP	Exp Mod
					(J) / (K)
Factors	1.23				1.41

RATING REFLECTS A DECREASE OF 70% MEDICAL ONLY PRIMARY AND EXCESS LOSS DOLLARS WHERE ERA IS APPLIED.

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WORKERS COMPENSATION EXPERIENCE RATING

Risk Name: A & K EARTH MOVERS INC **Risk ID:** 270153518

Rating Effective Date: 01/01/2023 **Production Date:** 08/11/2022 **State:** NEVADA

State	Wt	Exp Excess Losses	Expected Losses	Exp Prim Losses	Act Exc Losses	Ballast	Act Inc Losses	Act Prim Losses
NV	.22	189,044	272,402	83,358	1,026,327	46,750	1,171,197	144,870

(A) Wt	(B)	(C) Exp Excess Losses (D - E)	(D) Expected Losses	(E) Exp Prim Losses	(F) Act Exc Losses (H - I)	(G) Ballast	(H) Act Inc Losses	(I) Act Prim Losses
.22		189,044	272,402	83,358	603,464	46,750	733,033	129,569

	Primary Losses	Stabilizing Value	Ratable Excess	Totals
Actual	(I) 129,569	C * (1 - A) + G 194,204	(A) * (F) 132,762	(J) 456,535
Expected	(E) 83,358	C * (1 - A) + G 194,204	(A) * (C) 41,590	(K) 319,152

	ARAP	FLARAP	SARAP	MAARAP	Exp Mod
Factors	1.24				(J) / (K) 1.43

RATING REFLECTS A DECREASE OF 70% MEDICAL ONLY PRIMARY AND EXCESS LOSS DOLLARS WHERE ERA IS APPLIED.

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ARTICLE 6—SURETY INFORMATION

6.01 Provide information regarding the surety company that will issue required bonds on behalf of the Business, including but not limited to performance and payment bonds.

Surety Name:	Great American Insurance Company		
Surety is a corporation organized and existing under the laws of the state of:		Ohio	
Is surety authorized to provide surety bonds in the Project location?		☒ Yes ☐ No	
Is surety listed in "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" published in Department Circular 570 (as amended) by the Bureau of the Fiscal Service, U.S. Department of the Treasury? ☒ Yes ☐ No			
Mailing Address (principal place of business):	Great American Insurance Company 301 E. Fourth Street Cincinatti, OH 45202		
Physical Address (principal place of business):	Great American Insurance Company 301 E. Fourth Street Cincinatti, OH 45202		
Phone (main):	(775) 996-6000	Phone (claims):	(775) 996-6000

ARTICLE 7—INSURANCE

7.01 Provide information regarding Business's insurance company(s), including but not limited to its Commercial General Liability carrier. Provide information for each provider.

Name of insurance provider, and type of policy (CLE, auto, etc.):			
Insurance Provider		Type of Policy (Coverage Provided)	
Old Republic Insurance Company		General Liability	
Palomar Excess & Surplus Insurance		Excess Liability	
Old Republic Insurance Company		Auto Liability	
Old Republic Insurance Company		Workers Comp	
Are providers licensed or authorized to issue policies in the Project location?			☒ Yes ☐ No
Does provider have an A.M. Best Rating of A-VII or better?			☒ Yes ☐ No
Mailing Address (principal place of business):	L/P Insurance Services, LLC 300 E 2nd Street, Suite 1300 Reno, NV 89501		
Physical Address (principal place of business):	L/P Insurance Services, LLC 300 E 2nd Street, Suite 1300 Reno, NV 89501		
Phone (main):	(775) 996-6000	Phone (claims):	(775) 996-6000

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ARTICLE 8—CONSTRUCTION EXPERIENCE

8.01 Provide information that will identify the overall size and capacity of the Business.

Average number of current full-time employees:	150
Estimate of revenue for the current year:	$45M
Estimate of revenue for the previous year:	$42,896,059

8.02 Provide information regarding the Business's previous contracting experience.

Years of experience with projects like the proposed project:	40			
As a general contractor:	40	As a joint venturer:	0	
Has Business, or a predecessor in interest, or an affiliate identified in Paragraph 1.03:				
Been disqualified as a bidder by any local, state, or federal agency within the last 5 years? ☐ Yes ☒ No				
Been barred from contracting by any local, state, or federal agency within the last 5 years? ☐ Yes ☒ No				
Been released from a bid in the past 5 years? ☐ Yes ☒ No				
Defaulted on a project or failed to complete any contract awarded to it? ☐ Yes ☒ No				
Refused to construct or refused to provide materials defined in the contract documents or in a change order? ☐ Yes ☒ No				
Been a party to any currently pending litigation or arbitration? ☐ Yes ☒ No				
Provide full details in a separate attachment if the response to any of these questions is Yes.				

8.03 List all projects currently under contract in Schedule A and provide indicated information.

8.04 List a minimum of three and a maximum of six projects completed in the last 5 years in Schedule B and provide indicated information to demonstrate the Business's experience with projects similar in type and cost of construction.

8.05 In Schedule C, provide information on key individuals whom Business intends to assign to the Project. Provide resumes for those individuals included in Schedule C. Key individuals include the Project Manager, Project Superintendent, Quality Manager, and Safety Manager. Resumes may be provided for Business's key leaders as well.

ARTICLE 9—REQUIRED ATTACHMENTS

9.01 Provide the following information with the Statement of Qualifications:

A. If Business is a Joint Venture, separate Qualifications Statements for each Joint Venturer, as required in Paragraph 1.02.

B. Diverse Business Certifications if required by Paragraph 3.01.

C. Certification of Business's safety performance if required by Paragraph 4.02.

D. Financial statements as required by Paragraph 5.01.

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E. Attachments providing additional information as required by Paragraph 8.02.

F. Schedule A (Current Projects) as required by Paragraph 8.03.

G. Schedule B (Previous Experience with Similar Projects) as required by Paragraph 8.04.

H. Schedule C (Key Individuals) and resumes for the key individuals listed, as required by Paragraph 8.05.

I. Additional items as pertinent.

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This Statement of Qualifications is offered by:

Business: A & K Earth Movers, Inc.
(typed or printed name of organization)

By:
(individual's signature)

Name: Tanner Hiatt
(typed or printed)

Title: Secretary
(typed or printed)

Date: May 26,2026
(date signed)

(If Business is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest:
(individual's signature)

Name: Teri Rutledge
(typed or printed)

Title: Contract Administrator
(typed or printed)

Address for giving notices:
515 Windmill Drive
Fallon, NV 89406

Designated Representative:

Name: Tanner Hiatt
(typed or printed)

Title: Secretary
(typed or printed)

Address:
515 Windmill Drive
Fallon, NV 89406

Phone: 775-825-1636

Email: tanner.hiatt@akearthmovers.com

EJCDC C-451, Qualifications Statement.
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Schedule A—Current Projects

Name of Organization	Please see attached.			
Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

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SCHEDULE A - A K EARTH MOVERS

CURRENT PROJECTS, OVER $300,000.00

PROJECT NAME	PROJECT DESCRIPTION	CONTRACT AMOUNT	OWNER	EXPECTED COMPLETION DATE
Agru America Expansion	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 5,140,541.35	Plenium Builders (G.C.)	Summer 2026
Ascente Village	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 22,943,303.00	Toll Brothers	Summer 2026
Austin Upper Booster Station Replacement	New booster pump station	$ 1,228,056.50	Lander County Public Works	Summer 2026
Churchill County Golf Course Wells 1 & 2 Equipping & Transmission Mains	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 2,459,095.00	Churchill County	Fall 2026
Comstock Metals	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 585,105.00	Comstock Metals, Inc.	Summer 2026
F35 Hangar Site	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 946,247.00	Harper Construction Company (G.C.)	Fall 2026
Fallon Airport - Reconstruct Taxilanes & Entrance Road	Removal & replacement of existing taxilane and entrance road asphalt	$ 1,240,000.00	City of Fallon	Fall 2026
Fernley Fire Station	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 954,580.00	Uprite Construction (G.C.)	Summer 2026
Fire Station 53 & Dispatch Generator & Parking Lot Replacement	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 506,077.00	Carson City	Summer 2026
FPST LIHTC 1 Sagebrush	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 2,285,997.00	Fallon Paiute Shoshone Tribe	Summer 2026
High Roller Parking Lot	Construction of new parking lot including earthwork, UG utilties, concrete and paving	$ 1,478,288.14	Reno-Tahoe Airport Authority	Summer 2026
Idaho Asphalt Oil Plant	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 1,441,862.50	Western Emulsions, Inc	Fall 2026
Maverik Gardenerville	Paving of new Maverik gas station and surrounding NDOT improvements	$ 751,347.50	Maverik, Inc.	Fall 2026
NDOT 4550	Construct transit mobility hub with 250 parking spaces, AIS inspection station, and pedestrian crossing	$ 13,350,000.00	Nevada Department of Transportation	Summer 2027
P-429 Hardscapes	Base, Concrete and Paving	$ 693,214.00	Harper Construction Company (G.C.)	Fall 2026
Rattlesnake Hill Water Tank Demo & Site Preperation	Demo of two existing water tanks and construction of new water tank pad	$ 939,471.00	City of Fallon	Summer 2026
Talus Civil Improvements	Earthwork, UG Utilities, Base, Concrete, Paving, etc.	$ 11,862,510.00	Toll Brothers	Summer 2027
Talus Sewer & Storm Drain	Underground utilities	$ 4,958,401.50	Toll Brothers	Fall 2026

Contact Jessica Hiatt (jhiatt@AKEarthmovers.com) if you should require more detailed information, including Owner Contact, Design Engineer, etc. Our software does not have a report with this information.

Schedule B—Previous Experience with Similar Projects

Name of Organization	Please see attached.			
Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Schedule B—Previous Experience with Similar Projects

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Name of Organization				
Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

Project Owner		Project Name		
General Description of Project				
Project Cost		Date Project		
Key Project Personnel	Project Manager	Project Superintendent	Safety Manager	Quality Control Manager
Name				

Reference Contact Information (listing names indicates approval to contacting the names individuals as a reference)

	Name	Title/Position	Organization	Telephone	Email
Owner					
Designer					
Construction Manager					

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Engineering Office
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P: (775)825-1636
F: (775)825-6171

A&K EARTH MOVERS
Since 1957

Main Office
515 Windmill Drive
Fallon, NV 89406
P: (775)423-6085
F: (775)423-8410

References - Completed Projects in the last 5 years

COMPLETION DATE	PROJECT NAME	OWNER	CONTRACT AMOUNT
Fall 2025	Airport Improvements	City of Fallon	$ 1,403,538.48
Fall 2025	Container Yard Rail Park	Port of Nevada I, LLC	$ 2,434,082.60
Fall 2025	Big R Fallon	Western Big R	$ 575,858.00
Fall 2025	Ladera Development - TMWA Emergency Intertie	Sun Valley General Improvement District	$ 359,173.24
Fall 2025	Fernley Business Park Track Expansion	Port of Nevada I, LLC	$ 1,075,549.91
Fall 2025	Wadsworth Bypass Route 35	Pyramid Lake Paiute Tribe	$ 10,298,172.20
Fall 2025	Fallon Colony Tank Replacement	Fallon Paiute Shoshone Tribe	$ 1,295,000.00
9/30/2025	Lyon County Road Rehab	Lyon County Roads Department	$ 1,700,420.73
8/31/2025	NDOT 4520 - SR659 McCarran Keystone	NDOT	$ 1,786,395.45
Summer 2025	Kingston Water Valve Replacement	Town of Kingston, Lander County NV	$ 748,650.00
Summer 2025	Carson City School District Pavement Projects	Carson City School District	$ 476,570.00
7/31/2025	Shadow Lane Reconstruction	City of Fernley	$ 5,315,499.16
4/30/2025	New Frontier Addition	Hammond Homes & Construction	$ 822,904.00
3/31/2025	NDOT 4516 - SR671 Lakeside	NDOT	$ 2,605,681.69
2/28/2025	COS Ped Ramp Replacement	City of Sparks	$ 381,602.00
1/31/2025	Maverik Lovelock Paving	B H, Inc. dba BHI	$ 589,445.60
12/31/2024	Cobble Hill Offsite	8900 Lakeside LLC	$ 1,901,580.00
12/31/2024	CapEx CY24 Path	Clark Builders	$ 619,735.00
11/30/2024	Fallon Lagoon Expansion	Fallon Paiute Shoshone Tribe	$ 2,883,866.32
10/31/2024	Stead Organizaitional Parking Lot Expansion	State of NV Public Works	$ 384,583.50
Fall 2024	Glenhaven Lots	Thomas Foothill LLC	$ 8,191,352.96
9/30/2024	NDOT 3961 - US50 Allen	NDOT	$ 17,729,707.29
9/30/2024	CCHS Football Field Turf Install	Churchill County School District	$ 1,429,659.00
8/31/2024	Tahoe Parking Lot	No. NV Comstock Investments	$ 671,866.95
8/31/2024	Golden Mesa	JC Golden Mesa	$ 7,968,338.47
8/31/2024	CCSD Maintenance Bus Yard	Churchill County School District	$ 831,230.00
7/31/2024	No. NV Hopes 4th Street	The Neenan Company	$ 2,105,887.24
6/30/2024	Airway Commerce Park	Plenium Builders	$ 21,610,032.37
6/30/2024	Replace Apron Striping	State of NV Public Works	$ 312,365.00
6/30/2024	JC Village 1	JC Onda Verde LLC	$ 8,744,005.00
5/31/2024	Steamboat Ditch Improvements	8900 Lakeside LLC	$ 336,645.00
4/30/2024	CCMS Track Paving	Churchill County School District	$ 667,049.22
12/31/2023	NDOT 3956 - US95 Trinity	NDOT	$ 16,180,664.64
7/31/2023	CapEx CY22 Tot Lot	Clark Builders	$ 132,884.00
11/30/2023	Consolidated Roadway Rehab	City of Fallon	$ 3,982,810.29
11/30/2023	Oats Park Splash Pad	City of Fallon	$ 1,431,194.05
11/30/2023	Legacy Trails Friendly 5	JC Onda Verde LLC	$ 1,927,129.00
11/30/2023	NDOT 3952 - Mt. Rose	NDOT	$ 4,095,449.18
9/30/2023	SPWD Stead Parking Lots	State of NV Public Works	$ 2,038,717.57
6/30/2023	S7-3 Lateral Project	Fallon Paiute Shoshone Tribe	$ 1,268,652.75
6/30/2023	NDOT 3934 - SR361 Overlay	NDOT	$ 5,197,590.44
3/31/2023	NDOT 3901 - Sunset Springs	NDOT	$ 2,131,182.87
2/28/2023	Stonebrook AA & BB	D.R. Horton - Forestar	$ 7,605,037.00
2/28/2023	Green Valley Park	City of Fernley	$ 737,515.01
1/31/2023	Cyan Park Phase 2	City of Reno	$ 3,726,085.79
1/31/2023	NV Skies Youth Center	National Native American Construction	$ 1,371,805.72
12/31/2022	Los Altos Canyons	Capstone Communities	$ 4,177,020.00
12/31/2022	Park Lane Element Hotel	Neeser Construction	$ 1,344,877.86
11/30/2022	Civic Center Improvements	Churchill County	$ 3,189,061.91
11/30/2022	Tungsten Enhancement	Ormat Nevada	$ 717,482.40
11/30/2022	MAC West Parking Lot	Carson City	$ 469,470.00
10/31/2022	CapEx CY20	Clark Builders	$ 553,447.00
10/31/2022	Daybreak Alexander Lake	NPLC BV Investments	$ 320,935.34
10/31/2022	Lovelock Gas	CB&I Storage Tank Solutions	$ 564,719.93
10/31/2022	Concrete Foundations	CB&I Storage Tank Solutions	$ 1,095,041.00
10/31/2022	2022 Safety Barricades	City of Sparks	$ 349,824.09
10/31/2022	Element Lane	Lyon Living	$ 574,538.33
9/15/2022	Frito Lay PEC	Dooley & Mack Constructors	$ 451,585.00
8/31/2022	TREX Paving Improvements	TREX Company	$ 1,222,437.00
8/31/2022	NAS Military Gas Station	PEC Contracting & Engineering	$ 320,391.00
8/31/2022	Rancharrah Village 6B	Toll Brothers	$ 1,878,433.00

8/31/2022	RED Parking Structure	Neeser Construction	$ 425,408.10
6/30/2022	Civic Center Concrete Improvements	Churchill County	$ 2,892,124.19
5/31/2022	Steamboat Solar Project	Ormat Nevada	$ 482,520.00
4/30/2022	Arbor Villas Phase 2	Capstone Communities	$ 2,555,970.00
4/30/2022	US 50/95 Sewer Improvement	City of Fernley	$ 486,900.00
4/30/2022	Reno Ortho Clinic	The Neenan Company	$ 1,156,404.27
3/31/2022	Rodgers Canal Flume Repair	Pershing County Water District	$ 654,026.00
3/31/2022	Park Lane 1A	Neeser Construction	$ 1,665,828.47
2/28/2022	PCSD Capital Improvements	Pershing County School District	$ 1,284,000.00
2/28/2022	Liberty Pad Reconditioning	D.R. Horton	$ 449,150.00
2/28/2022	Pioneer Meadows Reach 9	Lennar Reno LLC	$ 849,221.40
1/31/2022	Park Lane Wrap 3A	Neeser Construction	$ 888,296.50
12/31/2021	PLPT Health Clinic	Pyramid Lake Paiute Tribe	$ 460,350.00
12/31/2021	Peckham Lane MUP	City of Reno	$ 429,922.00
11/30/2021	SOC Chip Seal	SOC LLC Hawthorne	$ 496,246.00
11/30/2021	EWWTP Potable Water Line	City of Fernley	$ 810,413.00
11/30/2021	Fernley BP Track Sitework	Fernley Business Park LLC	$ 2,417,040.00
10/31/2021	FY20 Weapons Paving NAS	Pave Tech Inc.	$ 1,141,137.00
10/31/2021	Northridge Drive Reconstruction	Carson City	$ 791,906.96
9/30/2021	Downtown Streetscape Phase 4	City of Fallon	$ 1,944,851.31
9/30/2021	Front Street Reconstruction	City of Fallon	$ 2,311,278.63
9/30/2021	NDOT 3847 - Fernley MUP	NDOT	$ 1,034,986.56
9/30/2021	DP B2 Uline Expansion	United Contruction	$ 3,956,518.52
9/30/2021	Airport Road Reconstruction	Carson City	$ 2,050,564.15
9/30/2021	Uline TI	United Contruction	$ 666,678.00
8/31/2021	The Atrium Sparks	Silver Wing Development Quarry Bungalows	$ 1,345,058.91
8/31/2021	Blackstone Estates Onsite	KDH Builders LLC	$ 733,279.20
7/31/2021	Rancharrah Village D	Lyon Living	$ 615,924.00
7/31/2021	I-580 Multi Use Path	Carson City	$ 923,396.50
6/30/2021	NDOT 3809 - Sheckler	NDOT	$ 978,045.29
5/31/2021	MGH 3A	Ormat Nevada	$ 1,062,757.50
4/30/2021	CapEx CY19	Clark Builders	$ 579,560.00
4/30/2021	Silver Dollar Area 2 Phase 2	D.R. Horton	$ 1,233,308.92
3/31/2021	FNAS Mountain View Reno	Clark Builders	$ 1,145,400.00
2/28/2021	Hawthorne Water Line	SOC LLC Hawthorne	$ 2,507,660.00
2/28/2021	MGH 3A Phase 4	Ormat Nevada	$ 1,097,435.00
1/31/2021	Luxelocker Spanish Springs	Consolidated Construction Inc.	$ 573,218.96
12/31/2020	Manhole Rehab Phase II	City of Fallon	$ 1,142,038.77
12/31/2020	McCarran United Health	Affordable Concepts Inc.	$ 1,594,411.29
11/30/2020	Pennington Fernley Complex	Sletten Construction of NV	$ 1,426,738.00
11/30/2020	Sky Vista Area 2	D.R. Horton	$ 1,639,805.28
10/31/2020	Enclave Security Fence	JI Garcia Construction	$ 442,830.17
8/31/2020	Pete Livermore Parking Lot	Carson City	$ 592,496.41
7/31/2020	Planet Fitness	Kalb Industries	$ 559,016.35
7/31/2020	Sky Vista Infrastructure	D.R. Horton	$ 1,010,893.08
6/30/2020	Stonefield Phase 4	Lennar Reno LLC	$ 2,158,163.86
6/30/2020	River Park Unit 16 & 17A	KDH Builders LLC	$ 896,959.80
2/29/2020	UNR Facilities Lot	UNR	$ 536,493.53
1/31/2020	Lennar Schulz Ranch	Lennar Reno LLC	$ 1,783,584.25

PLEASE NOTE: Over 100 small jobs, from $10,000.00 to $300,000.00, were completed in the past five years.

Schedule C—Key Individuals Please see attached.

Project Manager			
Name of individual			
Years of experience as project manager			
Years of experience with this organization			
Number of similar projects as project manager			
Number of similar projects in other positions			
Current Project Assignments			
Name of assignment		Percent of time used for this project	Estimated project completion date
Reference Contact Information (listing names indicates approval to contact named individuals as a reference)			
Name		Name	
Title/Position		Title/Position	
Organization		Organization	
Telephone		Telephone	
Email		Email	
Project		Project	
Candidate's role on project		Candidate's role on project	

Project Superintendent			
Name of individual			
Years of experience as project superintendent			
Years of experience with this organization			
Number of similar projects as project superintendent			
Number of similar projects in other positions			
Current Project Assignments			
Name of assignment		Percent of time used for this project	Estimated project completion date
Reference Contact Information (listing names indicates approval to contact named individuals as a reference)			
Name		Name	
Title/Position		Title/Position	
Organization		Organization	
Telephone		Telephone	
Email		Email	
Project		Project	
Candidate's role on project		Candidate's role on project	

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Safety Manager			
Name of individual			
Years of experience as project manager			
Years of experience with this organization			
Number of similar projects as project manager			
Number of similar projects in other positions			
Current Project Assignments			
Name of assignment		Percent of time used for this project	Estimated project completion date
Reference Contact Information (listing names indicates approval to contact named individuals as a reference)			
Name		Name	
Title/Position		Title/Position	
Organization		Organization	
Telephone		Telephone	
Email		Email	
Project		Project	
Candidate's role on project		Candidate's role on project	
Quality Control Manager			
Name of individual			
Years of experience as project superintendent			
Years of experience with this organization			
Number of similar projects as project superintendent			
Number of similar projects in other positions			
Current Project Assignments			
Name of assignment		Percent of time used for this project	Estimated project completion date
Reference Contact Information (listing names indicates approval to contact named individuals as a reference)			
Name		Name	
Title/Position		Title/Position	
Organization		Organization	
Telephone		Telephone	
Email		Email	
Project		Project	
Candidate's role on project		Candidate's role on project	

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A & K EARTH MOVERS, INC. KEY INDIVIDUALS

Tanner Hiatt – Secretary & Engineering Manager

Tanner Hiatt has been with A & K since 2005. He started in the field and then moved to the engineering office where he began his internship in 2008. In 2014 he was promoted to Project Manager/Estimator and then to Engineering Manager in 2024. Today he provides leadership for our engineering department and oversees the day-to-day operations of the company to meet our operational, safety and financial goals.

Responsibilities: Bid evaluation, review and finalization. Project Management liaison between field superintendents and project estimators/managers. Leads staff. Engineering reviews and constructability.

Jerry Giovanetti – General Superintendent

Jerry began his career with A & K Earth Movers in 1991 holding many positions; Laborer, Operator, Foreman and Superintendent. After a brief departure, he returned to A & K in 2011 as a Project Superintendent. He was later promoted to General Superintendent where he oversees all phases of construction on our projects. Jerry collaborates closely with project superintendents and managers daily to ensure smooth operations and project progress.

Richard Silva – Project Superintendent

Richard has been employed with A & K Earth Movers, Inc. for over forty years. Richard was a laborer, operator, and concrete finisher for the first years of his employment. He was then promoted to foreman and has now been a project superintendent for over thirty years.

Experience: Canal/Storm Drain Construction, Concrete Ditch Lining, Gravel and Sand Materials, Pump Stations, NDOT Paving, Underground Utilities, Site Work, Structural Concrete, Subdivisions

Joseph Ennis – Safety Manager

Joe has been with A & K Earth Movers as a Safety Manager since 2020. He oversees the Safety Department and leads both daily and weekly all-hands safety meetings. He monitors site safety inspections and performs site safety training and orientation courses. Joe also prepares incident reports as well as other facets of safety management.

Certifications: OSHA 30 | MSHA INSTRUCTOR, Blood Pathogen |Hazmat Training, Commercial Driver's License | Horizon Commercial Truck School, Mustang, NV

STATE OF NEVADA
STATE CONTRACTORS BOARD

THE CONTRACTOR HEREIN HAS BEEN LICENSED UNDER THE PROVISIONS OF NEVADA REVISED STATUTES 624 AND NEVADA ADMINISTRATIVE CODE 624 SINCE APRIL 08, 1987.

A & K EARTH MOVERS INC

License No: 0024548

Status: **ACTIVE**

Monetary Limit: **Unlimited**

Expiration Date: **04/30/2028**

Licensed for the following Classifications

A General Engineering

Qualified Individual(s)

KELLY BART HIATT, CMS and Trade
JERRY JAY GIOVANETTI, CMS and Trade
TANNER KELLY HIATT, CMS and Trade

KENT LAY, CHAIR

Southern Nevada Office
8400 West Sunset Road, Suite 150
Las Vegas, Nevada 89113
(702) 486-1100
www.nscb.nv.gov

Principals can be viewed online at: ncsb.nv.gov

Northern Nevada Office
5390 Kietzke Lane, Suite 102
Reno, Nevada 89511
(775) 688-1141
www.nscb.nv.gov

STATE OF NEVADA
CONTRACTOR'S LICENSE

THIS IS TO CERTIFY THAT THE COMPANY OR PERSON LISTED BELOW IS LICENSED IN THE STATE OF NEVADA FOR THE CLASSIFICATION(S) SHOWN

LICENSE #: 0024548

A & K EARTH MOVERS INC
PO BOX 1059
FALLON, NV 89407

STATUS: Active
EXPIRES: 04/30/2028
LIMIT: Unlimited

CLASS: A

Classification definitions can be viewed online at: nscb.nv.gov

STATE OF NEVADA
CONTRACTOR'S LICENSE

THIS IS TO CERTIFY THAT THE COMPANY OR PERSON LISTED BELOW IS LICENSED IN THE STATE OF NEVADA FOR THE CLASSIFICATION(S) SHOWN

LICENSE #: 0024548

A & K EARTH MOVERS INC
PO BOX 1059
FALLON, NV 89407

STATUS: Active
EXPIRES: 04/30/2028
LIMIT: Unlimited

CLASS: A

Classification definitions can be viewed online at: nscb.nv.gov

SECRETARY OF STATE

STATE OF NEVADA

NEVADA STATE BUSINESS LICENSE

A & K EARTH MOVERS INC.

Nevada Business Identification # NV19651001305
Expiration Date: 09/30/2026

In accordance with Title 7 of Nevada Revised Statutes, pursuant to proper application duly filed and payment of appropriate prescribed fees, the above named is hereby granted a Nevada State Business License for business activities conducted within the State of Nevada.
Valid until the expiration date listed unless suspended, revoked or cancelled in accordance with the provisions in Nevada Revised Statutes. License is not transferable and is not in lieu of any local business license, permit or registration.
License must be cancelled on or before its expiration date if business activity ceases. Failure to do so will result in late fees or penalties which, by law, cannot be waived.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on 09/03/2025.

FRANCISCO V. AGUILAR
Secretary of State

Certificate Number: B202509036052064
You may verify this certificate online at https://www.nvsilverflume.gov/home

CITY OF FERNLEY BUSINESS LICENSE # BL01-1074

LICENSED BUSINESS TO BE CONDUCTED IN CONFORMITY WITH AND SUBJECT TO THE PROVISIONS OF THE FERNLEY CITY CODE AS WELL AS ALL FEDERAL AND STATE LAWS.

This license MUST be posted in a conspicuous place - NOT TRANSFERABLE

General Contractor #24548

City Clerk's Office: _____

A & K Earth Movers Inc
K. Bart Hiatt
PO Box 1059
Fallon NV 89407

Business Location: 515 Windmill Dr.
Issued: 07/01/2025 **EXPIRES:** June 30, 2026

Engineering Office
12251 Truckee Canyon Ct
Sparks, NV 89434
P: (775)825-1636
F: (775)825-6171

EARTH MOVERS
Since 1957
akearthmovers.com

Main Office
515 Windmill Dr
Fallon, NV 89406
P: (775)423-6085
F: (775)423-8410

A & K Earth Movers, Inc.
Board of Directors Meeting Minutes
March 8, 2024
9:00 AM in Teleconference/Email

Board Members
In attendance:
Bart Hiatt – Chairman, Kevin Atkins – Director, Scott Hiatt-Director
Misty Thibodaux - Director-, Tanner Hiatt - Director

Proceedings

Meeting Opening
Meeting was started By Bart Hiatt at 9:15 am

Old Business
NO Old business

New Business
Bart made the discussion regarding Kevin retiring and needing to remove Kevin as Secretary and add Tanner as Secretary for signing authority.

Scott Hiatt made a motion to appoint Tanner Hiatt as Secretary.
Lyle Kibbe Seconded the motion

Vote was taken and all in attendance answered in the affirmative, motion carried.

Meeting adjourned at 11:55 am

Minutes submitted by Kevin Atkins

Kevin Atkins
Kevin Atkins, Corporate Secretary

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	520-810-605

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and Possible action to approve the purchase of 15 ASPIRO Aspirator floating surface aerators from Komline Aerator Solutions in the amount of $396,825.00, per Nevada Division of Environmental Protection (NDEP) requirement for the East Wastewater Treatment Plant.

AGENDA ITEM BRIEF:

Staff is requesting approval for the purchase of floating surface aerators from Komline Aerator Solutions to replace aerators at the East Wastewater Plant, per Nevada Division of Environmental Protection (NDEP).

RECOMMENDED MOTION:

"I move to approve the purchase of 15 ASPIRO Aspirator floating surface aerators from Komline Aerator Solutions in the amount of $396,825.00, per Nevada Division of Environmental Protection (NDEP) requirement for the East Wastewater Treatment Plant."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may decide not to approve the consent motion and provide direction to the Utilities Director and staff on how to proceed with the improvements needed at this location.

BACKGROUND:

Per Nevada Division of Environmental Protection (NDEP), the City of Fernley must replace several floating aerators that have exceeded their operational life at the East Wastewater Treatment Plant. The plant is designated to remove biochemical oxygen demand (BOD) and total suspended solids (TSS) from partially mixed aerated ponds. The surface aerators add oxygen to the ponds by mechanically agitating the water's surface, which facilitates the process. The attached quote is for (15) new aerators but does not include the accessories to install and power the units.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the GL number 520-810-605 within the Sewer Enterprise Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. Komline Aerator Solutions_Long Form Contract
2. Attachment A_Proposal

CONTRACT

A Contract For Professional Services

THIS CONTRACT is made and entered into this 15 day of July, 2026, by and between the CITY OF FERNLEY, a municipal corporation within the State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"), and Komline Aerator Solutions, a corporation, whose address is: 11765 Main Street, Roscoe IL 61073 ("Contractor").

WHEREAS Nevada Revised Statutes ("NRS") chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM.** This Contract shall be effective from the day it is approved by the City (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

2. **CONTRACTOR'S SERVICES.**

   A. **Description of Services.** Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

   B. **Performance Standards.** In performing the services set forth in this Contract, Contractor shall follow the practices consistent with the generally accepted standards in the profession of the services being provided to the City pursuant to this Contract.

   C. **Changes to Contractor's Services.** The City may, at any time, make changes to the services to be performed by Contractor under this Contract. If the change requested by the City causes an increase or decrease in the cost or time required to perform any of the services required under this Contract, an equitable adjustment may be made in the compensation to be paid to Contractor.

   D. **Cooperation with City.** Contractor agrees that its officers, associates, employees, and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

3. COMPENSATION AND TERMS OF PAYMENT.

A. Compensation. The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.

B. Reimbursable Expenses. Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.

C. Payment Invoicing. Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work and Fee Schedule).

4. NOTICE. All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, by facsimile or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City: City of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

If to Contractor: Komline Aerator Solutions
11765 Main Street
Roscoe, IL 61073

5. INSPECTION & AUDIT.

A. Books and Records. Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.

B. Inspection & Audit. Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of

Contractor where such records may be found, with or without notice by the City, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.

C. Period of Retention. All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

6. TERMINATION OR SUSPENSION.

A. Suspension. The City may suspend, without cause, the performance by Contract under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice. With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

B. Termination Without Cause. The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.

C. Termination for Non-Appropriation. Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.

D. Default or Breach. A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:

1. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;

2. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

3. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

E. For Cause Termination and Time to Correct. Upon the occurrence of an Event of Default, and without prejudice to any other right or remedy it may have at law or equity, the City may:

1. Terminate this Contract, suspend payment of all pending invoices otherwise due to the Contractor hereunder, and finish this Contract by such means as deemed appropriate by the City, reserving the right to deduct from any balance due Contractor any additional cost for completing this Contract;

2. Terminate this Contract, and the obligations imposed hereunder, including the obligation of any further payment for the services of the Consultant except for the reasonable value for the services performed to the date of termination, or

3. Continue with the performance by the Contractor and serve within a reasonable time after completion of the Contract a notice of claim or dispute.

F. Winding Up Affairs upon Termination. In the event that this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:

1. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold

performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.

2. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if so requested by the City;

3. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by the City; and

4. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.

5. In the event that dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. REMEDIES. Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

8. ATTORNEYS' FEES, COSTS, AND EXPENSES. Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.

9. LIMITED LIABILITY. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.

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

11. INDEMNIFICATION. Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence

of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers, consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.

12. **INDEPENDENT CONTRACTOR.** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

13. **INSURANCE.** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of

insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor. Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF CTR

A. Workers' Compensation and Employer's Liability Insurance. Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract.

1. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627.
2. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:
    a. CONTACTOR NAME has entered into a contract with Owner to perform work from THE ___ DAY OF _____, 20__ to THE ___ DAY OF _____, 20__ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

       City of Fernley
       595 Silver Lace Blvd
       Fernley, NV 89408

3. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions, and provisions.
4. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that:

a. In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and
b. Contractor is otherwise in compliance with those terms, conditions and provisions.

COF CTR

B. Commercial General Liability Insurance

1. Minimum Limits required:
   $1,000,000 General Aggregate
   $1,000,000 Products & Completed Operations Aggregate
   $1,000,000 Personal and Advertising Injury
   $1,000,000 Each Occurrence
2. Coverage shall be on an occurrence basis and shall be at least as broad as ISO 1996 form CG 00 01 (or a substitute form providing equivalent coverage); and shall cover liability arising from premises, operations, independent contractors, completed operations, personal injury, products, civil lawsuits, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

COF CTR

C. Business Automobile Liability Insurance

1. Minimum Limit required**: $150,000** Each Occurrence for bodily injury and property damage. Coverage shall be for "any auto" (including owned, non-owned and hired vehicles).
2. The policy shall be written on ISO form CA 00 01 or a substitute providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

COF CTR

D. Umbrella or Excess Liability Insurance

1. May be used to achieve the above minimum liability limits.
2. Shall be endorsed to state it is "As Broad as Primary Policy"

COF CTR

E. Commercial Crime Insurance

1. Minimum Limit required: **$10,000**
   1. Per Loss for Employee Dishonesty
2. This insurance shall be underwritten on a blanket form amending the definition of "employee" to include all employees of the Vendor regardless of position or category.

F. Performance Security

1. Amount required: $ _____

COF CTR

2. Security may be in the form of surety bond, Certificate of Deposit or Treasury Note payable to the City only.
3. The security shall be deposited with the City no later than ten (10) working days following award of this Contract to Contractor.
4. Upon successful completion of this Contract, the security and all interest earned, if any, shall be returned to Contractor.

G. General Requirements.

1. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.

2. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

3. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieve under the standard ISO separation of insureds clause.

4. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed $5,000 per occurrence, unless otherwise approved by the City.

5. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.

6. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.

14. EVIDENCE OF INSURANCE. Prior to the start of any work, Contractor must provide the following documents to the City:

1. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.

2. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the endorsement of the City as an additional insured per General Requirements, Subsection 1) above.

3. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.

4. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

15. FAILURE TO MAINTAIN REQUIRED COVERAGES. If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

16. COMPLIANCE WITH LEGAL OBLIGATIONS. Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. It is important to note:

A. Contractor is required to obtain a City of Fernley business license *prior* to commencing work unless Contractor qualifies for an

exception. Contractor is also required to provide a W-9 to the City's Finance Department.

B. Contractor is required to research and determine if Contractor must comply with:

1. Buy America Requirements
2. Prohibition against Boycott Israel provisions in NRS in Public Works contracts
3. Prevailing Wage Requirements
4. Apprenticeship Utilization Act

17. WAIVER OF BREACH. Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.

18. SEVERABILITY. If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.

19. ASSIGNMENT/DELEGATION. To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written consent of the City.

20. PROPRIETARY INFORMATION. Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the

foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark or copyright protection.

21. **PUBLIC RECORDS.** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

22. **FEDERAL FUNDING.** In the event federal funds are used for payment of all or part of this Contract:

    A. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

    B. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

    C. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)

23. **LOBBYING.** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

24. **GENERAL WARRANTY.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachment, and shall be fit for ordinary use, of good quality, with no material defects.

25. **ONE-YEAR WARRANTY.** The Contractor warrants that all Work performed under this Agreement shall be free from defects in materials, equipment, and workmanship for a period of one (1) year from the date of Final Acceptance by the Owner, unless a longer warranty period is specifically required elsewhere in the Contract Documents. During the warranty period, the Contractor shall, at its sole cost and expense, promptly correct any defective or nonconforming Work identified by the Owner. This obligation includes all labor, materials, equipment, excavation, backfill, restoration, testing, and incidental costs necessary to fully remedy the defect. If the Contractor fails to correct defective Work within a reasonable time after written notice, the Owner may perform or cause the corrective work to be performed and charge the Contractor for all associated costs. The one-year warranty period shall recommence for any corrected or replaced portion of the Work from the date the Owner accepts such correction or replacement. This warranty is in addition to, and not in limitation of, any other rights or remedies available to the Owner under the Contract Documents or applicable law.”

26. **PROPER AUTHORITY.** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.

27. **GOVERNING LAW; VENUE.** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

28. **INTEGRATED CONTRACT.** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in

connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital. In the event of any conflict between the terms hereof and the Contractor's terms and conditions, the terms of this Contract shall control and govern.

29. **COUNTERPARTS.** This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, and all of such counterparts shall constitute one Agreement. To facilitate execution and delivery of this Agreement, the parties may execute and exchange counterparts of the signature pages by electronic email, telephone, or facsimile. This Agreement may also be executed and delivered by any digital or electronic signature complying with the Electronic Signatures in Global and National Commerce Act and Nevada Revised Statutes 719.260, the terms and effect of which statutes are incorporated herein by this reference, including, without limitation, portable document format (.pdf). The parties agree that www.docusign.com shall be an acceptable digital or electronic signature provider.

30. **ADVICE OF COUNSEL.** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.

31. **MODIFICATION; NO WAIVER.** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.

32. **INTERPRETATION OF AGREEMENT.** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising

herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

33. COOPERATION OF PARTIES. The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.

34. NON-DISCRIMINATION. In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

Dated: _____

CITY OF FERNLEY

_____
City of Fernley Mayor

Dated: _____

APPROVED AS TO FORM:

Dated: _____

_____
City Attorney

ATTEST: _____
City Clerk

Dated: _____

_____
Utilities Director

Dated: _____

_____
Acting City Manager

CONTRACT

A Contract For Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor**;** that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

By:_____

Title:_____

Firm:_____

Business License #:_____

Address:_____

City:_____

State:_____

Zip Code:_____

Telephone:_____

Fax:_____

E-mail Address:_____

_____

(Signature of Contractor)

DATED this _____ day of _____, 20__.

Komline Aerator Solutions

11765 Main Street
Roscoe, IL 61073
www.AeratorSolutions.com
www.Komline.com

Contact: Lenka Dixon, LDixon@Komline.com
PH: 815-623-5111, FAX: 815-623-7111

June 15, 2026 QUOTATION NUMBER: LD061526-1

Project: **City of Fernley, Nevada**

Attn: Brenda S. Gosser, MBA - Utilities Department www.cityoffernley.org
595 Silver Lace Blvd, Fernley, NV 89408
Email: bgosser@cityoffernley.org
Phone: 775-784-9935, Cell: 775-531-6858

Representative: Mr. Brian Villacorta, P.E., BCEE
Coombs Hopkins Company, Carlsbad, CA
Office: 760-931-0555, Cell:925-989-6041
www.coombshopkins.com

Komline Aerator Solutions is pleased to submit the following proposal for the equipment described in the following pages, subject to the terms and conditions stated herein.
The scope of supply includes fifteen (15) Aspiro aerators.
Mounting and power cable accessories not included.

Fifteen (15) – ASPIRO Aspirator floating surface aerators
Model ASPIRO AQ1-7.5-60-F3 with the following materials of construction:

- Main Drive 7.5 HP TEFC Motor, IP56, 460 Volt, 3PH, 60 Hz
- Motor shaft - 45 deg shaft down operation
- Propeller - 316 stainless steel
- Aerator constructed in stainless steel (wetted 316, unwetted 304)
- Three (3) float flotation assembly - frame in stainless steel 304, floats in UV inhibited rotomoulded polyethylene & filled with closed cell foam

PRICE: $396,825.00 ($26,455.00 EA)

NOTE: PRICING DOES NOT INCLUDE ANY POWER CABLE, MOORING CABLE OR ANY ACCESSORIES TO INSTALL THE UNITS.

Validity: Pricing is good for 45 days from date of proposal, with submittal approval within 45 days of PO.

Terms: **20% Down Payment with Purchase Order**
30% With Submittal Approval
50% Balance Net 30 days from the date of shipment

NOTE: Any retainage shall not exceed 5% of Invoice Total and shall be payable in full no more than 180 days from shipment.

Freight: FOB factory, freight to job site is included to job site

Start-Up: Not included in the price.

Shipping: 16 - 18 weeks after receipt of the purchase order and submittal approvals

Taxes: Not included in pricing. Any applicable taxes will be added at time of invoice unless a valid exempt or resale certificate is provided.

PROPOSAL NOTES:

1. The Aspiro Aerators will be shipped as separate components: power module and float assembly. Simple nut and bolt assembly of the power module to the float will be required on site by others.
2. Materials and/or services not specifically listed in this proposal are not included and are to be supplied by others.
3. Mooring cable, power cable, control panel, anchors, eyebolts and junction box are not included and are to be supplied by OTHERS.
4. Aerator Solutions will provide our standard vibration tests, submittal drawings, and Operations & Maintenance manuals.
5. Materials and/or services not specifically listed in this proposal are not included and are to be supplied by others.
6. Offloading and installation is the responsibility of the customer.

7. Goods quoted above will be sold subject to the terms and conditions set forth on the face hereof and the "Terms and Conditions" on the attached page. Any different or additional terms are hereby objected to.

8. **If a deferred delivery is required (longer than 12 months from PO date), pricing will need to be reviewed and adjusted.**

9. Aerator Solutions' scope of supply does not include any process or performance guarantees or warranties or process or performance testing.

10. Warning Clause: The aerator supplied has a very high hydraulic flow directly beneath the unit. In addition, horizontal surface velocities persist for some distance from the units. These flow patterns may cause damage to the basin bottom or walls creating leaking potential. In earthen or lined basins, Aerator Solutions recommends the use of a concrete pad directly beneath the unit. If concrete is known to be nonresistant to the wastewater, other materials should be investigated. Riprapping or similar means of bank protection can protect the basin walls. If the basin contains any toxic wastes, the end user should obtain engineering advice as to the basin design and construction that is necessary to prevent any potential erosion and leakage potential. Aerator Solutions assumes no liability for any damage to the basin bottoms or walls or for any injuries or damages resulting therefrom.

Signature below indicates the acceptance of this quotation, including the Terms and Conditions attached:

Accepted by the Buyer:	Accepted by the Seller:
_____	Komline Aerator Solutions
Company Name	
By: _____	By: _____
Date:_____	Date:_____

Final acceptance of this proposal must be given to Komline Aerator Solutions at their office in Roscoe, Illinois. Please acknowledge by signing above and returning to Komline Aerator Solutions.

KOMLINE AERATOR SOLUTIONS
TERMS AND CONDITIONS OF KOMLINE AERATOR SOLUTIONS

This offer and all of the goods and sales of Komline Aerator Solutions are subject only to the following terms and conditions. The acceptance of any order resulting from this proposal is based on the express condition that the Buyer agrees to all the terms and conditions herein contained. Any terms and conditions in any order, which are in addition to or inconsistent with the following, shall not be binding upon Komline Aerator Solutions. This proposal and any contract resulting therefrom, shall be governed by, and construed in accordance with the laws of the State of Illinois, without regard to conflicts of laws principles.

PAYMENT

Unless specifically stated otherwise, quoted terms are Net 30 Days from shipping date. Past-due charges are 1.5% per month and will apply only on any past-due balance. Komline Aerator Solutions does not allow retainage of any invoice amount, unless authorized in writing by an authorized representative at our Roscoe, Illinois office.

DURATION OF QUOTATION

This proposal of Komline Aerator Solutions shall in no event be effective more than 30 days from date thereof, unless specifically stated otherwise, and is subject to change at any time prior to acceptance.

SHIPMENT

Shipping dates are not a guarantee of a particular day of shipment and are approximate, being based upon present production information, and are subject to change per the production schedules existing at time of receipt of purchase order. Komline Aerator Solutions shall not be responsible for any delay in shipment for causes beyond its control including, but not limited to, war, riots, strikes, labor trouble causing interruption of work, fires, other casualties, transportation delays, modification of order, any act of governmental authorities or acts of God. Quoted shipment dates in this proposal are approximate dates goods will be shipped and, unless agreed to in writing by Komline Aerator Solutions, Buyer may not postpone or delay the dates of shipment of goods from our plant or from our supplier's plants beyond the dates set forth in this proposal.

TITLE AND RISK OF LOSS

All prices and all shipments of goods are F.O.B. Komline Aerator Solutions plant at Roscoe, Illinois unless specifically stated otherwise. Delivery of the goods sold hereunder to the carrier shall be deemed delivery to the Buyer, and upon such delivery, title to such goods and risk of loss or damage shall be upon Buyer.

TAXES

Prices quoted do not include any taxes, customs duties, or import fees. Buyer shall pay any and all use, sales, privilege or other tax or customs duties or import fees levied by any governmental authority with respect to the sale or transportation of any goods covered hereby. If Komline Aerator Solutions is required by any taxing authority to collect or to pay any such tax, duty or fee, the Buyer shall be separately billed at such time for the amounts Komline Aerator Solutions is required to pay.

INSURANCE

Unless the goods are sold on a CIF basis, the Buyer shall provide marine insurance for all risks, including war and general coverage.

TARIFFS

The prices outlined in this proposal are based on current tariffs and import duties applicable at the time of quotation. In the event of any changes, increases, or new impositions of tariffs and/or import duties that affect the cost of goods or services provided under this proposal, Komline Aerator Solutions reserves the right to adjust the agreed-upon prices accordingly. The adjustment will reflect the tariffs and/or import duties and any related fees and charges on the cost of the affected goods or services. Komline Aerator Solutions will provide written notice to the Purchaser of any such changes and the adjusted prices will take effect immediately and shall apply to all goods or services ordered/delivered thereafter.

SECURITY

If at any time the financial responsibility of the Buyer becomes unsatisfactory to Komline Aerator Solutions or Komline Aerator Solutions otherwise deems itself insecure as to receipt of full payment of the purchase price form Buyer hereunder, Komline Aerator Solutions reserves the right to require payment in advance or security or guarantee satisfactory to Komline Aerator Solutions of payment in full of the purchase price.

LIMITATION OF ACTION

No action shall be brought against Komline Aerator Solutions for any breach of its contract of sale more than two years after the accrual of the cause of action thereof, and, in no event, unless the Buyer shall first have given written notice to Komline Aerator Solutions of any claim of breach of contract within 30 days after the discovery thereof.

CANCELLATION CLAUSE

No acceptance of this proposal, by purchase order or otherwise, may be modified except by written consent of Komline Aerator Solutions nor may it be cancelled except by prior payment to Komline Aerator Solutions the following sums as liquidated damages; 1) If cancellation is prior to commencement of production and prior to the assumption of any obligations by Komline Aerator Solutions for any materials or component parts, a sum equal to 15% of the total purchase price; 2) If cancellation is after the commencement of production or after the assumption of any obligations by Komline Aerator Solutions for any materials or component parts, a sum equal to the total of the direct out of pocket expenses incurred to the date of cancellation for labor, machine time, materials and any charges made to us by suppliers for cancellation, plus 30% of the total purchase price. All charges and expenses shall be as determined by Komline Aerator Solutions. In the event any items are used by Komline Aerator Solutions, to fill a subsequent order, then upon receipt of payment for such order, Komline Aerator Solutions shall pay the Buyer a sum equal to the direct out-of-pocket expenses previously charged and received from Buyer.

PROPRIETARY INFORMATION

This proposal, including all descriptive data, drawings, material, information, and know-how disclosed by Komline Aerator Solutions to Buyer in relation hereto is confidential information intended solely for the confidential use of Buyer shall remain the property of Komline Aerator Solutions and shall not be disclosed or otherwise used to the disadvantage or detriment of Komline Aerator Solutions in any manner.

QUALIFIED ACCEPTANCE AND INDEMNITY

In the event the acceptance of this proposal by Buyer either is contingent upon or subject to the approval by any third party such as, but not limited to, a consulting engineer, with respect to goods, parts, materials, descriptive data, drawings, calculations, or any other matter, then upon such approval by any third party, Komline Aerator Solutions shall have no liability to Buyer or to any third party so long as the goods sold and delivered by Komline Aerator Solutions conform to this Proposal. In the event any such third party requires modifications in the proposal prior to the approval thereof, Komline Aerator Solutions may at its sole option and without liability to any party elect to cancel this proposal or return the purchase order to Buyer. In the event Komline Aerator Solutions elects to modify this proposal to conform to the requirements for approval by any third party, Komline Aerator Solutions in such event shall have no liability to Buyer or to any third party so long as the goods sold and delivered by Komline Aerator Solutions conform to this proposal as modified.

Buyer agrees to indemnify and save harmless Komline Aerator Solutions from and against all costs and expenses and liability of any kind whatsoever arising out of or in connection with claims by third parties so long as the goods sold hereunder conform to the requirements of this proposal as approved by any third party.

WARRANTY; LIMITATION OF LIABILITY; AND DISCLAIMER

In return for purchase and full payment for Komline Aerator Solutions goods, we warrant new goods provided by us to be free from defects in materials and workmanship under normal condition and use for a period of one year from the date the goods are put into service, or eighteen months from date of shipment (whichever first occurs).

OUR OBLIGATION UNDER THIS WARRANTY IS EXPRESSLY AND EXCLUSIVELY LIMITED to replacing or repairing (at our factory at Roscoe, Illinois) any part or parts returned to our factory with transportation charges prepaid, and which our examination shall show to have been defective. Prior to return of any goods or its parts to our factory, Buyer shall notify Komline Aerator Solutions of claimed defect, and Komline Aerator Solutions shall have the privilege of examining the goods at Buyer's place of business at or where the goods have otherwise been placed in service. In the event this examination discloses no defect, Buyer shall have no authority to return the goods or parts to our factory for the further examination or repair. All goods or parts shall be returned to Buyer, F.O.B. Roscoe, Illinois. This warranty shall not apply to any goods or part which has been repaired or altered outside our factory, or applied, operated, or installed contrary to our instruction, or subjected to misuse, chemical attack/degradation, negligence, or accident. Our warranty on accessories and component parts not manufactured by us is expressly limited to that of the manufacturer thereof.

In general, all minor repairs of electric motors will be performed in the field by an authorized local service shop. Major repairs involving electric motors will be performed by local authorized electrical repair shops at their facilities. The responsibility for removing parts or equipment from the system and transporting them to the local repair shop is the customers. Re-installation of the equipment is the responsibility of the customer. Any warranty claims involving

parts other than the electric motor, if serious, will probably be handled by replacing the defective parts. This may, or may not, involve shipment of the unit (or a part of it) back to the factory. **IN NO CASE SHOULD YOU SHIP THE UNIT BACK TO THE FACTORY WITHOUT AUTHORIZATION FROM KOMLINE AERATOR SOLUTIONS.**
THE FOREGOING WARRANTY IS MADE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, AND OF ALL OTHER LIABILITIES AND OBLIGATIONS ON OUR PART, INCLUDING ANY LIABILITY FOR NEGLIGENCE, STRICT LIABILITY, OR OTHERWISE; AND ANY IMPLIED WARRANTY OF MERCHANTABLILTY OR FITNESS FOR A PARTICULAR PURPOSE IS EXPRESSLY DISCLAIMED; AND WE EXPRESSLY DENY THE RIGHT OF ANY OTHER PERSON TO INCUR OR ASSUME FOR US ANY OTHER LIABILITY IN CONNECTION WITH THE SALE OF ANY GOODS PROVIDED BY US. THERE ARE NO WARRANTIES OR GURARANTEES OF PERFORMANCE UNLESS SPECIFICALLY STATED OTHERWISE.
UNDER NO CIRCUMSTANCES, INCLUDING ANY CLAIM OF NEGLIGENCE, STRICT LLIABILTIY, OR OTHERWISE, SHALL KOMLINE AERATOR SOLUTIONS BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES, COSTS OF CONNECTING, DISCONNECTING, OR ANY LOSS OR DAMAGE RESULTING FROM A DEFECT IN THE GOODS. LIMIT OF LIABLILITY: KOMLINE AERATOR SOLUTIONS TOTAL LIABLITY UNDER THE ABOVE WARRANTY IS LIMITED TO THE REPAIR OR REPLACEMENT OF ANY DEFECTIVE PART. THE REMEDIES SET FORTH HEREIN ARE EXCLUSIVE, AND OUR LIABILITY WITH RESPECT TO ANY CONTRACT OR SALE, OR ANYTHING DONE IN CONNECTION THERWITH, WHETHER IN CONTRACT, IN TORT, UNDER ANY WARRANTY, OR OTHERWISE, SHALL NOT, IN ANY CASE, EXCEED THE PRICE OF THE GOODS UPON WHICH SUCH LIABILITY IS BASED.

Final acceptance of this proposal must be given to Komline Aerator Solutions at their office in Roscoe, Illinois. Please acknowledge acceptance by signing the proposal and returning it to Komline Aerator Solutions.

Accepted By: Offer Respectfully Submitted,

_____ _____

By: Date: Komline Aerator Solutions By:

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	520-166-100

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and Possible Action to approve a contract with Lumos & Associates for Construction Management Services for the East Lift Station Improvements in the amount of $47,400.00.

AGENDA ITEM BRIEF:

Staff is requesting approval for a contract with Lumos & Associates for the East Lift Station Improvements for bidding services, construction administration and inspections.

RECOMMENDED MOTION:

"I move to approve the contract with Lumos & Associates for Construction Management Services for the East Lift Station Improvements in the amount of $47,400.00."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may decide not to approve the consent motion and provide direction to the Utilities Director and staff on how to proceed with the improvements needed at this facility.

BACKGROUND:

The East Lift Station is a key component of the City's wastewater system, which collects sewer flows from the eastern portion of the service area. Structural upgrades are necessary at the lift station to comply with code regulations.

The proposed project includes demolition of existing hoist posts in the lower level, removal of all intermediate level joists and beams, installation of a trolly hoist system on the intermediate level, and installation of new joists and beams at the intermediate level.

Lumos & Associates will provide bidding services, construction administration and inspections for this project.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FINANCIAL IMPLICATIONS:

The funding for this Construction Project was approved previously by the City Council for the 2025/2026 Budget and has been included in the current budget for fiscal year 2026/2027. The funding will be financed from the Sewer Enterprise Fund under item 520-166-100.

ATTACHMENTS:

1. E Lift Station Improvements_Lumos long contract
2. E Lift Station Improvements_Attachment A

CONTRACT

A Contract For Professional Services

THIS CONTRACT is made and entered into this 15 day of July, 2026, by and between the CITY OF FERNLEY, a municipal corporation within the State of Nevada whose address is 595 Silver Lace Blvd, Fernley, Nevada 89408 (the "City"), and Lumos & Associates, a corporation, whose address is: 950 Sandhill Road, Suite 100 Reno, NV 89521 ("Contractor").

WHEREAS Nevada Revised Statutes ("NRS") chapter 266 authorizes the City to engage the services of independent contractors; and

WHEREAS the services of Contractor are deemed to be both necessary and in the best interests of the City; and

WHEREAS the City desires to retain the services of Contractor on the terms and conditions set forth in this Contract;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. **CONTRACT TERM.** This Contract shall be effective from the day it is approved by the City (which date shall be inserted into the introductory paragraph of this Contract) and, subject to appropriation, shall remain in full force and effect until the services are completed unless terminated earlier pursuant to Section 6.

2. **CONTRACTOR'S SERVICES.**

   A. **Description of Services.** Contractor hereby agrees to provide the services set forth in the Scope of Work attached hereto as Attachment A and incorporated herein by this reference.

   B. **Performance Standards.** In performing the services set forth in this Contract, Contractor shall follow the practices consistent with the generally accepted standards in the profession of the services being provided to the City pursuant to this Contract.

   C. **Changes to Contractor's Services.** The City may, at any time, make changes to the services to be performed by Contractor under this Contract. If the change requested by the City causes an increase or decrease in the cost or time required to perform any of the services required under this Contract, an equitable adjustment may be made in the compensation to be paid to Contractor.

   D. **Cooperation with City.** Contractor agrees that its officers, associates, employees, and subcontractors will cooperate with the City in providing the services under this Contract and will be, with advance notice, available for consultation with the City at such reasonable times as to not conflict with the City's other responsibilities.

3. COMPENSATION AND TERMS OF PAYMENT.

A. Compensation. The City agrees to pay Contractor for the services set forth in the Scope of Work either a lump sum fee or an hourly fee based on the Fee Schedule attached hereto as Attachment A and incorporated herein by this reference.

B. Reimbursable Expenses. Contractor agrees that all of its direct and indirect expenses are included in the lump sum or hourly fee set forth in the Fee Schedule, unless the Fee Schedule specifically provides otherwise.

C. Payment Invoicing. Contractor shall submit an invoice for payment for the services provided by Contractor based on the manner or method of payment set forth in Attachment A (Scope of Work and Fee Schedule).

4. NOTICE. All notices or other communications required or permitted to be given hereunder shall be deemed delivered: (i) when written notice is received by the party to whom it is directed, if delivered personally, by facsimile or by email; or (ii) three (3) days after deposit with the United States Post Office, if mailed by certified mail, return receipt requested, postage prepaid and addressed to the party to be notified. Notices shall be addressed as follows:

If to the City: City of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

If to Contractor: Lumos & Associates
950 Sandhill Road, Suite 100
Reno, NV 89521

5. INSPECTION & AUDIT.

A. Books and Records. Contractor agrees to keep and maintain under general accepted accounting principles (GAAP) full, true and complete records, contracts, books, and documents as are necessary to fully disclose to the City, the State of Nevada or the United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.

B. Inspection & Audit. Contractor agrees that the relevant books, records (written, electronic, computer related or otherwise), including, without limitation, relevant accounting procedures and practices of Contractor or its subcontractors, financial statements and supporting documentation, and documentation related to the performance of this Contract shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location of Contractor where such records may be found, with or without notice by the City,

and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives. All subcontracts shall reflect the requirements of this paragraph.

C. Period of Retention. All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used under this Contract. The retention period runs from the date of payment for the relevant services by the City, or from the date of termination of this Contract, whichever is later. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

6. TERMINATION OR SUSPENSION.

A. Suspension. The City may suspend, without cause, the performance by Contract under this Contract for such period of time as the City, in its sole discretion, may prescribe by providing written notice to Contractor. The suspension shall be effective as of the date set forth in the written notice. With such suspension, the City agrees to pay Contractor the amount of compensation earned as of the effective date of the suspension.

B. Termination Without Cause. The City reserves the right to terminate this Contract without cause or default on the part of Contractor with ten (10) days' prior written notice to Contractor. In the event of termination, without cause or default, the City agrees to pay Contractor for the services performed before the date that notice of termination is received by Contractor.

C. Termination for Non-Appropriation. Contractor acknowledges that the City is a governmental entity and the Contract's validity is based upon the availability of public funding under its authority. The City reserves the right to reduce estimated or actual quantities, in whatever amount necessary, without prejudice or liability to the City, if funding is not available or if legal restrictions are placed upon the expenditure of monies for the services required under this Contract. In addition, without prejudice or liability to the City, if funding is not appropriated or otherwise made available to support the continuation of this Contract in any fiscal year succeeding the first fiscal year, this Contract will be deemed to have been terminated automatically when appropriated funds expire and are not available.

D. Default or Breach. A default or breach (an "Event of Default") may be declared with or without termination. Each of the following shall constitute an Event of Default:

1. If Contractor fails, in the judgment of the City, to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or services called

for by this Contract, and such failure continues for more than fifteen (15) days after written notice is delivered to Contractor provided that if the nature of such breach is such that although curable, the breach cannot reasonably be cured within a fifteen (15) day period, an Event of Default shall not exist if Contractor shall commence to cure such breach and thereafter rectifies and cures such breach with due diligence, but in no event later than sixty (60) days after the written notice;

2. If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

3. If Contractor: (i) becomes insolvent, subject to receivership, or voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; (ii) makes a general assignment for the benefit of creditors; (iii) admits in writing to the inability to pay its debts as they become due; or (iv) takes any action for the purpose of effecting any of the foregoing.

E. For Cause Termination and Time to Correct. Upon the occurrence of an Event of Default, and without prejudice to any other right or remedy it may have at law or equity, the City may:

1. Terminate this Contract, suspend payment of all pending invoices otherwise due to the Contractor hereunder, and finish this Contract by such means as deemed appropriate by the City, reserving the right to deduct from any balance due Contractor any additional cost for completing this Contract;

2. Terminate this Contract, and the obligations imposed hereunder, including the obligation of any further payment for the services of the Consultant except for the reasonable value for the services performed to the date of termination, or

3. Continue with the performance by the Contractor and serve within a reasonable time after completion of the Contract a notice of claim or dispute.

F. Winding Up Affairs upon Termination. In the event that this Contract is terminated for any reason, the parties agree that the provisions of this paragraph survive termination:

1. The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination.

2. Contractor shall satisfactorily complete work in progress at the agreed rate (or a pro rata basis if necessary) if so requested by the City;

3. Contractor shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by the City; and

4. Contractor shall preserve, protect, and promptly deliver possession to the City of all proprietary information in accordance with Section 18.

5. In the event that dispute(s) arise during the winding up of affairs upon termination, the parties agree to meet and negotiate in good faith to resolve any such disputes(s).

7. REMEDIES. Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages exclusive of lost profits.

8. ATTORNEYS' FEES, COSTS, AND EXPENSES. Unless otherwise stated herein, the parties will bear their own attorneys' fees, costs, and expenses in connection with the negotiation, execution, and performance of this Contract.

9. LIMITED LIABILITY. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise specified in the Attachments. Damages for any default or breach by the City shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to Contractor, for the fiscal year budget in existence at the time of the default or breach.

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

11. INDEMNIFICATION. Contractor shall indemnify, defend, and hold harmless the City, its elected officials, officers, employees, agents, and consultants (collectively, the "City party") from and against any and all claims, liabilities, damages, losses, suits, actions, decrees, arbitration awards, judgments, and any other costs or expenses, including reasonable attorney fees (collectively, "Liabilities"), which may be recovered from or sought against the City party as a result of, by reason of, or as a consequence of: (i) any act or omission, negligent or otherwise, on the part of Contractor, its officers, employees, independent contractors, sub-contractors, vendors, suppliers,

consultants, or agents; or (ii) any default in the performance of any obligation of Contractor to be performed under the terms of this Contract, regardless of whether such default is an Event of Default hereunder. In no event shall the language of this Section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections provided by the Federal and State constitutions or by law. It is expressly agreed that Contractor shall defend the City party at Contractor's expense, by legal counsel reasonably satisfactory to the City, against the Liabilities and in the event that Contractor fails to do so, the City shall have the right, but not the obligation, to defend the same and to charge all direct and incidental costs, including attorney's fees and court costs, to Contractor. Contractor's indemnity obligations herein are not intended to nor shall they relieve any insurance carrier of its obligations under policies required to be carried by Contractor pursuant to the provisions of this Contract. Contractor's obligations under this Section 11 shall survive any termination of this Contract.

12. **INDEPENDENT CONTRACTOR.** Contractor is associated with the City only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted services pursuant to this Contract, Contractor is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for the City whatsoever with respect to the indebtedness, liabilities, and obligations of Contractor or any other party. Contractor shall be solely responsible for, and the City shall have no obligation with respect to: (1) withholding of income taxes, FICA or any other taxes or fees; (2) industrial insurance coverage; (3) participation in any group insurance plans available to employees of the City; (4) participation or contributions by either Contractor or the Public Employees Retirement System; (5) accumulation of vacation leave or sick leave; or (6) unemployment compensation coverage provided by the City. Contractor shall indemnify and hold the City harmless from, and defend the City against, any and all losses, damages, claims, costs, penalties, liabilities, and expenses arising or incurred because of, incident to, or otherwise with respect to any such taxes or fees. Neither Contractor nor its employees, agents, or representatives shall be considered employees, agents, or representatives of the City.

13. **INSURANCE.** Unless expressly waived in writing by the City, Contractor shall, at Contractor's sole expense, procure, maintain and keep in force during the entire term of this Contract those policies of insurance which have been agreed to by the parties as evidenced by the parties initials in the signature spaces provided below. The City shall have no liability except as specifically provided in this Contract. Contractor shall not commence work before Contractor has provided the required evidence of insurance to the City. Any insurance or self-insurance available to the City shall be in excess of, and non-contributing with, any insurance required from Contractor.

Contractor's insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by the City, Contractor shall provide the City with renewal or replacement evidence of insurance no less than thirty (30) days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as Contractor has knowledge of any such failure, Contractor shall immediately notify the City and immediately replace such insurance or bond with an insurer meeting the requirements.

COF CTR

A. Workers' Compensation and Employer's Liability Insurance. Industrial insurance protecting Contractor and the City from potential employee claims based upon job-related sickness, injury, or accident, during the performance of this Contract.

1. Contractor shall provide a work certificate issued by a qualified insurer in accordance with NRS 616B.627.
2. Prior to commencing any work, Contractor shall complete and provide the following written request to a qualified insurer:
    a. CONTACTOR NAME has entered into a contract with Owner to perform work from THE ___ DAY OF _____, 20__ to THE ___ DAY OF _____, 20__ and requests that an industrial insurance provider qualified and licensed to offer such insurance within the State of Nevada, provide to The City of Fernley, Nevada 1) a certificate of coverage issued pursuant to NRS 616B.627 and 2) notice of any lapse in coverage or nonpayment of coverage that Contractor is required to maintain. The certificate and notice should be mailed to:

       City of Fernley
       595 Silver Lace Blvd
       Fernley, NV 89408

3. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that: (1) In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and (2) Contractor is otherwise in compliance with those terms, conditions, and provisions.
4. Contractor may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that Contractor is a sole proprietor and that:
    a. In accordance with the provisions of NRS 616B.659, Contractor has not elected to be included within the

terms, conditions, and provisions of NRS chapters 616A to 616D, inclusive; and

b. Contractor is otherwise in compliance with those terms, conditions and provisions.

COF CTR

B. Commercial General Liability Insurance

1. Minimum Limits required:
   - **$1,000,000** General Aggregate
   - **$1,000,000** Products & Completed Operations Aggregate
   - **$1,000,000** Personal and Advertising Injury
   - **$1,000,000** Each Occurrence
2. Coverage shall be on an occurrence basis and shall be at least as broad as ISO 1996 form CG 00 01 (or a substitute form providing equivalent coverage); and shall cover liability arising from premises, operations, independent contractors, completed operations, personal injury, products, civil lawsuits, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

COF CTR

C. Business Automobile Liability Insurance

1. Minimum Limit required**: $150,000** Each Occurrence for bodily injury and property damage. Coverage shall be for "any auto" (including owned, non-owned and hired vehicles).
2. The policy shall be written on ISO form CA 00 01 or a substitute providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

COF CTR

D. Umbrella or Excess Liability Insurance

1. May be used to achieve the above minimum liability limits.
2. Shall be endorsed to state it is "As Broad as Primary Policy"

COF CTR

E. Commercial Crime Insurance

1. Minimum Limit required: **$10,000**
   1. Per Loss for Employee Dishonesty
2. This insurance shall be underwritten on a blanket form amending the definition of "employee" to include all employees of the Vendor regardless of position or category.

F. Performance Security

1. Amount required: $ _____
2. Security may be in the form of surety bond, Certificate of Deposit or Treasury Note payable to the City only.

COF CTR

3. The security shall be deposited with the City no later than ten (10) working days following award of this Contract to Contractor.
4. Upon successful completion of this Contract, the security and all interest earned, if any, shall be returned to Contractor.

G. General Requirements.

1. Additional Insured: By endorsement to the general liability insurance policy evidenced by Contractor, ***the City of Fernley, its officers, employees and immune contractors*** shall be named as additional insureds for all liability arising from this Contract.

2. Waiver of Subrogation: Each insurance policy shall provide for a waiver of subrogation in favor of the City.

3. Cross-Liability: All required liability policies shall provide cross-liability coverage as would be achieve under the standard ISO separation of insureds clause.

4. Deductibles and Self-Insured Retentions: Insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by the City. Such approval shall not relieve Contractor from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed $5,000 per occurrence, unless otherwise approved by the City.

5. Policy Cancellation: Except for ten days' notice for non-payment of premium, each insurance policy shall be endorsed to state that; without thirty (30) days prior written notice to the City, the policy shall not be canceled, non-renewed or coverage and/or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by certified mail to the address shown below.

6. Approved Insurer: Each insurance policy shall be issued by insurance companies: (a) authorized to do business in the State of Nevada or eligible surplus lines insurers acceptable to the City and having agents in the State of Nevada upon whom service of process may be made; and (b) currently rated by A.M. Best as "A-VII" or better.

14. EVIDENCE OF INSURANCE. Prior to the start of any work, Contractor must provide the following documents to the City:

1. Certificate of Insurance: The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to the City to evidence the insurance policies and coverages required of Contractor.

2. Additional Insured Endorsement: An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, **must** be submitted to the City to evidence the

endorsement of the City as an additional insured per General Requirements, Subsection 1) above.

3. Schedule of Underlying Insurance Policies: If an Umbrella or Excess insurance policy is evidenced to comply with minimum limits, a copy of the underlying schedule from the Umbrella or Excess insurance policy may be required.

4. Review and Approval: Documents specified above must be submitted for review and approval by the City prior to the commencement of work by Contractor. Neither approval by the City nor failure to disapprove the insurance furnished by Contractor shall relieve Contractor of Contractor's full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of Contractor or its sub-contractors, employees or agents to the City or others, and shall be in addition to and not in lieu of any other remedy available to the City under this Contract or otherwise. The City reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements. Contractor will mail all required insurance documents to the City at the address identified in section 4 of this Contract.

15. FAILURE TO MAINTAIN REQUIRED COVERAGES. If Contractor fails to carry the required insurance, the City may: (i) order Contractor to stop further performance of the Contract, and declare contractor in breach, terminate the Contract if such breach is not remedied; or (ii) purchase replacement insurance and withhold the costs or premium payments made from the payments due to Contractor or charge the replacement insurance costs back to Contractor.

16. COMPLIANCE WITH LEGAL OBLIGATIONS. Contractor shall procure and maintain for the duration of this Contract any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by Contractor to provide the goods or services required by this Contract. Contractor will be responsible to pay all taxes, assessments, fees, premiums, permits, and licenses required by law. Real property and personal property taxes are the responsibility of Contractor in accordance with NRS 361.157 and 361.159. Contractor agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. It is important to note:

A. Contractor is required to obtain a City of Fernley business license *prior* to commencing work unless Contractor qualifies for an exception. Contractor is also required to provide a W-9 to the City's Finance Department.

B. Contractor is required to research and determine if Contractor must comply with:

1. Buy America Requirements
2. Prohibition against Boycott Israel provisions in NRS in Public Works contracts
3. Prevailing Wage Requirements
4. Apprenticeship Utilization Act

17. WAIVER OF BREACH. Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other default or breach.

18. SEVERABILITY. If any portion, provision, or part of this Contract is held, determined, or adjudicated by any court of competent jurisdiction to be invalid, unenforceable, or void for any reason whatsoever, each such portion, provision, or part shall be severed from the remaining portions, provisions, or parts of this Contract, and such determination or adjudication shall not affect the validity or enforceability of such remaining portions, provisions, or parts.

19. ASSIGNMENT/DELEGATION. To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Contract. Contractor shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written consent of the City.

20. PROPRIETARY INFORMATION. Any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by Contractor (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of the City and all such materials shall be delivered into the possession of the City by Contractor upon completion, termination, or cancellation of this Contract. Contractor shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of Contractor's obligations under this Contract without the prior written consent of the City. Notwithstanding the foregoing, the City shall have no proprietary interest in any materials licensed for use by the City that are subject to patent, trademark or copyright protection.

21. **PUBLIC RECORDS.** Pursuant to NRS 239.010, information or documents received from Contractor may be open to public inspection and copying. The City will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. Contractor may label specific parts of an individual document as a "trade secret" or "confidential," provided that Contractor thereby agrees to indemnify and defend the City for honoring such a designation. The failure to so label any document that is released by the City shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

22. **FEDERAL FUNDING.** In the event federal funds are used for payment of all or part of this Contract:

    A. Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

    B. Contractor and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

    C. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions.)

23. **LOBBYING.** The parties agree, whether expressly prohibited by federal, state or local law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence any of the following: (a) any federal, state, county or local agency, legislature, commission, council or board; (b) any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or (c) any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

24. **GENERAL WARRANTY.** Contractor warrants that all services, deliverables, and/or work product under this Contract shall be completed in a workmanlike manner

consistent with standards in the trade, profession, or industry; shall conform to or exceed the specifications set forth in the incorporated attachment, and shall be fit for ordinary use, of good quality, with no material defects.

25. **ONE-YEAR WARRANTY.** The Contractor warrants that all Work performed under this Agreement shall be free from defects in materials, equipment, and workmanship for a period of one (1) year from the date of Final Acceptance by the Owner, unless a longer warranty period is specifically required elsewhere in the Contract Documents. During the warranty period, the Contractor shall, at its sole cost and expense, promptly correct any defective or nonconforming Work identified by the Owner. This obligation includes all labor, materials, equipment, excavation, backfill, restoration, testing, and incidental costs necessary to fully remedy the defect. If the Contractor fails to correct defective Work within a reasonable time after written notice, the Owner may perform or cause the corrective work to be performed and charge the Contractor for all associated costs. The one-year warranty period shall recommence for any corrected or replaced portion of the Work from the date the Owner accepts such correction or replacement. This warranty is in addition to, and not in limitation of, any other rights or remedies available to the Owner under the Contract Documents or applicable law.”

26. **PROPER AUTHORITY.** Contractor represents and warrants Contractor has full power and authority to enter into this Contract. Any services performed by Contractor before this Contract is effective or after it ceases to be effective are performed at the sole risk of Contractor.

27. **GOVERNING LAW; VENUE.** This Contract will be interpreted, and the rights and liabilities of the parties determined, in accordance with the laws of the State of Nevada, excluding its conflict of laws rules. In any action or proceeding arising under this Contract, each party (a) consents to the jurisdiction of Nevada Courts, and of the pertinent appellate courts, and consents to the venue of such action or proceeding in Lyon County, Nevada courts, (b) irrevocably agrees that all actions or proceedings arising out of or relating to this Contract shall be litigated in such courts, and (c) consents to personal jurisdiction within Lyon County, Nevada. Each party accepts for itself, generally and unconditionally, the exclusive jurisdiction and venue of the aforesaid courts and waives any defense of lack of personal jurisdiction, improper venue, inconvenient forum or any similar defense, and irrevocably agrees to be bound by any non-appealable judgment rendered thereby in connection with this Contract.

28. **INTEGRATED CONTRACT.** This Contract (including any addenda, exhibits, or attachments incorporated into and made a part of this contract) constitutes the entire agreement and understanding among the parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings regarding such matters. The parties acknowledge and represent that they have not relied on any promise, inducement, representation, or other statement made in connection with this Contract that is not expressly contained herein. The terms of this Contract are contractual and not a mere recital. In the event of any conflict

between the terms hereof and the Contractor's terms and conditions, the terms of this Contract shall control and govern.

29. **COUNTERPARTS.** This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, and all of such counterparts shall constitute one Agreement. To facilitate execution and delivery of this Agreement, the parties may execute and exchange counterparts of the signature pages by electronic email, telephone, or facsimile. This Agreement may also be executed and delivered by any digital or electronic signature complying with the Electronic Signatures in Global and National Commerce Act and Nevada Revised Statutes 719.260, the terms and effect of which statutes are incorporated herein by this reference, including, without limitation, portable document format (.pdf). The parties agree that www.docusign.com shall be an acceptable digital or electronic signature provider.

30. **ADVICE OF COUNSEL.** Each party hereto represents and agrees that it has had the opportunity to seek and has sought from attorneys any such advice as it deems appropriate with respect to signing this Contract or the meaning of it. Each party has undertaken such independent investigation and evaluation as it deems appropriate and is entering into this Contract in reliance on that and not in reliance on any advice, disclosure, representation or information provided by or expected from any other party or such party's attorneys. This is an agreement of settlement and compromise, made in recognition that the parties may have different, disputed or incorrect understandings, information and contentions, as to facts and law, and with each party compromising and settling any potential correctness or incorrectness of its understandings, information and contentions as to the facts, law, claims, duties, disclosures and conduct occurring before or during the entry into this Contract. No conduct, failure, misunderstanding or misinformation and no claim of fraud or fraudulent inducement occurring prior to or in connection with the execution hereof shall be a ground for rescission hereof or for recovery of damages, except as otherwise expressly provided herein.

31. **MODIFICATION; NO WAIVER.** The provisions of this Contract, including this paragraph, may be modified or waived only in writing signed by both parties. No waiver with respect to any portion of this Contract shall apply to any other portion of the Contract, and a waiver on one occasion shall not be deemed to be a waiver of the same or any other breach on a future occasion. No course of dealing by any party, and no failure, omission, delay, or forbearance by any party in exercising such party's rights or remedies shall be deemed a waiver of any such rights or remedies or a modification of this Contract.

32. **INTERPRETATION OF AGREEMENT.** This Contract shall be construed without regard to the party or parties responsible for its preparation and shall be deemed to have been prepared collectively by the parties. Any ambiguity or uncertainty arising herein shall not be interpreted or construed against any party hereto on the basis that a party prepared or drafted a particular provision of this Contract.

33. **COOPERATION OF PARTIES.** The parties agree to cooperate to accomplish the purpose of this Contract and to execute any and all supplementary documents and to take all additional actions not inconsistent with the terms set forth in this Contract that are necessary and appropriate to give full force and effect to the terms and intent of this Contract.

34. **NON-DISCRIMINATION.** In connection with the performance of work under this Contract, Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity or expression, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship. Contractor further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby:

Dated: _____

CITY OF FERNLEY

_____
City of Fernley Mayor

Dated: _____

APPROVED AS TO FORM:

Dated: _____

_____
City Attorney

ATTEST: _____
City Clerk

Dated: _____

_____
Utilities Director

Dated: _____

_____
Chief Operating Officer

CONTRACT

A Contract For Professional Services

CONTRACTOR, being first duly sworn, deposes and says: That CONTRACTOR. is the Contractor**;** that NAME OF PERSON REPRESENTING CONTRACTOR has read the foregoing Contract; and that he understands the terms, conditions, and requirements thereof.

CONTRACTOR

By:_____

Title:_____

Firm:_____

Business License #:_____

Address:_____

City:_____

State:_____

Zip Code:_____

Telephone:_____

Fax:_____

E-mail Address:_____

_____

(Signature of Contractor)

DATED this _____ day of _____, 20__.

LUMOS & ASSOCIATES

Boise • Carson City • El Dorado Hills • Fallon • Lake Tahoe • Reno ww.LumosInc.com

Reno
950 Sandhill Road, Suite 100
Reno, Nevada 89521
775.827.6111

May 21, 2026

Brenda Gosser, Project Manager
City of Fernley-Utilities Department
595 Silver Lace Boulevard
Fernley, Nevada 89408

Subject: Attachment A - Proposal for Fernley East Lift Station Construction Services

Dear Brenda:

Lumos & Associates, Inc. is pleased to provide you with this scope of work for bidding and construction services for the Fernley East Lift Station Project.

Project Understanding

The proposed project will include demolition of existing hoist posts in the lower level, removal of all intermediate level joists and beams, installation of a trolly hoist system on the intermediate level, and installation of new joists and beams at the intermediate level.

We propose the following tasks to assist you with your project:

Project Scope

Task 1 – Bidding Services

Provide bidding services as follows:

- Provide the City with an Engineer's Estimate of Proposed Construction Cost
- Preparation of bid documents utilizing current EJCDC templates and the City's long contract as provided by the City.
- Evaluate modifications to standard technical specifications and bid item clarifications.
- Bid advertisement and post in local newspaper.
- Prepare Answer questions during the bidding process; prepare, track, and send addendum(s) as needed.
- Prepare Pre-bid meeting agenda. Attend and conduct pre-bid meeting if needed.
- Issue and track distribution of project plans and specifications.
- Attend Bid Opening and conduct if needed.
- Review submitted bids for accuracy. Prepare Recommendation of Award to the City.
- Scan all bids received and opened during the bid-opening process and provide an electronic copy (pdf) of all scanned bids to the City.
- Return all original bids received and opened during the bid-opening process to the City.

Task 2 – Construction Administration

Provide construction services as follows:

- Attend, prepare agenda(s) and conduct the preconstruction conference and progress meetings throughout the project duration
- Perform construction coordination
- Review and stamp contractor's submittals for conformance to the contract documents
- Review and provide recommendations on test results. Recommendations will be signed/sealed by a Nevada Professional Engineer in responsible charge, as applicable.
- Review and provide recommendations on contractor's construction schedule and work progress
- Review construction for acceptance and/or mitigation
- Provide verification and approval of contractor's monthly pay request
- Provide review of contractor's weekly certified payroll reports and apprenticeship utilization
- Provide weekly electronic quantities
- Supervise the inspection and material testing activities
- Respond to contractor requests for information (RFI). Responses will be signed/sealed by a Nevada Professional Engineer in responsible charge, as applicable.
- Provide recommendations to the City for any necessary construction changes due to field conditions. Recommendations will be signed/sealed by a Nevada Professional Engineer in responsible charge, as applicable.
- Assist in change order review and approval. Change Orders will be signed/sealed by a Nevada Professional Engineer in responsible charge, as applicable.
- Provide final test results, project photos and videos, and field reports in electronic format (.pdf)

Task 3 - Construction Inspection/Special Inspection

The following staffing shall be provided during construction:

- Provide one part-time inspector, four (4) hour workdays for 20 shifts throughout the duration of the project. We anticipate a total of 80 inspection hours.

The inspectors assigned to this project will:

- Attend the preconstruction conference
- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Assist in problem resolution with the City, contractor personnel, utility agencies, the public and others
- Prepare daily inspection/special inspection reports, submitted weekly to the City
- Provide quantity reports and assist in review of contractor's monthly progress payments
- Capture photos and videos during construction activities to be provided to the City
- Assist in preparation of the Punch List

Task 4: Project Contingency (OPTIONAL)

Consultant will provide additional services not detailed in the above listed tasks. This task may or may not be used at the sole discretion of the City Project Manager. If Consultant determines it is necessary to perform work to be paid from this task, Consultant will prepare and submit a written

request detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the City Project Manager's prior written approval.

Anticipated Schedule:

Approval of Proposal:	June 8, 2026
Bid Advertisement:	June 23, 2026
Pre-Bid Meeting:	July 2, 2026
Bid Opening:	July 14, 2026
City Council Award:	August 5, 2026
Preconstruction Meeting:	August 11, 2026
Notice to Proceed:	August 13, 2026
Substantial Completion:	November 11, 2026

Fee Summary

The tasks described in the Scope of Work will be completed for the following fees:
(See Attachment B – Fee Schedule for additional information):

Task	Description		Fee
Task 1	Bidding Services		$14,000
Task 2	Construction Administration		$14,200
Task 3	Construction Inspection/Special Inspection		$16,200
Task 4	Project Contingency (OPTIONAL)		$3,000
		Total:	$47,400

Task 1 through 4 are time and materials (T&M) not to exceed without prior authorization. Lumos & Associates will be happy to amend this scope of work as necessary. If this scope of work is acceptable, please provide the City's contract for execution. Any additional services requested but not covered by this Scope of Work can be provided by an amendment to this scope of work.

Thank you again for allowing Lumos & Associates to provide you with this scope of work. Please do not hesitate to contact myself or Brian Harer at (775) 827-6111 if you have questions.

Sincerely,

Chris Lillo
Assistant Project Manager
Construction Division

Brian Harer
Group Manager
Construction Division

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Brenda Gosser**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	510-395-910

ACTION REQUESTED: Consent

AGENDA ITEM:

Possible Action to Approve the Will-Serve Request from Jones Development Company – Texcel Remodel for 0.075 ERCs and 0.399 ERCs of Sewer for Water for Lyon County Parcel 021-251-18 located at 2275 Newlands Drive, Suite 102, Fernley, NV.

AGENDA ITEM BRIEF:

1. Jones Development Company is seeking a Will-Serve for Lyon County Parcel 021-251-18 located at 2275 Newlands Drive, Suite 102, Fernley, NV.
2. This project requires 0.075 ERCs of water, which is equal to 0.084 acre-ft, and 0.399 ERCs of Sewer for their remodel project.

RECOMMENDED MOTION:

"I Move to approve the Will-Serve Request from Jones Development Company – Texcel Remodel for 0.075 ERCs for Water and 0.399 ERCs of Sewer for Lyon County Parcel 021-251-18 located at 2275 Newlands Drive, Suite 102, Fernley, NV."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

Jones Development Company is seeking a Will-Serve for 0.075 ERCs for Water and 0.399 ERCs of Sewer applicable to their Texcel Remodel for Lyon County Parcel 021-251-18 located at 2275 Newlands Drive, Suite 102, Fernley, NV.

Water connection fees were paid at the time of building permit issuance at the rate of $7,879 per ERC unit for Water and $5,628 per ERC unit for Sewer Service Connection.

Jones Development has paid in lieu of fees instead of dedicating 0.084 acre-ft of water for this Will-Serve.

City staff has determined that the City has adequate water and sewer resources to support the requested Will-Serve commitment.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC 32.09.035

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. 2026.07.15 Texcel Will Serve Letter

THE CITY OF FERNLEY

Public Works/Utilities Department

595 Silver Lace Blvd

Fernley, NV 89408

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: Jones Development / Texcel Remodel Development/ project or property located at 2275 Newlands Drive, Suite 102, Fernley, Nevada with 0.075 water connections and/or 0.399 sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the utility connection fees in effect at the time of this will-serve certification, currently $7,879.00 per unit for water and $5,628.00 per Equivalent Residential Capacity (ERC) unit for sewer.

2. Applicant must comply with all applicable laws, statutes, ordinances and regulations.

3. Said fees and costs must be paid in full before connections to water/sewer services. **Connections to utility service shall be completed within a reasonable time from the date of original approval of this Will-Serve by the Fernley City Council. Failure to diligently pursue connection to utility service may render this Will-Serve null and void.** Public Works/Utilities Department, at its sole discretion, shall have authority to determine whether connection to utility service is being diligently pursued and, with sixty (60) days written notice to the party who requested this Will-Serve, may cancel this Will-Serve for failure to connect to utility service within a reasonable time.

4. Service shall be provided only to the project or site identified above. **This Will-Serve is limited to the project or property described above and is not transferable to any other project or property.**

5. Service shall be provided pursuant to the plans and specifications submitted to and approved by Public Works/Utilities Department Service shall not be provided pursuant to any alterations to or deviation from the same without the express written approval of Public Works/Utilities Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works/Utilities Department.**

6. This Will-Serve applies to: APN# 021-251-18

Fernley City Council Approved Will-Serve on: July 15, 2026

Public Works/Utilities Director **Mayor – City of Fernley**

Applicant **Date**

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Aaron Smith**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	510-840-430

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and possible approval of a contract with Resource Development Company to construct and replace the Micro Filtration Reverse Flow Stainless Steel piping at the Water Treatment Plant for the price of $521,150.00

AGENDA ITEM BRIEF:

This Agenda item is for a contract with Resource Development Company for the supply and construction of the Stainless Steel piping that supplies the reverse flow in the Micro Filtration building in the amount of $521,150.00. The current Stainless Steel piping is leaking in many places and is becoming more corroded as time moves forward. It has reached its' useful life and needs replacing. The piping is a critical element of the Water Treatment System.

RECOMMENDED MOTION:

I move to approve this contract with Resource Development Company for the construction and replacement of the Micro Filtration Reverse Flow Stainless Steel piping at the Water Treatment Plant in the amount of $521,150.00.

BUSINESS IMPACT (per NRS Chapter 237):

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Table for discussion

BACKGROUND:

The Micro Filtration Reverse Flow Stainless Steel piping at the Water Treatment Plant has been in service since 2009 and is experiencing wide spread corrosion and leaks. The leaks are repaired with patches as they appear, but are becoming more numerous. The piping is critical to the filtration process and it needs replacing.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 338

FINANCIAL IMPLICATIONS:

Without this project, the pipes could fail and would need an emergency repair and replacement which would increase the costs based on expedited need.

ATTACHMENTS:

1. !CoF WTP MFRF - Recommendation of Award

May 31, 2026

Mr. Aaron Smith
City of Fernley
595 Silver Lace
Fernley, NV 89408

Re: Water Treatment Plant - Microfiltration Reverse Flow Upgrade
Recommendation of Award

Dear Mr. Smith:

Two bids were received on May 27, 2026, for the WTP - Microfiltration Reverse Flow Upgrade Construction Project; however, one bid was deemed non-responsive due to a missing contractor's license. Please see the attached bid tabulation for the one responsive bid received.

The responsive bidder is Resource Development Company, LLC, located in Reno, Nevada, with a total bid amount of $521,150.00. Resource Development Company, LLC has satisfactorily completed the forms associated with the bid proposal package, and in the opinion of Shaw Engineering, has submitted a responsive and responsible bid. Furthermore, Resource Development Company, LLC is qualified to perform the work with respect to licensing and relevant project experience.

The Notice of Award should be contingent that upon no formal protests being filed per NRS 338.142, which allows for a formal protest within 5 Days of this letter of recommendation.

If you have any questions, please email or call.

Sincerely,
SHAW ENGINEERING

Owen Wurgler, PE, MSc.
Principal Engineer
owen@shawengineering.com

Attachments:
Bid Tabulation
Contractor License

SHAW ENGINEERING

City of Fernley
Microfiltration Reverse Flow Replacement
Bid Tabulation **5/27/2026**
PWP No. LY-2026-366

				Engineers Estimate		Resource Development Company (RDC)		TNT Industrial Contractors	
Item No.	Description	Unit	Qty	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount
1	Mobilization/Demobilization	LS	1	$ 8,000.00	$ 8,000.00	$ 32,800.00	$ 32,800.00	Unresponsive Bid (Missing Contractors License)	
2	Demolition	LS	1	$ 10,000.00	$ 10,000.00	$ 26,700.00	$ 26,700.00		
3	6" Welded Stainless Steel Pipe and Appurtenances	LF	100	$ 325.00	$ 32,500.00	$ 1,000.00	$ 100,000.00		
4	8" Welded Stainless Steel Pipe and Appurtenances	LF	165	$ 360.00	$ 59,400.00	$ 1,070.00	$ 176,550.00		
5	8" Rubber Expansion Joints	EA	10	$ 650.00	$ 6,500.00	$ 9,600.00	$ 96,000.00		
6	Pipe Supports/Connections	LS	1	$ 5,000.00	$ 5,000.00	$ 22,500.00	$ 22,500.00		
7	Flange Isolation Kits	EA	12	$ 200.00	$ 2,400.00	$ 1,300.00	$ 15,600.00		
8	Testing, Flushing, and Disinfection	LS	1	$ 5,500.00	$ 5,500.00	$ 36,000.00	$ 36,000.00		
9	Force Account	LS	1	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00		
				Total Base Bid	**$ 144,300.00**		**$ 521,150.00**		**$ -**
				15% Construction Contingency	**$ 165,945.00**				

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state contractors board
Measure up...use licensed contractors.

(http://www.nscb.nv.gov/)

License Details

Current Date: **5/27/2026 1:12:01 PM**
(mm/dd/yyyy)

License Number:
0075026

Business Primary Name: RESOURCE DEVELOPMENT COMPANY LLC

License Monetary Limit: Unlimited

DBA Name:

Mailing Address: 1050 LINDA WAY
SPARKS, NV 89431
(775) 356-8004

Physical Address: 1050 LINDA WAY
SPARKS, NV 89431
(775) 356-8004

Status: Active
Status Date: 06/10/2024 (mm/dd/yyyy)
Origin Date: 06/28/2010 (mm/dd/yyyy)
Expiration Date: 06/30/2026 (mm/dd/yyyy)

Business Type: Limited Liability Company
Classification(s): A General Engineering
Limitation:

Principal Name	Relation Description
FARR, JEFFREY MICHAEL	President
RDC HOLDCO	Manager

Qualified Individual(s)	Qualifier Type
FARR, JEFFREY MICHAEL	CMS and Trade

Bond

Bond Type:	Surety
Bond Number:	YLI7475972
Bond Agent:	
Surety Company:	OLD REPUBLIC SURETY
Bond Amount:	$50,000.00
Effective Date:	01/01/2025 (mm/dd/yyyy)

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New Contractor License Search New Contractor Listing Search

New Disciplinary Actions Search

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Trisha Livingston, Grants Administrator**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	General Fund - Capital Projects 100-475-745

ACTION REQUESTED: Consent

AGENDA ITEM:

(Possible Action) Approval of a grant application to the U.S. Department of Transportation's Bridge Investment Program for the Fernley Gustafson Road Bridge Replacement project.

AGENDA ITEM BRIEF:

City staff has submitted a grant application to the Department of Transportation's Bridge Investment Program (BIP) for $8,264,000 to finalize the design, pre-construction activities, and construction to replace the Gustafson Road Bridge. The estimated total project cost is $8,264,000, with a federal grant request of $5,611,200 (67.9%), $1,000,000 in federal Community Project Funding (12.1%) and a local match of $1,652,800 (20%). Per the City of Fernley Grants Management Policy adopted in 2021, the City Council must approve the application piror to submittal. Staff had limited time to submit the application and was not able to get City Council approval before the submittal deadline and is now seeking the required approval. If the City Council does not approve the application, staff will withdraw the application from consideration.

RECOMMENDED MOTION:

I move to authorize City Staff to submit a grant application to the U.S. Department of Transportation Bridge Investment Program for the Gustafson Road Bridge Replacement Project.

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Council may choose to decline to pursue federal funding for the project.

BACKGROUND:

Staff requests City Council authorization to submit a competitive grant application to the U.S. Department of Transportation's Bridge Investment Program (BIP) for the Gustafson Road Bridge Replacement project. The requested action would enable the City to seek federal funding for the completion of final design, all pre-construction activities, and construction of a new bridge structure to replace the existing Gustafson Road Bridge over the Truckee-Carson canal. The proposed replacement is intended to address structural deficiencies, eliminate the current 17-ton weight restriction, and restore full access for emergency vehicles, commercial trucks, and traveling public. The estimated total project cost is $8,264,000, with a federal grant request of $5,611,200 (67.9%), $1,000,000 (12.1%) in federal Community Project Funding, and a local match of $1,652,800 (20%). The City's match is anticipated to be met through a combination of General Fund and Regional Transportation Commission (RTC) funds. If awarded, the grant would support project delivery on a schedule that aligns with federal obligation and expenditure deadlines, with construction anticipated to begin within 18 months of grant obligation.

On November 4, 2020, City Council approved a contract with AECOM Technical Services, Inc. to conduct a structural assessment of the Gustafson Road Bridge, located off SR 828 or Farm District Road. This action was taken in response to the bridge's aging condition and the need to evaluate options for repair, retrofit, or replacement. The scope of work included a review of the current Nevada Department of Transportation (NDOT) bridge inspection reports, a site visit and visual inspection, and a structural assessment of all accessible bridge components, with a focus on fracture critical elements and load rating confirmation. The assessment was intended to inform future Council decisions regarding the bridge's service life and potential improvement strategies.

In 2022, City Council approved an amendment of the contract to include a Preliminary Engineering Report (PER). The PER was to include the development of repair and replacement alternatives, planning-level cost estimates, and analysis of right-of-way, permitting, and funding considerations. The PER was completed in late 2022 and documented the bridge's structural deficiencies, including fractural critical components, inadequate barriers, and a 17-ton weight restriction that limits access for commerical and emergency vehicles. The report evaluated multiple improvement alternatives and recommended full replacement of the bridge with a new structure meeting current standards for two travel lanes, bicycle and pedestrial facilities, and ADA compliance. The recommended replacement would require a wider structure and additional easement acquisition beyond the existing 60-foot access. The report identified the need for continued coordination with USBOR for canal crossing consent and with NDOT for approach improvements.

In summary, the Gustafson Road Bridge Replacement project has progressed through a series of Council actions beginning with the initial structural assessment contract in 2020, followed by the approval of the PER in 2022, and subsequent programming of design and construction activities in the City's Capital Improvement Plan. The project has been developed in accordance with federal, state, and local requirements, with a focus on addressing structural deficiencies, improving safety and connectivity, and leveraging available funding resources. If awarded, the funding will complete the design and replace the Gustafson Road Bridge.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS Chapter 338 Public Works
23 USC § 124 Bridge Investment Program

2 CFR Part 200 Uniform Adminstrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

FINANCIAL IMPLICATIONS:

Total Est. Project Cost: $8,264,000
The proposed funding structure for the project consists of a 67.9% federal share, $5,611,200, to be requested through the U.S. Department of Transportation Bridge Investment Program, a 12.1% federal share, $1,000,000, requested through Community Project Funding, and a 20% local match, $1,652,800, to be provided from a combination of General Fund and Regional Transportation Commission funds. The local match is anticipated to be met through future appropriations and/or reallocation of existing capital funds, subject to Council approval and alignment with RTC funding cycles.

The City will assume responsibility for all ongoing maintenance costs for the bridge upon completion, consistent with federal and state requirements for locally owned bridges. Annual maintenance costs are expected to be lower than for the existing structure due to the use of modern materials and elimination of fracture-critical elements, but the City will need to budget for preventative maintenance and long-term capital repairs over the bridge's 50-year design life. The City's General Fund and RTC funds will remain the primary sources for these ongoing obligations.

ATTACHMENTS:

1. Grant Management Policy-Evaluation Analysis BIP Gustafson Bridge
2. 1a. The Gustafson Road at Truckee-Carson Canal Bridge Replacement Project BIP Supplemental Narrative 6.29.2026
3. 2b. Gustafson_Bridge_at_Truckee_Carson_Canal_Bridge_Replacement_Project_Appendix
4. 2d. Gustafson_Bridge_at_Truckee_Carson_Canal_Bridge_Replacement_Project_BIP_BCA_Narrative_6.29.26
5. 3a. Gustafson_Bridge_at_Truckee_Carson_Canal_Bridge_Replacement_Project_BIP_Budget_Narrative_6.29.2026
6. 3b. Funding Commitment

Grant Name: DOT Bridge Investment Program, Fernley Gustafson Road Bridge Replacement

CFDA #: 20.264

1) Purpose of Grant/Problem Being Solved. How does this grant tie to strategic goals?:

The purpose of this grant is to fund the design and construction replacement of the Gustafson Road Bridge, NDOT Bridge No. B-2187, over the Truckee-Carson Canal in the City of Fernley, Nevada.

- The existing bridge is comprised of a pair of repurposed railroad flat cars with an asphalt wearing surface over composite plate steel deck, built in 1996 by private parties, Fernley Highlands Development.
- The bridge is weight-restricted at 17 tons and is not load rated to accommodate commercial trucks, heavy-duty trucks (such as garbage collection vehicles), or large emergency service vehicles (fire trucks).
- A February 2022 NDOT inspection report concluded the bridge contains fracture critical components, meaning the bridge is at risk of closure if one vital component fails because it lacks redundant load paths.
- The bridge is not rated for fire trucks; in the case of a fire, trucks would have to cross the Truckee Canal at Autumn Winds subdivision approximately 1.5 miles west, resulting in longer response times.
- The second closest paved crossing is 6.1 miles west via US 50A/95A.
- The project ties directly to the City of Fernley's 2020 Transportation Master Plan (TMP), which recommends surface improvement for Gustafson Road to provide a reliable eastern connection between Desert Shadows Lane and SR 828 or Farm District Road.
- The project is identified in the City's 5-year Capital Improvement Plan (CIP), with bridge construction originally proposed for the 2025/2026 Fiscal Year.

2) Would receiving this grant benefit the community, society, economic development and/or public well-being? (Y) N ☐

- Replacement of the bridge will enhance connectivity between downtown Fernley and the largely undeveloped area south of the Truckee Canal that has been earmarked for future residential development.
- Traffic is expected to increase with estimates forecasting a 150% increase by 2040 (ADT rising from 61 in 2017 to 151 in 2040).
- The replacement bridge will be designed to accommodate two 12-foot traffic lanes, 5-foot bike lane/shoulders, 6-foot sidewalks, and ADA-compliant pedestrian and bicycle facilities, with a total deck width of approximately 70 feet and an American Association of State Highway and Transportation Officials (AASHTO) compatible design life of 50+ years.
- The project will provide emergency services routing redundancy, the City requires two points of access to the underdeveloped lands south of the Truckee Carson Canal.
- The ability for emergency services to respond quickly is essential to reducing damages and decreasing injuries and fatalities.

3) Who/What does the project impact?

- Residents south of the Truckee Canal - the canal separates downtown Fernley from current and proposed residential areas, and is a barrier between Fernley High School and the denser residential areas in the core of the city.
- Emergency services - fire trucks, ambulances, and other large emergency vehicles currently cannot use the bridge due to the 17-ton weight restriction.
- Commercial traffic - the bridge is not rated for commercial trucks or heavy-duty trucks such as garbage collection vehicles.
- Pedestrians and cyclists - the existing walkway is only 35 inches wide and does not conform to current ADA guidelines; the replacement bridge will include ADA-compliant facilities.
- Future development - the land south of the Truckee Canal is earmarked for residential development, and the bridge replacement is integral to supporting that growth.

4) Are matching funds required? Y N If yes, are they included in the budget? Y N

The BIP requires a minimum 20% local non-federal match. The estimated cost match is $1,652,800 (20% of $8,264,000) and will be proposed in the FY2028 budget. In addition, the City requested $1,000,000 from Congressional Appropriations FY2027. The total BIP request is $5,611,200.

5) Is an in-kind match required? Y N

The BIP notice of funding opportunity specifies a cash match requirement.

6) Will additional staffing be required to manage this grant/project or will additional staff be required to run a project/facility after completion? Y N $0

As long as the Engineering Department is fully staff, the engineering department will manage the project until completion. The finance department will manage the administrative and accounting end of the project until completion.

Since the project is a replacement of an existing bridge, there will be no additional public works staff required to maintain the bridge once it is completed.

7) Will any other type of resource be required? Yes

- Environmental permitting and Categorial Exclusion Report
- ROW acquisition
- Utility relocation – there is a high-pressure gas pipeline operated by Southwest Gas Corporation crossing the canal approximately 50 feet east of the bridge on an independent utility bridge; coordination with utilities will be required.
- USBOR coordination – the Truckee Carson Canal is owed by USBOR and managed by TCID; a new consent document may be required from USBOR for the replacement structure.
- NDOT coordination – the north approach to the bridge is directly accessed from NDOT ROW; coordination with NDOT is expected.
- Potential shoring and dewatering – additional costs may be incurred if USBOR and

TCID decide that water delivery schedules will not permit dewatering the canal during bridge foundation construction.

8)Are there any future costs associated with this project (Y) N

- Ongoing bridge maintenance - the City of Fernley will be responsible for maintaining the replacement bridge as a public ROW, as it currently maintains the existing bridge.
- Cattle guard determination - a determination regarding the need for the existing cattle guard on the south side of the canal crossing will be made during project development; a new cattle guard may be included in the approach work.
- Approach roadway improvements - the construction cost estimate does not include the cost of approach roadway features beyond approach slabs.

9)What is the expected timeline for the completion of the project?

Project Milestone	Start	Complete	Duration
30% Design	Aug-26	Oct-26	3 Months
NEPA	Oct-26	Jul-27	6 Months
Final Design	Jan-27	Oct-27	9 Months
Permit/ Approval	Oct-26	Oct-27	12 Months
Bid Support	Oct-27	Jan-28	3 Months
Construction	Jan-28	Oct-28	9 Months
Substantial Completion	Sep-28	Oct-28	1 Month
Final Completion	Oct-28		-

10)Are easements required? (Y) N

The ROW activities are anticipated to occur during the engineering design phase of the project.

- There is an existing TCID easement that extends 100 feet from the centerline of the canal to the adjacent property in the north and south direction, for a total easement width of 200 feet.
- An existing parcel map indicates a 60-foot-wide access easement granted by the owner across the property to the south of the bridge for a "future road"; however, there is no record that Lyon County formally accepted the dedication for a public street and therefore transferred such to the City of Fernley.
- The recommended 70-foot-wide replacement bridge would require additional easement beyond the existing 60-foot access easement.
- The City anticipates coordination with USBR to properly transfer the existing Consent document into the City's name, or to apply for a new Consent document for the replacement structure.

11)Will there be soil or other environmental studies involved? (Y) N

- It is anticipated that the project will require a NEPA Categorical Exclusion
- Environmental permitting and CE Report costs are estimated at $80,000
- USBR indicated their "Reclamation Engineering and O&M Guidelines for Crossings" would apply to the project
- The abutment foundation is unknown and assumed to be spread footings; the depth of the abutments' embedment below the ground is not known, which may require geotechnical investigation.
- Erosion and undercutting of shotcrete facing at the north abutment slope has been documented; establishing the embedment relative to the invert of the canal will help assessment and design of mitigation.

12)Are there any foreseen geographical issues? (Y) N

- The bridge crosses the Truckee Carson Canal at a skew angle of approximately 15 degrees.
- The area around the bridge is assumed to be private property per Lyon County Assessor records (APN: 021-361-10).
- There is a high-pressure gas pipeline operated by Southwest Gas Corporation crossing the canal approximately 50 feet east of the bridge on a dedicated utility bridge.
- A cattle guard is located on the south approach, with barbed wire fences between the cattle guard and the outside handrails at the south end of the bridge.
- The south approach roadway alignment goes into an S-type curvature after crossing the cattle guard, which does not conform to highway geometric design criteria.
- Canal water levels may impact construction; USBR may require special excavation supports if bridge demolition and replacement must take place while the canal is full.

13)Are there any potential risks associated with the project? (Y) N

- Fracture critical status - the existing bridge's two railroad car girders are fracture critical members with no redundancy; if either girder fractures, the bridge may collapse.
- Unknown load history - the fatigue history of the retired railroad flat cars is unknown; the railroads likely sold equipment believed to be at the end of its useful life.
- USBR permitting risk - the existing Consent document (Contract No. 4-07-20-L6271, issued 1994) was issued to Lyon County and is non-transferrable without USBR permission; it is unclear if it was ever formally transferred to the City upon incorporation in 2001.
- Construction during canal operations - additional costs may be incurred for shoring and dewatering if USBR/TCID do not permit dewatering the canal during foundation construction.
- ROW uncertainty - the 60-foot-wide access easement may not have been formally accepted by Lyon County, and the 70-foot-wide replacement bridge would require additional easement.
- Cost escalation - the estimated bridge replacement cost has increased from $4,728,597 (2022 AECOM estimate) to $8,264,000 (2026 Kimley-Horn estimate), a 74.7% increase in approximately 4 years.

14) If the answers to 4-13 are NO, STOP here.

Continue to the next set of questions.

15) Discuss current costs involved prior to project commencement:

Cost Item	Amount
Bridge Structural Assessment	$21,835
Bridge PER	$37,283.50
Total Cost	$59,118.50

16) Discuss any future costs involved with the project after completion (including through the life of the project):

Cost Item	Annual Est. Cost
Bridge Maintenance	$10,000

- The replacement bridge will have an AASHTO-compatible design life of 50+ years, during which the City will be responsible for ongoing maintenance.
- The City will be responsible for routine bridge inspection, NDOT currently inspects the bridge annually with no costs to the City for the inspection.
- Utility coordination - ongoing coordination with Southwest Gas Corporation regarding the adjacent high-pressure gas pipeline may be required.

17) Current annual costs to the City prior to commencement of the project and annual costs to the City after project completion:

Prior to commencement:

- The 2022 NDOT inspection report itemized recommended repairs totaling approximately $166,000 at NDOT unit prices, which AECOM estimated would more realistically cost approximately $678,499 (construction cost only) or $1.1M–$1.3M including design, administration, and contingency.
- Annual NDOT bridge inspection costs are borne by NDOT as the bridge is inspected under the National Bridge Inspection Standards program.

After project completion:

- Annual maintenance costs for a conventional steel or PC/PS concrete bridge with composite concrete deck are expected to be significantly lower than the current structure due to the elimination of fracture critical components and the use of standard materials with known service lives.
- Maintenance costs would differ year to year but at least $10K per year.

18) Discuss the benefits should the project be funded (revenues, savings,

transportation, productivity, efficiency, or other benefits):

- Elimination of weight restriction – the replacement bridge will support standard vehicle loads, allowing commercial trucks, garbage collection vehicles, and fire trucks to cross.
- Emergency response improvement – fire trucks will no longer need to detour 1.5 miles west to Autumn Winds crossing or 6.1 miles west to the closest crossings.
- ADA compliance – the replacement bridge will include ADA-compliant pedestrian and bicycle facilities, replacing the existing non-compliant 35-inch-wide walkway.
- Two-lane capacity – the replacement bridge will provide two 12-foot traffic lanes plus 5-foot bike lanes and 6-foot sidewalks, up from the current single-land 18-foot roadway.
- 50+ year design life – the replacement bridge will have an AASHTO-compatible design life of 50+ years, compared to the unknown remaining life of the current structure.
- Support for future development – the project will enhance connectivity to the area south of the Truckee Canal earmarked for residential development, supporting a projected 150% increase in traffic by 2040.
- Elimination of fracture critical risk – the use of multiple girders with a composite reinforced concrete deck provides redundant load paths, eliminating the fracture critical issues associated with the existing rail car members.

19) Discuss what may happen if the project is not funded?

- The bridge will continue to operate under a 17-ton weight restriction, preventing use by commercial trucks, garbage trucks, and fire trucks.
- The fracture critical components will continue to deteriorate, with the structural integrity of the critical elements remaining unknown.
- The deteriorating condition of the bridge could lead to diversion and delay for personal and commercial traffic as well as for emergency services.
- If the bridge were to be closed, the detour length is 1.5 to 6.1 miles.
- Emergency response times to the area south of the canal will remain extended, as fire trucks must detour to the Autumn Winds crossing 1.5 miles west or the US95A crossing 6.1 miles west.
- Future residential development south of the Truckee Canal will be constrained by inadequate bridge infrastructure.
- The City will continue to incur escalating maintenance costs for a structure with an unknown remaining useful life.

20) Discuss any long-term impacts of the project that may outweigh the benefits:

- Cost escalation risk - the project cost has already increased from $4.73M (2022) to $8.26M (2026), and further delays could result in additional cost increases.
- ROW acquisition - the 70-foot-wide replacement bridge requires additional easement beyond the existing 60-foot access easement, which may involve negotiations with private property owners.
- USBR/TCID coordination - ongoing coordination with federal agencies regarding the canal crossing consent and construction timing adds complexity and potential delays.
- Construction disruption - during construction, the bridge will be out of service, requiring all

traffic to use alternate crossings.
- Long-term maintenance obligation - the City assumes a 50+ year maintenance obligation for the replacement structure.

21) Are there any new Revenues that will be generated from the project?

No direct revenues will be generated from the bridge replacement itself. However, the project will enable future residential development south of the Truckee Canal, which would generate property tax revenues, utility connection fees, and development impact fees for the City. The enhanced connectivity may also support commercial development in the area, generating additional sales tax and business license revenues.

22) Rate the feasibility of the grant/project with 1 being a very low level of feasibility and provide a conclusion as to why this grant application should be approved or denied:

1 2 3 (4) 5

The Gustafson Bridge project is well-documented with a completed Preliminary Engineering Report, AECOM, November 2022, a clear recommended alternative (Option 3 - full replacement), and updated cost estimates by Kimley-Horn, June 2026. The project is identified in the City's 5-year CIP and the 2020 Transportation Master Plan. The BIP program is specifically designed for projects like this, replacement of structurally deficient, fracture critical bridges that serve as critical community connections. The City has demonstrated local match capacity through its General Fund and RTC funding. The project has bipartisan congressional support, requests have been submitted to Representative Mark Amodei, Senator Jacky Rosen, and Senator Cortez-Masto.

The primary risk factor preventing a rating of 5 is the USBOR/TCID permitting uncertainty and the ROW acquisition complexity, both of which are manageable but add timeline risk. USBOR has been in contact with the City regarding the project status and has provided a letter of support for the project.

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

Bridge Investment Program (BIP) Bridge Project Supplemental Narrative

Department of Transportation - Federal Highway Administration
Funding Opportunity Number 693JJ324NF00006
Assistance Listing Number 20.264
BIP - Bridge Project
Submitted On June 29, 2026
Submitted by The City of Fernley

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I. Basic Project Information

Project Description

The City of Fernley, Nevada (the City) requests $5,611,200 in Bridge Investment Program (BIP) Bridge Project funding for the Gustafson Road at Truckee-Carson Canal Bridge Replacement Project (the Project), a high-priority infrastructure investment needed to replace Bridge No. B2187. The existing 30-year-old, one-lane, weight-restricted bridge was constructed using repurposed railroad flatcars and has reached the point where it no longer adequately supports safety, emergency access, mobility, or planned growth for this logistics and manufacturing hub.

Replacement of this structure is a top priority for the City and is supported by Nevada Department of Transportation (NDOT) and United States Bureau of Reclamation (USBR) because the bridge contains fracture-critical components, lacks redundant load paths, and creates an increasingly significant bottleneck for future development south of the Truckee-Carson Canal. The urgency and regional importance of the Project are further demonstrated by Congressional support through a funded Community Project Funding appropriation, which provides $1,000,000 toward construction.

The Project will advance BIP goals by supporting economic opportunity, improving safety, and enhancing the movement of people and freight across bridges. It will connect Fernley's established neighborhoods and employment centers to a planned development area south of the Truckee-Carson Canal, where more than 23,000 new dwelling units are expected. The existing bridge is not suitable to serve this growth: its one-lane geometry and weight restrictions cannot accommodate emergency, commercial, or heavy-duty vehicles; it does not provide safe passage for pedestrians; and it impedes reliable two-way traffic. Travel demand modeling confirms that under projected 2050 full buildout conditions, the proposed four-lane bridge would accommodate approximately 13,730 vehicles per day while maintaining a peak period volume-to-capacity ratio of 0.43, compared to 0.67 without the new bridge, providing the capacity and travel reliability necessary to support planned development south of the Truckee-Carson Canal.

Figure 1: Existing Bridge

The Project will replace the existing 90.9-foot-long, 22-foot-wide, single-span bridge, which consists of two railroad flatcars with an asphalt-wearing surface over a steel plate deck (**Figure 1**). The bridge sits 23 feet above the Truckee-Carson Canal, a major waterway that connects the Truckee River to the Carson River and supplies water to more than 3,000 water right holders. Although the bridge received a fair condition rating in its 2026 inspection performed by NDOT, it has several deficient elements, including poor bearing and channel protection conditions. It also contains fracture-critical components, meaning the failure of a vital component could require closure because the structure lacks redundant load paths. By replacing this constrained and vulnerable crossing with a modern 70-foot-wide, four-lane bridge with six-foot sidewalks and three-foot shoulders in both directions, the Project will remove a critical

infrastructure constraint, improve safety and emergency response, support planned growth, and strengthen long-term regional mobility. The completed BIP Bridge Project Application Template was also completed and submitted via Grants.gov.

Project History

The Gustafson Road at Truckee-Carson Canal Bridge was built in 1994 by a private party, the Fernley Highlands Development. Upon completion in 1996, the bridge was dedicated to Lyon County. The City of Fernley has owned the bridge since 2003 and is responsible for maintenance. While no direct improvements have been made to the bridge since its inception, the City installed a 16-foot cattle guard on the south side of the bridge in 2014.

At the time of bridge completion, the City had yet to be incorporated and had a population of just over 7,000, with minimal development south of the Truckee-Carson Canal. While the bridge has served its purpose as a local connector, rapidly changing demographics make the bridge a critical bottleneck. From 2000 to 2025, the population of Fernley **tripled from 8,543 to 26,214** due to growing nearby logistics and manufacturing sectors and affordability. The City is now **15 miles from the country's largest industrial park,** the Tahoe-Reno Industrial Center, a 107,000-acre park which hosts major corporations such as Walmart, Tesla, Home Depot, and PetSmart. The Victory Logistics Center, which is almost complete, will be located just north of the canal. The bridge will be a driving force in connecting new residence living south of the canal to this major employment center.

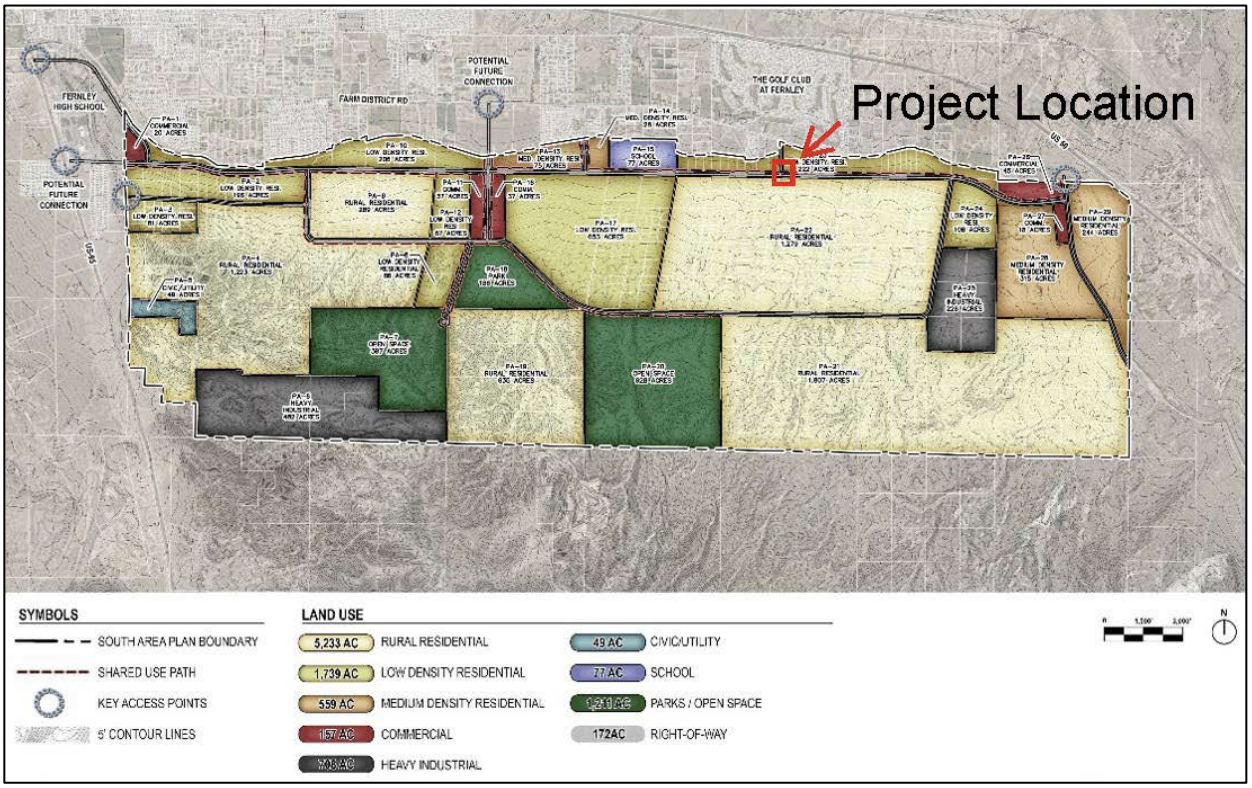


Figure 2: Proposed Future Land Use in Fernley, South of the Truckee-Carson Canal

Local and regional growth is expected to accelerate as these sectors continue to thrive locally. The Project is crucial in accommodating planned growth south of Truckee-Carson Canal, which could include up to 23,000 dwelling units and a mix of commercial, heavy industrial, and civic uses in an area that is currently almost exclusively open space. The proposed area plan can be seen in **Figure 2.** The bridge will be essential in connecting potential residents and businesses to regional access points such as Interstate 80 (I-80) and State Highway (US)-50.

Regional Context of Investments

The need for the bridge replacement has been identified as a priority within the City and the region. As noted in the City's 2020 Transportation Master Plan (TMP), surface improvements were recommended to enhance the area's connectivity with the City's center and density of residential development as it grows. The deteriorating condition of the bridge could lead to diversion and delay for vehicle traffic and cannot accommodate heavy-duty vehicles, limiting the proposed development south of the Truckee-Carson Canal due to the lack of a reliable north-south connection.

The City of Fernley is part of the Reno-Sparks Metropolitan Area, which has quickly established itself as a growing logistical and manufacturing hub. The country's largest industrial park, the Tahoe Reno Industrial Center, is 107,000 acres and home to over 100 companies. The agglomeration of major companies, such as Tesla, Home Depot, and Walmart, has brought other major companies to the area and accelerated growth over to Fernley. Additionally, the Victory Logistics Center, a ten million square-foot industrial site is nearing completion and is projected to bring hundreds to thousands of jobs directly to the City. The Project aligns with local priorities to update existing infrastructure to serve a rapidly growing population while aligning with statewide goals to replace all railroad flatcar bridges.

The City of Fernley has a strong track record of completing federally-funded infrastructure projects that are on time and within budget to accommodate rapid growth. Ongoing major capital investments include the Community Response and Resource Center and Nevada Pacific Parkway Expansion. The City maintains a strong Strategic Plan to ensure its investments align with project growth and City initiatives. The funding commitment letter is attached to the project in **Appendix A.**

Project Location

The Project is located in a rural area, per Federal Highway Administration (FHWA) definition (23 U.S.C. 101(25)), within the City of Fernley, Nevada (**Figure 3**). It connects the northern, mostly settled part of Fernley, and the southern portion of Fernley, where there is significant residential and industrial growth planned. A shapefile is include in the upload materials.

Table 1: Project Location Details

Location	Urban/Rural	Latitude	Longitude
Gustafson Road at Truckee-Carson Canal Bridge (# B2187)	Rural	39.580505	-119.1473

Figure 3: Project Location Map

Lead Applicant

The City of Fernley is the lead applicant, owner, and maintainer. The City is the lead agency for the design and construction of the Project. The City has a strong track record of successfully delivering projects of varying sizes to address financial, technical, and legal needs. The City has successfully received, managed, and reported on many federal and state grants, including:

- **Hardie Lane Reconstruction Project:** The City received and successfully administered $836,000 in FHWA and Safe Routes to School (SRTS) funds towards the $6 million project in combination with General, Water Enterprise, Wastewater Enterprise, and Capital Funds.
- **Land and Water Conservation Fund (LWCF):** The City executed an LWCF agreement with the Nevada Division of State Parks (NDSP) in 2024, awarded federally by the National Parks Service. This project included the construction of walkways, landscaping, and installing and repairing park facilities.
- **Farm District Road Multi-Use Path:** The City administered multiple NDOT-administered federal programs across multiple phases to complete the complex project.

The City also has a multi-cycle history with the Community Development Block Grant (CDBG) Program. Awards have exceeded $2.5 million and include water, sewer, and community development projects.

Other Public and Private Parties

The City will be responsible for delivering the Project. The role of other parties is limited to permitting, approvals, and preliminary studies, while no other entities will receive financial benefits from the Project.

Additional Eligibility Requirements

Maintenance Commitment

The City of Fernley maintains the existing bridge and will continue to do so upon the completion of the Project. While minimum annual maintenance has been completed on the existing bridge due to its size and role in the transportation network, the City understands the greater size and scope of the proposed bridge and will allocate money within its general funds to continue maintaining the safety and structural integrity of the new bridge.

II. National Bridge Inventory Data

The Gustafson Road at Truckee-Carson Canal Bridge is listed on the National Bridge Inventory (NBI) as structure #B2187 and was constructed in 1996. The bridge is 90.9 feet in length and has a curb-to-curb width of 18 feet. The bridge has a steel single span comprised of two railroad flat cars and consists of just one-lane for vehicle traffic. The bridge also has a buffered pedestrian crossing on one side of the bridge, although there is widespread corrosion and coating damage on the surface and rails. It has a Bridge Condition Classification of Fair but has a Poor Bearing Condition and Channel Protection Condition. The bridge is also weight restricted and unable to accommodate large emergency and commercial vehicles. The Project addresses these issues by implementing a four-lane bridge with multi-modal facilities.

III. Project Budget – Grant Funds, Sources, and Use of all Project Funding

Detailed Project Costs

The total cost for the Project is estimated at $8,264,000 in current year dollars (**Table 2**). A detailed construction cost estimate for the Project is included as **Appendix B**. Additional budget details are included in the **Detailed Project Budget.**

Table 2: Project Component Costs

Project Components	Cost
Environmental Permitting and Categorical Exclusion Report	$80,000
Design	$1,023,000
Construction	$5,115,000
Mobilization	$255,750
Construction, Engineering, and Inspection (CEI)	$767,250
Contingency (20%)	$1,023,000
Total Cost	**$8,264,000**

The City has completed foundational project development, including the Fiscal Year (FY) 2020/2021 structural assessment, the March 2022 Preliminary Engineering Report (PER) amendment, the November 2022 Final PER recommending replacement, capital planning, and a 2024 engineering/design proposal.

The Project is approximately 10% designed and will be advanced to 30% separately from this grant funding. The Project has a defined scope, known constraints, and sufficient technical basis to advance from 30% design to complete National Environmental Policy Act (NEPA) Categorical Exclusion (CE) documentation, permitting, final design, procurement, and construction. The construction phase will also include mobilization costs as well as CEI.

Funding Sources

The estimated project funding sources by project component are summarized in **Table 3**. The City is requesting 67.9% of Project costs from BIP grant funding, totaling $5,611,200 and will provide a 20% match, totaling $1,652,800. The City will also use $1,000,000 in federal Community Project Funding for the Project, or 12.1% of the total project cost.

Table 3: Project Funding Sources by Project Component

Project Component	Federal Share (BIP)	Federal Share (Non-BIP)	Local Share (Non-Federal)	Total
Environmental	$0	$0	$80,000	**$80,000**
Design	$0	$0	$1,023,000	**$1,023,000**
Construction	$4,000,000	$1,000,000	$115,000	**$5,115,000**
Mobilization	$0	$0	$255,750	**$255,750**
CEI	$611,200	$0	$156,050	**$767,250**
Contingency	$1,000,000	$0	$23,000	**$1,023,000**

Project Component	Federal Share (BIP)	Federal Share (Non-BIP)	Local Share (Non-Federal)	Total
Total	**$5,611,200 (67.9%)**	**$1,000,000 (12.1%)**	**$1,652,800 (20%)**	**$8,264,000 (100%)**

The City's funding strategy combines $5,611,200 in BIP funds, $1,000,000 in federal Community Project Funding for construction, and a 20% local match from the City's General Fund and the Regional Transportation Commission's fuel tax and construction tax revenue, as shown in **Table 3**. The City has also completed $59,118 in prior preliminary engineering and design using local funds. Future eligible costs are included in **Table 2** and the BIP request, including a 20% contingency to address potential labor, materials, final design, and construction cost changes.

Letters of Support

The Project has been identified as critical in addressing planned growth in the community at both the local and regional level. The community is supportive of the Project, as evidence by the letters of support provided by several key community stakeholders. This includes the Fire District, who are unable to utilize the bridge to respond to emergencies, NDOT, and USBR, who are responsible for maintaining the Truckee-Carson Canal. Individual letters of support are provided in **Appendix A.**

IV. Merit Criteria

State of Good Repair

Improves the Condition of a Bridge in Fair Condition

The Gustafson Road at Truckee-Carson Canal Bridge (#B2187) bridge currently consists of a single lane, with protected pedestrian facilities on one side of the bridge. The bridge is 90.9 feet long, is a single-span bridge and features railings and bridge postings. The bridge was given a Fair condition in a 2026 bridge inspection conducted by NDOT, but has several elements that make replacement a priority, some of which can be seen in **Figure 4**:

- **Bridge Bearings:** The bridge bearings were graded to be in poor condition due to widespread cracking and fraying. Failing bridge bearings pose structural risks for the bridge and can cause severe cracking and unequal weight distribution from vehicles and natural elements. This can accelerate the breakdown of other bridge elements, such as the deck and substructure.
- **Channel Protection:** Channel protection elements were graded to be in poor condition. Channel protection elements are important to maintain channel flows. Unstable flows can cause scour, making the bridge more vulnerable to erosion and structural damage.

- **Weight Restrictions:** The bridge is currently severely weight restricted and has a posting code of four, up to 9.9% below current legal loads. As a result, heavy-duty commercial, emergency vehicles, and trucks cannot use the bridge to cross the Truckee-Carson Canal, increasing travel times for important services and limiting commercial development potential south of the canal.

Figure 4: Gustafson Road at Truckee-Carson Canal Bridge Inspection Photos: Damage to Bearings and Weight Restrictions

The Project addresses these concerns through the creation of a new 70-foot-wide bridge that includes four vehicle lanes and pedestrian facilities in both directions. The new single-span bridge will reduce long-term maintenance costs and alleviate stress on other city-wide infrastructure.

Impact on Future Transportation Network Efficiency and Mobility

The Gustafson Road at Truckee-Carson Canal Bridge is a critical connection that will support anticipated development south of the canal. Since the bridge's completion in 1996, Fernley's population has tripled, and the City has evolved from a small rural community into a growing industrial and manufacturing hub serving the Reno-Tahoe region and the Victory Logistics Center.

The bridge was privately built to serve limited local traffic, as reflected in its one-lane design. The bridge now restricts vehicle access, especially for emergency and heavy-duty commercial vehicles, that must detour around the bridge, increasing response times by five to ten minutes and creating logistical inefficiencies.

The proposed South Area Plan identifies the area south of the Truckee-Carson Canal as a major growth area. The City projects its population could nearly triple by 2065 to 74,900 residents, many of whom are expected to live in southeast Fernley and rely on this bridge to cross the canal.

This area could accommodate more than 23,000 dwelling units, along with commercial and heavy industrial uses, and is expected to increase local traffic volumes 150% by 2040. Replacing the bridge will be essential to connecting residents south of the canal to the central business district and regional opportunities accessible via I-80 and US-50. Without the Project, limited crossing capacity could constrain future development and increase congestion on existing roadways.

Safety and Mobility

Targets Known Safety Problems

The existing Gustafson Road at Truckee-Carson Canal Bridge (#B2187) has documented safety risks caused by its single-lane, 22-foot-wide configuration and posted weight restrictions, which constrain passenger, freight, and emergency response operations. These limitations are especially significant because the corridor is expected to serve up to 23,000 future dwelling units.

The bridge also contains fracture-critical components, creating a closure risk if a primary element fails and no redundant load path is available. Fracture critical structures can also have rapid failures when cracks spread and no substructure is present for redundancy. Without replacement, the deteriorating, weight-restricted structure will continue to create detours and delays for community, commercial, and emergency traffic. **Because the bridge cannot accommodate fire trucks, emergency responders must detour to cross the canal, increasing response times and limiting their ability to reduce damage, injuries, and fatalities.**

The existing bridge also lacks adequate multimodal accommodations and is not compliant with the Americans with Disabilities Act (ADA). Its limited pedestrian access creates a major safety gap between the north and south areas of Fernley and could pose a future issue for safe routes to schools when the new planned school opens on the south side of the Canal.

Protects Motorized and Non-Motorized Travelers

The existing Gustafson Road at Truckee-Carson Canal Bridge is 22 feet wide, including an 18-foot wide curb-to-curb roadway. The proposed replacement will expand the crossing to four 12-foot lanes for two-way traffic, with sidewalks, shoulders, and updated safety railings. The safety benefit of widening the bridge is supported by applying a Crash Reduction Factor (CRF), which FHWA defines as the estimated percentage reduction in crashes expected after a safety improvement is implemented. Applying the relevant CRF function for this improvement (Countermeasure ID: 2839) results in a **crash reduction factor of 87.6%**, indicating a substantial expected reduction in crashes under post-Project conditions. This quantitative result supports the conclusion that the replacement bridge's wider cross section, upgraded design, and improved safety features will reduce crash exposure for motorized travelers.

The existing bridge has one 35-inch-wide steel-grate pedestrian walkway on the west side, which does not meet current ADA standards, and its railings do not meet acceptable 2025 NBI crash and safety standards (Figure 5). The proposed improvements will add six-foot-wide ADA-compliant walkways on both sides of the bridge, along with new traffic barriers and pedestrian railings to protect pedestrians and other non-motorized users. The bridge also connects expanding residential areas in South Fernley to East Valley Elementary School, located 0.6 miles east of the Project area. The Fernley South Area Development Plan identifies safe pedestrian pathways across the canal and connections to local schools as community priorities. Replacing substandard railings and creating sidewalks will better protect school-aged children

Figure 5: Existing Pedestrian Facilities on Bridge

and families from motorized traffic and may encourage more pedestrian travel by improving safety conditions.

Improves Mobility of People and Freight

South Fernley's location across the Truckee-Carson Canal limits connectivity to the rest of Fernley, making bridge crossings critical access points. The Project will improve the movement of people and freight by replacing the existing 22-foot, one-lane bridge with a 70-foot, four-lane bridge that provides two-way traffic flow and pedestrian facilities. This improved crossing will better serve the connected two-way roadway network and the growing population in South and Southwest Fernley. The existing bridge has an annual average daily traffic (AADT) of 61, projected to increase to 151 by 2040; however, that estimate may not fully capture traffic from proposed developments, commercial and industrial centers, recreation facilities, and master-planned communities planned over the next 20 years.

Traffic Operations and Capacity Analysis

The City conducted a travel demand modeling analysis to evaluate long-term traffic operations under full buildout conditions for the surrounding development area. The analysis incorporated updated network routing, the addition of a new bridge link, and projected 2050 population and employment growth associated with both northern and southern planned developments.

Under the No-Build scenario, which assumes the existing one-lane bridge operates at a posted speed of 15 miles per hour (mph), projected traffic conditions deteriorate significantly by 2050. **With the inclusion of planned southern development, daily traffic volumes are expected to reach approximately 10,490 vehicles per day, resulting in a peak period volume-to-capacity (V/C) ratio of 0.67, indicating constrained operations and reduced reliability.**

In contrast, the Build scenario assumes construction of the proposed bridge improvement consisting of two lanes in each direction operating at a collector roadway standard with a design speed of 25 mph. **Under identical 2050 full buildout conditions, the improved facility is projected to accommodate higher traffic demand of approximately 13,730 vehicles per day while maintaining a substantially lower peak period V/C ratio of 0.43.**

These results demonstrate that the proposed bridge improvement not only increases overall system capacity but also significantly enhances traffic operations by reducing congestion and improving travel reliability under future growth conditions. The improved facility provides critical infrastructure to support planned development while maintaining acceptable levels of service.

The Project will improve mobility and access for emergency service vehicles and first responders. The existing Gustafson Road at Truckee-Carson Canal Bridge is posted at 17 tons, while a standard fire truck can weigh up to 35 tons when fully loaded. Its one-lane operation and reduced speed also increase emergency response times. These constraints create added risk for South Fernley residents, where the rural road network and lower service density already lengthen emergency travel times. Replacing the bridge with a 70-foot-wide, four-lane structure with greater load capacity and two-way traffic will improve first responder mobility and enhance resident safety.

Fernley is vulnerable to wildfires because of its semi-arid climate, low annual rainfall, and location within the Great Basin Desert. I-80, US-50, and Farm District Road are County-designated emergency evacuation routes, and the Gustafson Road at Truckee-Carson Canal

Bridge is a key access point for South Fernley residents. The existing bridge allows only one lane of traffic at a time at 15 mph, limiting evacuation capacity during emergencies. The proposed bridge will provide two lanes of continuous traffic toward I-80 and US-50, improving mobility along critical evacuation routes.

Economic Competitiveness and Opportunity

National and Regional Economic Benefits

The City of Fernley has a population of over 25,000 and has grown by nearly 30% since 2010 (Fernley South Area Plan, 2026). Fernley's largest employment industries are transportation, storage, distribution, and manufacturing, accounting for 21.4% of total employment (City of Fernley, 2026).

In 2021, construction began on Victory Logistics District in Fernley, a 4,300-acre industrial complex located between I-80 and US-50, within a federal economic opportunity zone. The completed site will consist of over ten million square feet of distribution, manufacturing, and data center spaces over the next 20 years, directly creating over 16,000 jobs in Fernley. The Gustafson Road at Truckee-Carson Canal Bridge is an important north-south route between residential areas in South Fernley and Victory Logistics District as a major employment center.

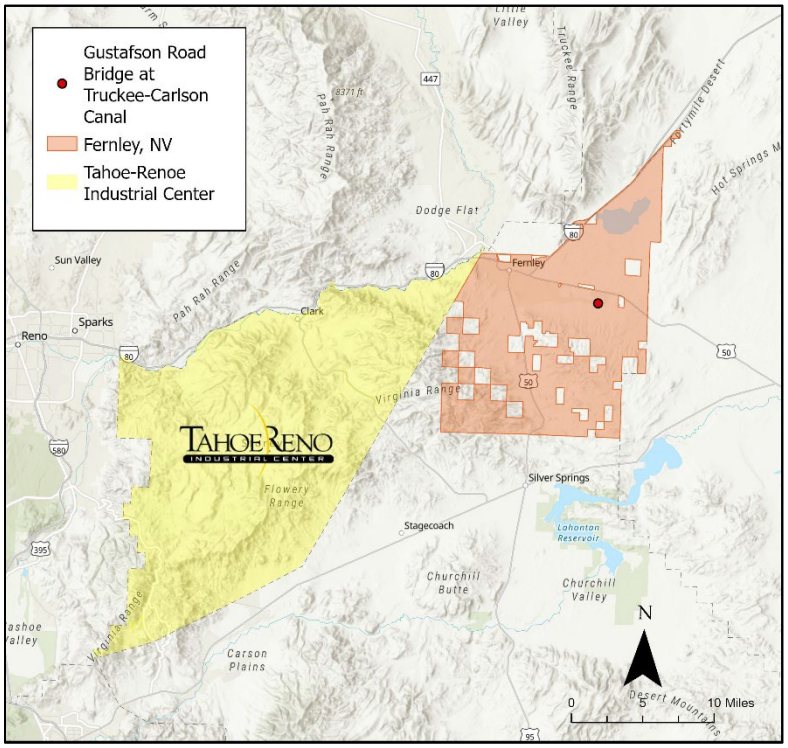


Figure 6: Project Proximity to Tahoe-Reno Industrial Center

In addition to its local manufacturing industry, Fernley functions as a bedroom community for larger national manufacturing centers. Fernley is part of the Reno-Sparks Metropolitan Area, which contains the Tahoe-Reno Industrial Center, the largest industrial park in the United States (**Figure 6**). It consists of manufacturing and fulfillment centers for some of the largest companies in the nation, including Google, FedEx, and Wal-Mart, and is home to the original Tesla Gigafactory. Approximately 23% of Fernley residents work in Reno, and the Gustafson Road at Truckee-Carson Canal Bridge is an important connection to I-80 for residents in South Fernley to access the Tahoe-Reno Industrial Center and other manufacturing facilities in Reno.

Improves Supply Chains Through Travel Time Reliability

The Gustafson Road at Truckee-Carson Canal Bridge is an important connection between agriculture and rural developments in South Fernley to I-80, which is part of the Primary Highway Freight System (PHFS) and US-50. Although the majority of South Fernley is planned

for residential and recreational use, there are 139 acres of commercial use and 707 acres of heavy industrial use planned in the central, northern, and northeastern areas of the region. As Fernley continues to grow in population, industry, and infrastructure, reliable freight transit and service vehicles access is important for first- and last-mile delivery services.

Resiliency and the Environment

Improves Benefits to the Environment

The Project will induce benefits to both the natural and built environment. The bridge intersects the Truckee-Carson Canal, a 31-mile-long waterway that flows from the Truckee River, which is fed by Lake Tahoe. The canal was the first federal irrigation project authorized under the 1902 Reclamation Act and is critical in supplying water to over 50,000 acres of farmland in the Lahontan Valley. The canal and its surrounding watershed are home to a diverse set of fish species and is important in supplying water for many mammals and shorebirds.

There are several elements within NDOT's 2026 Bridge Inspection that pose a risk towards both the water rights owners and suitability for fish and other natural species within this vital water resource:

- **Failing and Deteriorated Shotcretes:** Abutment 2 has a failing shotcrete (**Figure 7**), while Abutment 1 has a deteriorated shotcrete. Failing shotcrete poses several water health risks, including increased pH levels and habitat smothering. Additionally, deteriorated shotcretes make erosion much more likely on the exposed riverbank.
- **Poor Channel Protection Conditions:** Channel protection measures were rated as poor with widespread moderate or severe damage. Failing channel protection measures can trigger riverbank erosion, affect aquatic habitats, and cause downstream sedimentation.
- **Widespread Corrosion and Paint Chipping:** Widespread corrosion and chipping were documented on the sidewalk, rails, floor beams, and bearings (**Figure 7**). The large extent of rusting and chipping introduces micro-debris and other toxins into waterways, affecting wildlife and reducing water quality. The paint type is unknown but may also include lead.

Figure 7: Corrosion and Shotcrete Issues on Existing Bridge

The new bridge would mitigate these concerns over the Truckee-Carson Canal through a modern bridge that will eliminate any risk of soil erosion and introducing micro-debris contaminants into

the canal. The new bridge design will adhere to the USBR, FHWA, and NDOT standards and would reduce the risk of water quality degradation and riverbank erosion.

Improves Resiliency of at-Risk Infrastructure

The proposed brdige increases the resiliency of at-risk infrastructure through the implementation of a new, four-lane bridge that will be better equipped to handle local hazard risks. The current bridge was given a Fair Bridge Condition Classification in its 2026 Bridge Inspection Report. While this is adequate for current conditions, the bridge is vulnerable to potential disasters such as earthquakes and levee breaches. Widespread asphalt cracking, abutment undermining, and floor beam cracks are present on the bridge and would become a greater issue in the event of a disaster. The bridge also has a single point of failure, making it more likely to be closed from a disaster.

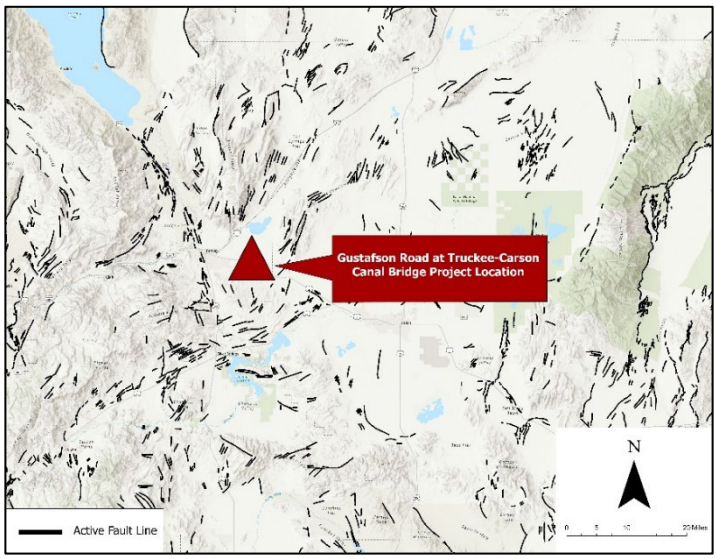


Figure 8: Active Fault Lines Around Project Area

Earthquakes are a notable disaster risk for the City of Fernley, as it is located within Walker Lane, a highly active seismic region. Within the region, the Pyramid Lake Fault Zone is located just north of Fernley and is an active strike slip fault line capable of producing major earthquakes. Other fault lines, such as the Olinghouse Fault Zone, lie close by and are also capable of producing moderate to severe earthquakes (**Figure 8)**. The Project implements a bridge that adheres to USBR, NDOT, and American Association of State Highway and Transportation Officials (AASHTO) standards that would be capable of withstanding damage from an earthquake, reducing future maintenance costs by making the infrastructure able to withstand earthquake damage.

The City of Fernley has also experienced devastation from levee breaches and flooding multiple times within the last 20 years (**Figure 9**). The largest, which occurred in 2008, caused damage to 540 local homes and notable pieces of infrastructure (2News Nevada, 2018). While changes have been implemented to the levee system, infrastructure remains vulnerable. Widespread flooding due to heavy snowfall also caused significant damage to City infrastructure in 2013 and 2017. In the event of another flooding disaster, the Project would provide a better equipped bridge to safely evacuate residents from at-risk areas and open

Figure 9: Flooding in Fernley from 2008 Levee Break

access to emergency response vehicles, which are currently unable to use the bridge due to weight constraints.

Quality of Life

Replacing the Gustafson Road at Truckee-Carson Canal Bridge will improve quality of life in the City of Fernley by strengthening safety, mobility, and community connectivity. The existing bridge is narrow, single-lane, load-restricted, and has limited multimodal accommodations, which constrains access, reduces reliability, and limits safe travel for pedestrians, bicyclists, emergency responders, service vehicles, and other users.

The bridge is a critical crossing over the Truckee-Carson Canal, which divides Fernley and limits connections between the north and south sides of the community. Planned growth in the approximately 10,000-acre South Fernley development area will increase demand for safe, reliable crossings that connect residents to schools, community services, employment centers, parks, and regional routes.

Public Participation and Incorporation of Community Input

The Project is informed by extensive public engagement completed through the Fernley South Area Plan, including stakeholder meetings, Planning Commission and City Council workshops, two public open houses with approximately 60 participants each, and an online survey with 222 respondents over two months.

Participants consistently identified transportation connectivity, emergency access, and infrastructure availability as top priorities, with particular emphasis on improving canal crossings. Public input also emphasized that infrastructure improvements should occur before significant growth in the approximately 10,000-acre South Fernley area.

The Project responds directly to this input by improving system connectivity, expanding multimodal access, and supporting the City's infrastructure-first growth strategy, creating a clear link between community priorities and project design.

Multimodal Transportation and Affordable Transportation Choices

The existing bridge is a 22 foot-wide, single-lane structure carrying one-way traffic, with a constrained pedestrian facility and an approximately 17-ton posted weight limit. These conditions limit mobility choices and restrict access for non-vehicular users, service vehicles, small freight, and emergency responders.

The replacement will provide a four-lane crossing with dedicated pedestrian accommodations, ultimately expanding affordable and active transportation options by:

- Eliminating one-lane operations and improving efficiency for existing and future South Fernley traffic
- Removing load restrictions and restoring access for service vehicles, small freight, and emergency responders
- Providing safe, ADA-compliant multimodal facilities that are not currently available

Community engagement further supports these improvements, as residents identified expanded bike paths, trails, and safe pedestrian connections to community destinations as important needs.

Improved Access to Daily Destinations and Community Resources

The Truckee-Carson Canal is a major physical barrier between existing neighborhoods and planned growth areas. The existing bridge provides limited capacity and requires an approximately 3.6-mile detour when unavailable or constrained. Currently, it cannot accommodate commercial trucks, heavy-duty service vehicles, or large emergency vehicles. The replacement will reduce these travel barriers by providing a reliable, full-capacity crossing that improves access to:

- Residential areas on both sides of the canal within the approximately 10,000-acre South Fernley growth area
- Planned school sites, including a future school south of the canal
- Parks, trails, and recreational amenities requested during public engagement
- Regional employment centers and commercial services connected by the US-50 and I-80 corridors

The replacement will also improve system performance by:

- Expanding capacity from one lane to four lanes, reducing waiting times and delay
- Improving emergency response reliability by reducing route constraints and adding redundant access
- Supporting projected traffic growth and long-term development consistent with City planning efforts

Together, these improvements will increase travel efficiency, reliability, and accessibility, advancing quality of life outcomes for current and future residents.

Innovation

Innovative Design, Construction, and Environmental Approach

The Project uses an integrated design, construction, and environmental strategy tailored to the site's physical and operational constraints.

The Project will replace a nonstandard railroad flatcar bridge with a modern and safe structure that provides redundant load paths and a 75-year design life. The replacement will expand capacity from a 22-foot, single-lane crossing to a 70-foot, four-lane bridge adding safe pedestrian access with sidewalks, removing weight restrictions, restoring emergency and heavy-duty vehicle access, eliminating fracture-critical components, and improving long-term reliability and minimizing long-term maintenance cost.

To address overhead power lines, utility constraints, and limited corridor width, the design will implement innovative design and construction methods, including one-end girder launching and spread footing foundations. This approach avoids utility shutdowns and reduces construction complexity and risk.

The Project will also use Accelerated Bridge Construction (ABC) methods and canal-sensitive sequencing to reduce impacts to the Truckee-Carson Canal, which serves more than 3,000 water right holders and supports Fernley's agricultural economy. These methods will shorten construction, limit canal disturbance, and maintain operation of this critical water system.

Innovative Multimodal Access and Regional Connectivity

The City is working proactively and efficiently to prevent the current issue from being a larger problem. The Project improves system functionality by replacing a constrained crossing with a high-capacity, multimodal bridge designed for future growth and safe pedestrian access for the existing and planned schools. Currently, Fernley High School is southeast of the canal, and current bridges, such as the Gustafson Road at Truckee-Carson Canal Bridge, are limited in their capacity. With planned large-scale residential development south of the canal, students will need to go north to reach local schools, such as Silverland Middle School, safely. The Project will reduce student travel times and improve multimodal facilities for students of all ages, thereby improving access and safe routes to schools.

Innovative Financing

The Project demonstrates innovative financing through a disciplined, layered strategy that combines BIP funds, a committed local match, and $1,000,000 in federal funding secured through the FY 2027 Community Project Funding cycle. This funding portfolio reflects the City's proactive pursuit of all available federal funding opportunities to advance the Project. By diversifying sources, the approach reduces reliance on any single funding stream, preserves time-sensitive federal funds that must be encumbered by 2028, and reinforces local commitment through General Fund contributions and prior locally funded planning and engineering efforts.

By advancing the Project before full South Area buildout, the City is using infrastructure-first investment to support orderly growth, reduce future cost escalation, and deliver a critical bridge replacement within the BIP timeframe. The funding strategy is further strengthened by a defined project budget, contingency, established grant management procedures, and the City's experience delivering federally-funded transportation and infrastructure projects.

V. Benefit-Cost Analysis (BCA)

The Benefit-Cost Analysis (BCA) completed using the FHWA BIP BCA Tool demonstrates a strong economic return. The analysis estimates $31.57 million in discounted benefits compared with $6.32 million in discounted costs, resulting in a net present value of approximately $25.25 million and a benefit-cost ratio of 4.99 (**Table 4**). The largest benefits are associated with safety improvements, travel time savings, and reduced vehicle operating costs that would otherwise occur if the existing bridge required additional restrictions or eventual closure. Together, these three categories account for more than 98% of total quantified benefits. Additional benefits include reduced emissions, environmental impacts, maintenance costs, and the residual value of the replacement bridge.

The results indicate that replacing the existing bridge is a cost-effective investment that preserves network connectivity, improves mobility and safety, reduces long-term maintenance obligations, and supports the City's long-term transportation and economic development goals. Additional information is available in the BCA Narrative and BIP BCA Tool.

Table 4: Summary BCA Results, Discounted $2026

Benefit / Metric	Total	Percent
Safety	$12,759,372	41%
Travel Time	$10,744,900	34%
Residual Value	$7,341,114	23%

Benefit / Metric	Total	Percent
Emissions	$175,355	1%
Other Environmental	$4,308	0%
Maintenance	$48,931	0%
Residual Value	$379,847	1%
Total Benefits	**$31,453,828**	**100%**
Total Discounted Costs	**$6,342,538**	**N/A**
BCR	**4.97**	**N/A**
Net Present Value (NPV)	**$25,129,290**	**N/A**

VI. Project Readiness and Permitting Risk

Technical Feasibility and Technical Competency

The Project is ready to advance after award. The City has completed foundational project development, documented the bridge's limitations, identified replacement as a local and regional priority, and established a delivery funding strategy.

The City has advanced the Project through prior planning and engineering. The City Council funded the Gustafson Bridge Structural Assessment in FY2020/2021 and approved a March 2022 amendment for the PER. The Final PER, completed in November 2022, evaluated the structure and recommended full replacement. The City has also included the Project in its capital planning process and obtained a 2024 engineering/design proposal. Together, these efforts establish the Project's purpose and need, support the replacement approach, and provide a basis for final design, environmental clearance, permitting, right-of-way coordination, and construction procurement.

The Project scope is defined and constructible. The City will remove the deficient bridge and replace it with a modern structure designed for all future demand. The new 70-foot-wide, four-lane bridge with ADA-compliant sidewalks will serve existing needs and support higher South Area traffic volumes, including an estimated 150% increase by 2040. It will also accommodate emergency and heavy-duty service vehicles that cannot reliably use the existing 17-ton posted bridge while resolving the current structure's one-lane geometry, load limitation, poor elements, and fracture-critical vulnerability.

The Project is at approximately 10% design, and the City is advancing consultant-led design and NEPA work toward 30% design within six months. The 30% design phase will further define the bridge typical section, approach transitions, canal access and staging, temporary construction access, utility constraints, traffic control, and documentation needed to confirm the anticipated CE. Completing this work before BIP obligation will position the City to proceed quickly into NEPA completion, final design, permitting, procurement, and construction if funds are awarded.

Constructability considerations are known and manageable. Construction will require coordination with USBR and Truckee-Carson Irrigation District (TCID) for canal access, staging, maintenance access, and construction windows. The demolition approach will safely remove the existing railroad flat-car bridge while protecting the canal from debris, sediment, and spills. Traffic control and emergency access will be addressed through a construction traffic control plan coordinated with the City, the Fire District, NDOT, TCID, and affected

stakeholders. Final sequencing will be refined during 30% and final design to minimize impacts to canal service, public access, emergency response, and nearby properties.

The City's Public Works Department will manage delivery with support from a qualified consultant team for design, NEPA documentation, permitting, and construction-phase services. The Public Works Department will coordinate with the City's Grants Administrator and Finance Department, NDOT, FHWA, USBR, TCID, emergency service providers, and other stakeholders to maintain the schedule, manage technical reviews, confirm permitting and access requirements, and prepare the Project for procurement and construction.

The City has demonstrated technical competency through prior administration of FHWA, NDOT-administered federal, LWCF, and CDBG funds, supported by its Grants Management Policy, Finance Department, and dedicated Grants Administrator. The City will apply this capacity to citywide grant management, research, applications, award coordination, reporting, file documentation, and closeout.

The City will apply this capacity to procurement and delivery. Consultant and construction services will be procured in accordance with applicable federal, State, and local requirements, including BIP requirements, FHWA, and NDOT federal-aid procedures as applicable; the City's procurement and purchasing policies; and 2 CFR Part 200. The City will use competitive procurement and document decisions. The City will include required federal contract provisions, as applicable, for Buy America and domestic preference, Davis-Bacon and related labor standards, Equal Employment Opportunity, Disadvantaged Business Enterprise participation, Title VI and nondiscrimination, debarment and suspension, lobbying restrictions, record retention, audit access, reporting, and other federal grant conditions.

Project Schedule

The Project is currently at approximately 10% design, and the City is moving forward with work to advance the project to 30% design, anticipated to be complete within six months. The City will begin NEPA-related work during the 30% design phase to ensure that environmental documentation, resource review, agency coordination, and permit needs are identified early. Advancing design and initiating NEPA before BIP obligation will position the City to move quickly if BIP funds are awarded. If awarded, BIP funds will be used to complete NEPA, advance permits and approvals, and complete final design. Final design is anticipated to be completed approximately three months after NEPA approval.

Table 5: Project Schedule

Project Milestone	Start	Complete	Duration
30% Design	Aug-26	Oct-26	3 Months
NEPA	Oct-26	Jul-27	6 Months
Final Design	Jan-27	Oct-27	9 Months
Permit/Approval	Oct-26	Oct-27	12 Months
Bid Support	Oct-27	Jan-28	3 Months
Construction	Jan-28	Oct-28	9 Months
Substantial Completion	Sep-28	Oct-28	1 Month
Final Completion	Oct-28		-

NEPA Status

The Project is expected to qualify for a CE because it will replace an existing bridge in the same general location, within an established transportation corridor, and is not expected to substantially change surrounding land use. As design advances from approximately 10% to 30%, the City will confirm the appropriate NEPA class of action with FHWA and NDOT and identify the documentation needed to support the CE.

NEPA-related work will begin during the 30% design phase and is expected to be completed within six months. This work will define resource review needs, agency coordination requirements, potential construction-period impacts, and the information needed to confirm the CE before final design. After BIP award and obligation, the City will complete the required NEPA documentation and supporting technical studies. NEPA completion is anticipated within six to 12 months after obligation.

Known environmental considerations include work over the Truckee-Carson Canal, construction-phase water quality protection, temporary access and staging near the canal, canal operations, and coordination with USBR and TCID where their approvals overlap with environmental review. No fatal environmental flaws have been identified. The City will confirm resource review requirements, agency approvals, and any mitigation commitments during NEPA and final design.

Permitting

Environmental permitting requirements are expected to be manageable because the Project replaces an existing bridge in the same general location and is not expected to create substantial new impacts. The City will document the Project through the NEPA CE process and confirm the following during final design:

- **Agency approvals:** USBR/TCID canal coordination and NDOT coordination for SR-828/Farm District Road and federal-aid requirements.
- **Environmental review:** stormwater/Stormwater Pollution Prevention Plan (SWPPP), Section 106, biological resources, hazardous/regulated materials, and Section 4(f)/6(f) documentation.
- **Construction controls:** water quality protection, erosion and sediment control, debris containment, spill prevention, temporary access and staging, and construction best management practices.
- **Utilities:** utility coordination, relocation needs, high-pressure tanks, and canal access constraints.

No known issue has been identified that would preclude the Project.

Title VI/Civil Rights Compliance

The City will deliver the project in compliance with Title VI of the Civil Rights Act of 1964 and applicable federal civil rights, nondiscrimination, ADA, Section 504, Equal Employment Opportunity, accessibility, and language access requirements. These requirements will be incorporated into project administration, consultant and construction contracts, public involvement, reporting, and closeout. The Project also advances accessibility by replacing the existing constrained pedestrian facility with ADA-compliant sidewalks on the new bridge.

State and Local Approvals

The Project is supported by prior City actions, planning efforts, and partner commitments. As lead applicant, bridge owner, and roadway maintainer, the City has provided a funding commitment letter confirming the required non-federal match and will continue documenting maintenance, right-of-way, and easement information before final design and construction.

NDOT has provided a letter of support, and the City is coordinating with NDOT to add the Project to the Statewide Transportation Improvement Program (STIP) if BIP funds are awarded. Continued coordination will support federal-aid readiness and address approach and connection considerations at SR-828/Farm District Road.

The Project is consistent with the City's Transportation Master Plan, capital planning process, and draft South Area Plan, which emphasize Gustafson Road improvements, canal connectivity, infrastructure-first growth, emergency access, and reliable links between South Fernley and the rest of the City. Letters from the North Lyon County Fire Protection District and USBR further support the Project's importance for emergency response, canal coordination, and implementation readiness.

Federal Transportation Requirements Affecting State and Local Planning

If BIP funds are awarded, the City will coordinate with NDOT and FHWA to amend or update the STIP, confirm federal-aid requirements, and advance the Project toward obligation. This coordination will address the anticipated NEPA CE, funding authorization, federal share, right-of-way and easement documentation, procurement approach, required contract provisions, reporting, reimbursement, and closeout requirements. Early coordination with NDOT will also confirm approach and connection considerations at SR-828/Farm District Road and support timely obligation and compliant delivery.

Assessment of Project Risks and Mitigation Strategies

Key project risks are known and manageable, including environmental and canal-related permitting, USBR and TCID coordination, ownership and easement documentation, cost escalation, construction traffic control, timely obligation of BIP and other federal funds, and federal procurement and grant compliance. The City will mitigate these risks through early agency coordination, confirmation of the anticipated CE, right-of-way and easement documentation, budget contingency, established procurement procedures, and continued coordination with NDOT and FHWA.

The City's Grants Management Policy, Grants Administrator, Finance Department oversight, and federal grant experience will support procurement, contract provisions, reporting, reimbursement, audit readiness, and closeout. The draft South Area Plan further supports readiness by emphasizing infrastructure-first growth, early resolution of right-of-way constraints, needed easements, and coordinated implementation. With a defined need, documented deficiencies, prior engineering, a manageable scope, and an experienced sponsor, the Project is well positioned to advance to obligation and construction within the BIP timeframe. The Project's Risk Mitigation Analysis can be seen in **Table 5**.

The City's Grants Management Policy, Grants Administrator, Finance Department oversight, and federal grant experience will support procurement, contract provisions, reporting, reimbursement, audit readiness, and closeout. The draft South Area Plan further supports

readiness by emphasizing infrastructure-first growth, early resolution of right-of-way constraints, needed easements, and coordinated implementation. With a defined need, documented deficiencies, prior engineering, a manageable scope, and an experienced sponsor, the Project is well positioned to advance to obligation and construction within the BIP timeframe. The Project's Risk Mitigation Analysis can be seen in **Table 6**.

Table 6: Project Risk Mitigation Analysis

Risk	Mitigation Strategy
USBR or TCID approvals affect schedule	Initiate early coordination, confirm canal access needs, construction windows, and design criteria. Determine whether the 1994 USBR consent must be amended or replaced. The City has received a USBR letter of support indicating their awareness and interest in the Project.
Cost escalation affects funding plan	Maintain contingency of 20%, update the estimate during final design, and clearly document the BIP request, $1,000,000 Federal earmark, and City match.
Utility or construction access constraints affect constructability	Conduct utility coordination and constructability review during final design, including canal access and any nearby high-pressure tanks or utility constraints, such as overhead electrical lines.
Traffic control or emergency access is disrupted during construction	Develop construction traffic control and maintain an emergency access plan in coordination with the City, Fire District, NDOT, TCID, and affected stakeholders.
Federal procurement or grant compliance requirements delay delivery	Use the City's established procurement procedures, formal Grants Management Policy, dedicated Grants Administrator, and Finance Department oversight to include the required Federal contract provisions, track reporting and reimbursement requirements, maintain complete grant files, and document compliance through closeout.

The Project advances United States Department of Transportation (USDOT) priorities by converting a constrained, weight-restricted, fracture-critical canal crossing into a safe, resilient, multimodal, full-capacity connection that supports emergency response, planned growth, freight reliability, and infrastructure-first development. The detailed Merit Criteria describe the Project benefits; the following summarizes how those benefits align with USDOT priority considerations.

The Project is structured to meet the BIP obligation and completion timeframe: the City will advance 30% design and NEPA coordination before obligation, complete final design and permits after award, and deliver construction through final completion by October 2028.

VII. DOT Priority Selection Considerations

State of Good Repair

The Project directly supports USDOT priority considerations for Bridge Project grants by improving the condition, safety, reliability, and capacity of a bridge in fair condition with documented poor elements and operational constraints. The existing bridge is one lane, weight restricted, fracture critical, and unable to accommodate the full range of vehicles needed for a growing community. This includes fire apparatus, heavy-duty municipal service vehicles, commercial vehicles, and freight-supporting traffic. BIP funding will allow the City to replace the bridge before continued deterioration, further load restrictions or bridge closure, continued constraint of emergency response, freight reliability, planned growth, and local connectivity.

Mobility, Freight, and Travel Reliability

The Project will improve travel for Fernley residents, families, students, emergency responders, municipal service providers, freight-supporting businesses, and future residents south of the Truckee-Carson Canal. The canal separates the City's established commercial core from planned residential, commercial, industrial, civic, school, park, and recreation uses to the south. Although the existing bridge provides an important local connection, its one-lane configuration, narrow pedestrian facility, and weight restriction limit daily travel, emergency response, pedestrian access, service vehicle use, and future development. The replacement will provide a reliable 70-foot-wide, four-lane crossing with sidewalks, strengthening north-south connectivity and network redundancy as growth occurs south of the canal.

The Project will reduce delay and improve reliability by eliminating one-lane operations and avoiding future closure or further access restrictions. Without replacement, emergency vehicles and other restricted vehicles must use alternate crossings, including an approximately 3.6-mile detour via the Clearwater Bridge crossing or the nearest paved crossing approximately 6.1 miles west via US-50A/95A. The new bridge will provide full-capacity access for emergency response, municipal services, freight and delivery vehicles, and daily travel. It will also strengthen long-term mobility by improving a key connection to SR-828, US-50, I-80, the Victory Logistics District, the Port of Nevada, and regional employment centers in the Reno-Sparks Metropolitan Area.

Safety and Emergency Response

The Project is aligned with USDOT's safety priorities because it addresses known deficiencies for both motorized users and pedestrians. The existing bridge includes fracture critical components, poor bearing and channel protection deteriorated conditions, a 17-ton load posting, an 18-foot curb-to-curb width, and a non-ADA compliant constrained pedestrian facility of approximately 35 inches on one side. These conditions limit safe access for pedestrians, emergency responders, freight-supporting vehicles, and service vehicles.

The North Lyon County Fire Protection District has provided a letter of support documenting the importance of the crossing for emergency response and the limitations created by the existing bridge. The replacement bridge will provide four travel lanes, six-foot ADA-compliant sidewalks, traffic barriers, and pedestrian railings, improving safety and mobility for current and future users while supporting access to schools and community destinations.

Resilience and Stewardship

The Project supports climate resilience and environmental stewardship by replacing an aging, vulnerable structure over the Truckee-Carson Canal with a more durable facility designed to current standards and coordinated with canal operators. The 2026 bridge inspection documented poor channel protection conditions, failed and deteriorated shotcrete, widespread corrosion, paint chipping, asphalt cracking, abutment undermining, and floor beam cracking. Replacing the bridge will reduce the risk of emergency repairs, water quality impacts, erosion, sedimentation, and service interruptions associated with continued deterioration.

During final design and environmental review, the City will evaluate measures to protect water quality, minimize canal impacts, coordinate construction windows with USBR and TCID, and incorporate resilience measures appropriate for seismic risk and canal infrastructure.

Quality of Life and Community Connectivity

The Project will improve quality of life by strengthening access between Fernley's established destinations and the approximately 10,000-acre South Fernley growth area. The draft South Area Plan identifies this area as a major development opportunity, with up to 23,673 residential units, 157 acres of commercial uses, 1,211 acres of parks and open space, and 126 acres of public facilities. A reliable Gustafson Road crossing will improve access for residents, students, workers, service providers, freight-supporting businesses, and emergency responders while advancing the City's infrastructure-first growth strategy.

The Project will create a dependable crossing between neighborhoods, planned school and public facility sites, parks, community-serving commercial areas, employment areas, and regional routes. In a rural community with limited canal crossings, this connection will support emergency response, routine travel, evacuation, and service delivery.

The Project will also improve accessibility by replacing the existing approximately 35-inch pedestrian facility with ADA-compliant sidewalks, expanding accessible travel across the Truckee-Carson Canal and connections to planned schools, parks, public facilities, and neighborhoods.

The Project reflects community input from the draft South Area Plan and is heavily supported by the community. Participants emphasized infrastructure, roads, utilities, emergency access, and safe pedestrian connectivity before significant new development. The Project directly responds by improving a constrained canal crossing, pedestrian access, emergency response, and connectivity between the South Area and the rest of Fernley.

Economic Competitiveness and Opportunity

The draft South Area Plan also supports the Project's economic and fiscal rationale. At full buildout, the draft plan estimates that South Area development could generate approximately $7,800,000 in annual property tax revenue, nearly 1.5 times the City's current annual property tax revenue. The plan notes that new growth will also increase demand for infrastructure and services, underscoring the importance of completing critical access improvements such as canal crossings, roadway upgrades, and emergency access routes before or concurrent with development.

Workforce, Procurement, and Federal Compliance

The Project will create construction-related employment opportunities and support local economic activity through bridge replacement, roadway approach work, traffic control, design support, inspection, and construction administration. The City will comply with applicable federal labor, civil rights, procurement, domestic preference, and nondiscrimination requirements. The City's prior experience administering FHWA, NDOT-administered federal, LWCF, and CDBG funds, combined with its dedicated Grants Administrator and Finance Department oversight, will support transparent procurement, federal contract compliance, grant reporting, reimbursement, audit readiness, and closeout. As the Project advances, the City can identify opportunities to support strong labor standards, use qualified local and regional contractors, encourage participation by disadvantaged business enterprises where applicable, and coordinate workforce needs through project procurement and contract administration.

BIP Funding Need and Benefit-Cost Linkage

The BCA will quantify Project benefits through travel time savings, avoided detour costs, emergency response benefits, freight and service vehicle reliability, avoided maintenance and closure costs, and lifecycle and residual value assumptions. These inputs will translate the project's USDOT priority benefits into measurable outcomes, including improved travel reliability, safer emergency access, reduced long-term maintenance needs, and preservation of a critical canal crossing.

BIP funding is essential to timely project delivery. The City has advanced planning and engineering and documented the need for replacement, but the total project cost exceeds what The City can reasonably fund with local resources without delaying other priority infrastructure investments. A BIP award will close the funding gap, allowing the City to complete final design, environmental clearance, permitting, and construction before continued deterioration further limits access or increases long-term costs.

Due to being a standalone bridge, it is not scalable ; however, this Project will set a solid groundwork for future bridge replacement and new crossings for future projects.

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX A:

Letters of Support

JOE LOMBARDO
Governor

TRACY LARKIN THOMASON, P.E.
Director

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street / Carson City, Nevada 89712
Phone: (775)888-7440 / www.dot.nv.gov

June 23, 2026

The Honorable Sean Duffy
Secretary of the US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: ***Bridge Investment Program (BIP)***
Letter of Support for the Fernley Gustafson Road Bridge Replacement

Dear Secretary Duffy:

On behalf of the Nevada Department of Transportation (NDOT), I am writing to express my strong support for the City of Fernley's grant application to the Federal Highway Administration's Bridge Investment Program (BIP). With approval of this grant, it will provide the full design and construction replacement of the Gustafson Bridge, located on Gustafson Road over the Truckee Canal in Fernley, Nevada.

The improvements that will result from the replacement of this bridge will address mobility needs that are regionally significant, and consistent with federal bridge investment priorities. The Gustafson Bridge corridor has been identified in the City's Transportation Master Plan and North Area Plan as essential to supporting planned residential and commercial growth in the south and southwest areas of Fernley.

NDOT inspects all bridges within the state of Nevada. The Gustafson Road Bridge has documented structural deficiencies on a critical public right-of-way crossing. Our department has partnered with the City of Fernley since the completion of the City's engineering assessment process. NDOT is committed to continued coordination with the City of Fernley and FHWA to ensure the successful delivery of this important infrastructure investment.

The project is currently in the preliminary engineering phase and National Environmental Policy Act (NEPA) has not been initiated; however, a Categorical Exclusion Report is anticipated. Upcoming phases including final design, regulatory permitting, and construction are part of this grant request.

Replacing this bridge will improve the quality of life for people who live and work in Fernley. Thank you for considering this project for funding as part of the Bridge Investment Program.

Sincerely,

Tracy Larkin Thomason, P.E., PTOE, CPM
Director
Nevada Department of Transportation

United States Department of the Interior

BUREAU OF RECLAMATION
Lahontan Basin Area Office
705 North Plaza Street, Room 320
Carson City, NV 89701-4015

IN REPLY REFER TO:

Jun 23, 2026

LO-133
2.2.4.21

U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Subject: Support for Gustafson Bridge Design and Replacement Project, City of Fernley, Nevada

Dear Federal Highway Administration Bridge Investment Program Officials:

On behalf of the Bureau of Reclamation (Reclamation), Lahontan Basin Area Office, I am providing this letter of support for the City of Fernley's (City) application to the Federal Highway Administration's Bridge Investment Program (BIP), Notice of Funding Opportunity 693JJ324NF00006, for federal funding to complete the full design and construction for replacement of the Gustafson Bridge, located on Gustafson Road in Fernley, Nevada. Reclamation has a direct and longstanding interest in bridge safety due to its proximity to the Truckee Canal (a federal facility) and associated easements.

Reclamation is supportive of the City's efforts to pursue an updated replacement structure, based on structural analyses, that considers future development and ensures no impact on the operation of the Truckee Canal. All design and construction phases will require formal coordination with and consent from Reclamation.

Reclamation is committed to working with the City of Fernley on the successful delivery of this important infrastructure project. Please contact Mr. Robert Owen at (775) 884-8352 or rowen@usbr.gov with any questions. If you are deaf, hard of hearing or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Sincerely,

Laurie Nicholas
Acting Area Manager

North Lyon County Fire Protection District

195 East Main Street
Fernley, Nevada 89408
District Office (775) 575-3310 District Fax (775) 575-3314
www.northlyonfire.com

Brain Bunn, Fire Chief

Directors
Paul Murphy
Debbie Skinner
Alyssa Roemer
Christine Sullivan
Vacant

June 23, 2026

U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

RE: Support Gustafson Bridge Design and Replacement Project, City of Fernley, Nevada

Dear Federal Highway Administration Officials,

On behalf of the North Lyon County Fire Protection District, I am pleased to submit this letter of strong support for the City of Fernley's application for federal funding to design and replace the Gustafson Bridge, located on Gustafson Road over the Truckee Canal in Fernley, Nevada. The replacement of this aging and structurally deficient bridge is a matter of urgent public safety and is directly relevant to the emergency response mission of this District.

The North Lyon County Fire Protection District is the primary provider of fire suppression, emergency medical response, and rescue services for the City of Fernley and the surrounding North Lyon County area. As Fire Chief, I can attest that our District operates under significant geographic and resource constraints: the nearest mutual aid resources are located over 20 minutes away from portions of our service area, which makes every local road and bridge crossing a critical link in our emergency response network.

The Gustafson Bridge is one of only four crossings of the Truckee Canal within the City of Fernley. The main canal crossing is at US 50A/US 95A, a secondary crossing at Clearwater Parkway and there are two additional unpaved crossings at Gustafson Road, and Desert Shadows Lane. The loss or continued degradation of the Gustafson Bridge crossing directly reduces the number of viable emergency access routes available to our apparatus when responding to incidents in the residential areas south of the canal.

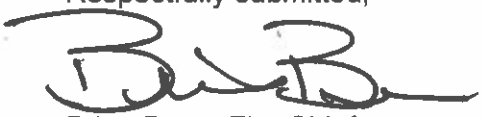
From the perspective of the North Lyon County Fire Protection District, the replacement of the Gustafson Bridge is not merely a transportation infrastructure improvement, it is a life-safety imperative. Given that the nearest mutual aid resources are over 20 minutes away, our District cannot afford to have emergency apparatus delayed or rerouted due to a structurally compromised or closed bridge crossing. A modern, two-lane replacement bridge with adequate load ratings would ensure that our fire engines, ladder trucks, and emergency medical vehicles can reliably access all portions of the community south of the Truckee Canal without detour or delay.

Fire Station 62, located at the intersection of Farm District Road and Red Rock Road, is the closest fire station to these neighborhoods south of the canal, However, due to load restrictions on the Gustafson Bridge, emergency units must divert to Clearwater Parkway, 1.5 miles to the west, for canal crossing. The only other crossing is 6.1 miles further west at US 50A/US 95A. These detours significantly delay response times and exacerbate already challenging response standards in that area.

The North Lyon County Fire Protection District unequivocally supports the City of Fernley's application for federal funding for the design and replacement of the Gustafson Bridge. This project directly advances public safety, improves emergency access, and fulfills a documented need identified in the City's adopted Transportation Master Plan. We urge the U.S. Department of Transportation and the Federal Highway Administration to give this application the highest possible consideration.

Should you have any questions or require additional information from the District, please do not hesitate to contact me directly.

Respectfully submitted,



Brian Bunn, Fire Chief

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX B:

Preliminary Engineering Costs

Gustafson Road Bridge (B-2187)	***$$/sqft***	***Structure Width (ft)***	***Structure Length (ft)***	***Estimated Bridge Construction Cost ($)***	***2022 Bridge Construction Cost ($)***
CT "Comparative Bridge Costs" based pricing	*$600*	70	110	*$4,620,000*	*$3,011,855*
Bridge Removal & Disposal				*$120,000*	*$80,000*
Traffic control and construction area signs				*$150,000*	*$100,000*
Approach slabs (North & South)				*$225,000*	*$150,000*
Subtotal Construction Cost				***$5,115,000***	***$3,341,855***
Mob/Demob @ 5% of Construction Cost				*$255,750.00*	*$167,092.75*
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				*$1,023,000*	*$668,371*
Construction Administration & Inspection @ 15% Construction Cost				*$767,250.00*	*$501,278.25*
Environmental permitting and CE Report				*$80,000*	*$50,000*
Contingency @ 20%				*$1,023,000*	-
Estimated Bridge Replacement Cost				***$8,264,000***	***$4,728,597***

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX C:

Preliminary Engineering Report

PRELIMINARY ENGINEERING REPORT
for
Nevada Department of Transportation Bridge Number B-2187, near the SR 828/Gustafson Rd Intersection

(Gustafson Rd Bridge)

Prepared for:

City of Fernley
Engineering Department

Prepared *by:*

AECOM
2020 L Street, Suite 300
Sacramento, CA 95811
November 28, 2022

PROFESSIONAL ENGINEER - STATE OF NEVADA
THOMAS LEON GUINN
Exp: 06-30-2023
CIVIL
No. 18528
10/27/2022

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Appendix C – Sufficiency Rating Data & Comparative Calculation
Appendix D – Concept Plans
Appendix E – Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge

1. INTRODUCTION

The purpose of this Preliminary Engineering Report is to identify and address opportunities for improvement or replacement alternatives for the existing Nevada Department of Transportation (NDOT) Bridge Number B-2187, near the SR 828/Gustafson Rd intersection (Gustafson Rd Bridge), over the Truckee-Carson Canal in order to inform the City of Fernley's decision-making process. This report will document a review of information received from, and discussions with City of Fernley and Nevada Department of Transportation staff regarding this bridge. With respect to the improvement alternatives, this report also discusses coordination with the United States Bureau of Reclamation (USBR) as well as design and permitting requirements, potential Right-of-Way impacts, and potential project funding opportunities.

2. BACKGROUND

The Gustafson Bridge spans the Truckee Canal and was built by private parties (Fernley Highlands Development), at about the time of the approval of the August 11, 1994 USBR Consent Document, Contract No. 4-07-20-L6271. The bridge was subsequently dedicated to and accepted by Lyon County at the October 17, 1996 Lyon County Board of Commissioners Meeting. The Nevada Department of Transportation (NDOT) records identify this structure as Bridge Number B-2187. The existing bridge is a single span steel structure consisting of two railroad flatcar girders with a cantilevered pedestrian walkway along the west-side of the structure.

The Truckee Carson Canal is owned by the United States Bureau of Reclamation (USBR) and managed by the Truckee Carson Irrigation District (TCID). There is an existing TCID easement that extends 100 feet from the centerline of the canal to the adjacent property in the north and south direction, (for a total easement width of 200 feet).

The area around the bridge is assumed to be private property, per Lyon County Assessor records, (APN: 021-361-10, Lyon County Assessor site accessed 08/22/2022). An existing parcel map indicates a 60-foot-wide access easement granted by the owner across the property to the south of the bridge for a "future road"; however, there is no record that Lyon County formally accepted the dedication for a public street, (and therefore transferred such to the City of Fernley). If acceptance did not occur, the City could consider a formal acceptance of the easement as a public road.

The north approach to the bridge is directly accessed from NDOT R/W, SR 828 (Farm District RD). City anticipates coordination efforts with NDOT as a part of this Project.

3. REVIEW OF THE CURRENT NDOT BRIDGE INSPECTION REPORT

AECOM reviewed the Bridge Inspection Reports by the Nevada Department of Transportation for the inspection dates of February 4, 2020, February 3, 2021, and February 28, 2022.

According to the inspection reports, the bridge is not scour critical, but does contain fracture critical components. The inspection reports seem to refer to the south end as Abutment 1 and the north end as Abutment 2, with the girders labeled as Railcar 1 supporting the westside, and Railcar 2 supporting the eastside. The Waterway Measurement Report gives vertical depths from the top of the westside bridge railing as 8.1-feet at Abutment 1, 22.8-feet at midspan, and 6.0-feet at Abutment 2.

Structurally significant notes within the Element Level Inspection portion of the current bridge inspection report:

- "Stringers exhibit inadequate bearing at the abutment pedestals. It is unclear if stringers originally rested on the abutment and there was any bearing upon construction."
- "The north weld at the Stringer 1 to the north trunnion of Railcar 1 exhibits a 1/2-inch-long section of lack of fusion."

- "The east exterior stringer of Railroad Car 2 exhibits a flame cut section to approximately 1-foot long by 3-inches high at Diaphragm 3, near the north trunnion (Photo 16)."
- “Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.”
- “The railroad car girders, diaphragms, floorbeams, and stringers exhibit numerous bent flanges, out of plane members, poor welds, and other damage which may have occurred prior to or during installation.”

The National Bridge Inventory (NBI) rating system is intended to create uniformity for rating the structural condition of a bridge. The NBI includes the assignment of “Overall (condition) Ratings,” representing the overall condition of the Deck, Superstructure, Substructure and Culvert. These specific condition ratings are incorporated into the Structure Inventory and Appraisal (SI&A) sheet, which serves as a comprehensive listing of all NBI data for any given bridge. The Overall Ratings are used, in part, to determine the Sufficiency Rating (SR) for the bridge.

The SIA is appended to the end of each of the NDOT inspection reports reviewed for this PER and includes a summary of data collected during inspection of the subject structure. The SIA lists the SR, which is calculated based on the input from the inspection process. The SR is a numerical indicator of the bridge's sufficiency to remain in service and represents the structure’s eligibility and competitiveness for federal aid funding.

Although the inspection reports infer that the structures overall condition is questionable, some of the Element Level Inspection values that contribute to the SR do not appear to be compatible with that assessment and therefore merit further review.

An example is the value for Item 59 – Superstructure Rating which in the 2022 NDOT report was equal to 6; on a scale of 0 to 9 – 9 being the highest, it is hard to understand a rating of 6 when the description of the various deficiencies listed in the inspection reports suggest a lessor value.

The annotation on the SIA for Item 59 categorized it as, “(Satisfactory Condition (minor deterioration))”. In addition, the rating for Item 58 - Deck was 7, with the note “(Good Condition (some minor problems))”. Assessment of this item is questionable given that the structural component of the deck is the steel plate forming the floor of the railcar and it is covered by deteriorating asphalt and not observable from below.

The following tabulation (Table 1. – NDOT Bridge Inspection History) was extracted from National Bridge Inspection report data available on-line (a copy of the data is included in Appendix C).

Interestingly, the first record in 1996 indicates an SR of 67.2, which went down to a value of 52.2 in 2011 and rose to 76.2 in 2013; an increase of 20 points while the categorization of the “Condition” went from “Good” to “Fair”.

Table 1. – NDOT Bridge Inspection History

Previous Inspections

Date	Condition	Deck	Superstructure	Substructure	ADT	Suff. Rating
February 2018	Fair	Good	Satisfactory	Good	61	76.2
June 2016	Fair	Good	Satisfactory	Good	61	76.2
June 2015	Fair	Good	Satisfactory	Good	61	76.2
June 2014	Fair	Good	Satisfactory	Good	55	76.2
June 2013	Fair	Good	Satisfactory	Good	55	76.2
June 2011	Good	Good	Good	Good	55	52.2
June 2009	Good	Very Good	Good	Very Good	55	66.5
June 2007	Good	Very Good	Good	Very Good	55	66.5
April 2005	Good	Very Good	Good	Very Good	50	66.5
May 2003	Good	Good	Good	Very Good	50	66.5
April 2001	Good	Good	Very Good	Very Good	50	66.4
May 1999	Good	Good	Very Good	Very Good	50	66.4
October 1996	Good	Very Good	Very Good	Excellent	50	67.2

There are several “Item” values that should be revisited due to the age of the structure, condition of the canal banks, the approach roadway width and alignment, the deck condition, etc., that affect the SR.

Only moderate adjustment of Items; 58 Deck Condition Rating (7 to 5), 59 Superstructure Rating (6 to 5), 72 Approach Alignment Rating (9 to 6) and 32 Approach Roadway Width (18’ to 24’), result in a reduction in the SR from 76.2 in 2022 NDOT report to a value of 60. Copies of the comparative SR calculations are included in Appendix C.

3.1 Recommended Repairs

In the section titled “Maintenance Inspection Work Items and Costs Report” of the 2022 NDOT inspection report the following repairs are recommended. Associated costs, as estimated in the report, are listed below in parentheses after each recommended repair.

- Rehabilitate or replace abutment slope protection at both abutments. (60 CY * $100/CY = $6000).
- Repair erosion in the NE and SE embankments. (15 CY * $25/CY = $375).
- Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates. (414 SQFT * $23/SQFT = $9522).
- Remove debris from abutment seats. (1 LS * $0/LS = $0).
- Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving. (640 LF * $5/LF = $3200).
- Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway. (1 LS * $0/LS = $0).
- Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards. (482 LF * $25/LF = $12050).
- Repair weld of railcar 1 north trunnion to stringer 1. (1 LS * $0/LS = $0).
- Remove and replace fixed bearing pads, two pads per bearing. (8 EA * $16500/EA = $132000).
- Blast and paint the bridge rails. (273 LF * $9/LF = $2457).

The costs associated with the listed repairs above total approximately $166,000. The unit prices used appear to be very low or absent; for example, the suggested slope protection concrete unit price is listed at $100/CY, which is certainly less than the cost of the concrete. Typical unreinforced concrete costs vary based on the required compressive strength specified; from about $90 to $230 per cubic yard. Delivery costs increase those costs to between $100 and $300 per cubic yard depending on the volume and a variety of other factors. Adding the costs associated with placement and finishing the

slope protection concrete, the cost per cubic yard would more likely be between $500 to $800, raising the extended cost for the work item from $6000 to about $39,000.

Items such as “Repair weld of railcar 1…”, listed as a Lump Sum of $0 has been used by NDOT as a placeholder, requiring further investigation and design in order to prepare a design, plans and a detailed estimate for bids.

3.2 Load Rating

The structure is posted at both approaches for a weight limit of 17-tons, which matches with the most critical result from the load rating summary found in the inspection report. The Bridge Inspection Reports include results of Bridge Load Rating analyses. One page shows results from an analysis done by NDOT in August 2012. These results show a minimum weight limit of 17.01-tons based on the Inventory Rating Factor representative of an AASHTO Specialized Hauling Vehicle (SHV) load model SU4.

The SHVs are closely-spaced multi-axle single unit trucks introduced by the trucking industry in the last decade. Examples include dump trucks, construction vehicles, solid waste trucks and other hauling trucks. SHVs generally comply with Bridge Formula B and are for this reason considered legal in all States, if a States’ laws do not explicitly exclude the use of such vehicles.

Other vehicle loads resulted in higher weight limits.

4. STRUCTURAL ASSESSMENT OF THE EXISTING BRIDGE

The following describes observations made by AECOM personnel during a site visit to the bridge on April 8, 2022. Photographs taken during this site visit are provided in Appendix A of this report. The general condition of the bridge components appear to match the descriptions provided in the recent NDOT inspection reports. There were no notable differences between the observed condition and the available documentation from the referenced reports.

AECOM was not able to perform a full structural assessment because USBR was not willing to take the canal offline to allow ladder access to inspect the structure. The additional expense of specialized equipment to inspect applicable components with the canal full of water was not justified given the condition, age of the structure and that replacement will ultimately be AECOM's recommendation.

The structure is considered fracture critical because the two railroad cars are not connected in such a way that the structure would still be serviceable (could still carry the required loads) if either failed. In order to properly assess the remaining useful life of the structure all welds that might be the source of cracks would need to be inspected to determine what, if any, repairs are required. A thorough inspection of the welds between the web and flange plates, splices in flanges, deck plate welds, etc., would be required. If cracks are observed further non-destructive testing may also be required to conclude the assessment and identify appropriate remediation measures.

4.1 Location & Surroundings

The bridge is located on Gustafson Road, just south of its intersection with SR 828 (Farm District Road). There is a bus stop shelter at the south-east corner of the intersection of Gustafson Road and SR 828 (see Figure 3, Appendix A – Photographs). On the west-side of Gustafson Road, mid-way between the bridge and the SR 828 intersection, is a small fenced-off area with a sign identifying a high-pressure gas pipeline. There is a yellow stake on the eastside of Gustafson Road marked, "Caution Gas Pipeline", (see Figure 4, Appendix A – Photographs) . Crossing the canal approximately 50-feet to the east of the bridge is a dedicated utility bridge carrying the high-pressure gas pipeline, operated by Southwest Gas Corporation. A cattle guard is located on the south approach; barbed wire fences currently exist between the cattle guard and the outside handrails at the south end of the bridge.

4.2 Structure Layout

The bridge crosses over the TCID Canal, at a skew angle of approximately 15-degrees, with a single span superstructure, supported on two abutments that are embedded into the top of the embankment slopes of the levees that border the canal. The bridge superstructure consists of the floor frames of two railroad flatcars placed side-by-side supporting one lane of traffic (see Figure 14, Appendix A – Photographs), and a walkway made of steel grating on the west-side. The steel superstructure is approximately 89-feet long, with an 18-foot clear, single-lane roadway and a 3-foot clear walkway cantilevered off the west railcar girder.

4.3 Barriers & Railings

There are no traffic barriers along the sides of the bridge. There are three hand railings along the length of the bridge, one along the eastside of the roadway, and the other two on each side of the walkway (see Figure 2 & 5, Appendix A – Photographs). The hand railings are about 42-inches high, made of 3-inch diameter steel pipe posts spaced 4-feet apart, with a 3.5" x 3.5" steel angle handrail along the top, and 2.5" x 2.5" steel angles at about mid-height of the posts.

Steel washers were found welded to the top of the steel angle hand railing along the outside of the walkway on the west side of the bridge. These are placed at approximately midspan and above each abutment. These are likely the reference points from which the waterline and mudline measurements referenced in the Waterway Measurement Report portion of the Bridge Inspection Reports are taken.

4.4 Walkway

The existing walkway is 35-inches wide between steel toe-angles on top of steel grating that are supported by 4-inch wide by 10-inch-deep wide flange shape steel beams (see Figure 11, Appendix A – Photographs). The beams have approximately 3/16-inch-thick webs and flanges which are spaced at 4-feet apart. These beams are cantilevered out from the edge of the west railroad flatcar girder. There is about a 9-inch-tall vertical steel plate step at the ends of the walkway. The existing walkway does not conform to the current ADA guidelines.

4.5 Girders

The primary load carrying elements of the existing structure is composed of two (2) railroad flatcar girders, which are approximately 9-feet wide and 89-feet long. The outside edges of each flatcar girder consist of a built-up 15-inch-deep steel channel, with flanges about 3 ¼-inches in width (see Figure 3, Appendix A – Photographs).

The tops of these edge channel beams are about 4-inches above the level of the deck surface. The interior edge of the flatcar was made of the same channel shape, but cut-off at the top to match the steel deck (see Figure 14, Appendix A – Photographs). These edge channels are warped and twisted along the outside and in-between the girder units. Along the center of each flatcar is the main supporting girder which consists of a built-up steel box girder. The main steel box girder consists of three different segment sections. The middle segment section is 30-inches deep below the steel deck with a 24-inch wide by about ½-inch-thick bottom flange. The section beyond the middle segment has a depth that tapers from 30-inches down to about a 12 ½-inch depth with a 24-inch wide by 1-inch-thick bottom flange (see Figure 15, Appendix A – Photographs).

The end segments extend from the girder end to a few feet in front of the abutments where the 1-inch-thick bottom flange has been removed in-between the web plates, which splits the box section into two C-shaped sections. Both the box section and the double C-shape sections have bottom flanges that extend out about 5-inches beyond the web plates.

4.6 Deck & Floor System

The bridge roadway deck is about 4-inches-thick and made of asphalt concrete placed over the steel plate deck (see Figure 5, Appendix A – Photographs). The deck steel plate is assumed to be ½-inch-thick and is considered to act compositely with the main beams through weldments. The asphalt deck material does not contribute to the structural capacity of the system, but only provides as surfacing. In the middle part of the span, where the main box girder is deeper, the steel deck plate is supported on I-shaped longitudinal stringers that sit on transverse floor beams that cantilever out from the main steel box girders at the center of each of the two railroad flatcars (see Figure 14, Appendix A – Photographs). The 4-foot spacing of these floor beams match that of the cantilevered beams that support the walkway. At the end portions of the span, where the main girder depth is shallow and tapers to match the middle portion, the steel deck is supported on 10-inch-wide U-shaped steel floor beams at varied spacing that cantilever out from both sides of each railroad flatcar central steel girder.

4.7 Bearings

The existing bearing pads appear to be made of two layers of half-inch thick rubber pads that were cut and placed roughly underneath each of the two steel webs associated with the main beams of each railroad flatcar girder (see Figure 13, Appendix A – Photographs). No bearing plates or pads were observed under the channel beams along the edges of the railroad flatcar girders. The bearing pads under the westside girder at the north abutment appear well worn, cracked, and frayed.

4.8 Abutments

The substructure consists of concrete seat type abutment. The abutment foundation is unknown and assumed to be spread footings. The concrete abutments have 6-inch-thick sidewalls and 12-inch thick backwalls that extend beyond the width and length of the steel superstructure. The concrete abutments are 4-feet thick from their front face to the back of the backwall. The depth of the abutments embedment below the ground is not known (see Figure 12, Appendix A – Photographs). Establishing the embedment relative to the invert of the canal will help assessment and design of mitigation for the erosion noted in the inspection reports.

5. IMPROVEMENT ALTERNATIVES

This section discusses the feasibility of options to repair or replace the Gustafson Road Bridge. Cost estimates associated with each option are presented in Section 5 of the PER and are further discussed in Appendix B.

5.1 Option 1: Repair Bridge to Current Configuration

The first option is to maintain the current bridge configuration and repair the deficiencies identified in the NDOT Bridge Inspection Reports. The repairs indicated by the past inspection reports are listed in a previous section of this report. A paraphrased summary of those repairs is as follows:

- Repair welds.
- Remove debris from abutment seats and expansion joints.
- Replace bearing pads.
- Re-paint the steel superstructure and bearing plates.
- Blast and paint the bridge handrails.
- Install traffic barriers on the bridge and the approaches that meet current AASHTO standards.
- Repair erosion at the embankments.
- Replace slope protection at both abutments.

- Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.
- Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.

One of the repairs listed in the inspection reports is to install bridge rails to meet current AASHTO standards. Installing standard concrete barriers would require custom-designed bolted connections, and the heavy weight will likely reduce the limit for the vehicle loading allowed on the bridge. Bolting steel traffic barriers to the flatcar girder may have more reasonable details and weight. Installing standard traffic barriers on each side of the existing roadway would reduce the roadway width on the bridge from the current 18-feet to about 14.5-feet. In either case, the upgraded barrier would require special design details and may still not be comparable to AASHTO crash rated barrier designs. Anchor units would also likely be required at each corner of the structure to transition to the approach roadway.

The existing bridge superstructure is made from two used railroad flatcars. The main girders that run along the centerline of each railroad flatcar are considered fracture critical members because there is no redundancy in the structural support. If either of the two flatcar girders fracture from tension, then the bridge would no longer be capable of safely carrying the posted loading and may collapse.

There is a visible gap between the adjacent edges of the two flatcars when viewed from below. The two flatcar girders do not appear to be connected in a way that can transmit shear, transverse bending or torsion between the two flatcar girders. The only apparent connection between the flatcars is the assumed ½ -inch thick steel deck plate, since the asphalt concrete topping is not composite with the steel deck and does not contribute to the bridge capacity. The two flatcar girders act independently to support torsion and transverse bending. The non-redundant fracture critical status and torsional independence of these girders increases the structural failure risk when compared to a conventional steel girder bridge with composite concrete deck which has redundant load paths.

The remaining life of a bridge is at least partly dependent on structural fatigue; fatigue is based on the number and magnitude of loads that a structure has experienced during its service life. The load history of these used flatcars is unknown. The railroads are likely to have only sold used equipment that it believed was at the end of its useful life. Using used railroad flatcars as bridge girders involves accepting substandard vehicle load limits and a shortened service life of unknown time span.

5.2 Option 2: Repair and Widen Bridge to Two Lanes

The second option is to repair the deficiencies identified in the NDOT Bridge Inspection Reports and widen the bridge to two traffic lanes. The repairs indicated by the past inspection reports are listed in previous sections of this report.

Code compliant traffic barriers, which are absent from the existing bridge, are required if the bridge is widened. As discussed in Option 1, bolting steel traffic barriers to the flatcar girder may have more reasonable details and weight than installing standard concrete traffic barriers. It is not clear if the railroad car structure can be modified to provide resistance for the traffic barrier loads prescribed in the AASHTO Bridge Design Specifications.

The widened configuration would include two 12-foot-wide lanes plus 4-foot shoulders and 1’-9” wide traffic barriers on both sides, for a total required deck width of 35’-6”. To match the existing superstructure details, two more railroad flatcars could be acquired and added to the existing two. Each railroad flatcar girder is 9-feet wide, so four of them side-by-side will total 36-feet overall deck width. This option could maintain the existing walkway by adding the other two flatcar girders on to the eastside of the existing bridge. The abutments would be widened to the east using similar design as the existing abutments. If the bridge skew causes the new eastside of the north abutment to encroach

too closely to the canal, then the eastside widening may be shifted to the north causing the ends of the widening to be staggered from the ends of the existing bridge.

Widening the existing bridge with additional railroad flatcars will result in some of the same deficiencies as described for Option 1. These deficiencies include needing to post for the substandard 17-ton vehicle weight limit, having a shorter than standard service life, and the systems non-redundant fracture critical behavior.

Widening will require finding additional railroad flat cars that are either identical or at least very similar to those used in the existing structure. The reason for this is the need to minimize differential displacements between the units that could “work” the connection between them. Finding additional cars that could be considered compatible would be very difficult, since there is not any available information on the source of the existing cars, their manufacturer or their age.

Since widening for additional lanes is not considered feasible, the addition of ADA compliant pedestrian and bicycle facilities by the addition of cars to the existing configuration is not considered.

5.3 Option 3: Replace Bridge with Two Lanes Plus Pedestrian and Bike Facilities

The third option is to replace the existing bridge with a conventional bridge made of either a steel rolled beam or a precast-prestressed (PC/PS) concrete beam, deck type superstructure with composite concrete deck and ADA compliant pedestrian and bicycle facilities. The bridge configuration would include two 12-foot-wide traffic lanes, plus 5-foot shoulders that also serve as bike lanes, plus 6-foot sidewalks, and 1’-9” wide standard concrete traffic barriers on both sides, for a total required deck width of 49’-6”.

The new abutments may be placed behind the existing abutment location, lengthening the bridge to about 110-feet. Placing the abutments back away from the canal is done to both avoid potential damage to the canal embankment during construction and to provide better protection against undermining of the new abutment by the canal. The short seat abutment foundation may consist of a staggered row of 2-foot diameter pile shafts, or possibly a spread footing.

Some of the details may be made to be consistent with the bridge crossing at Clearwater Parkway that is situated approximately one and one half miles to the west of Gustafson Road.

This is the recommended option, since it provides code compliant standard traffic barriers, standard vehicle load capability, ADA compliant pedestrian and bicycle facilities and an AASHTO compatible design life of 75 years. The use of multiple girders, either steel or PC/PS concrete, with a composite reinforced concrete deck provides transverse bending stiffness between girders and provides redundant load paths eliminating the fracture critical issues associated with the existing rail car members.

5.4 Cost Estimate for Feasible Options

Due to the significant number of deficiencies identified in the inspection reports and the lack of detailed information on the existing railroad flat car structural components, preparation of even a planning level estimate for Options discussed in Sections 5.1 and 5.2 is beyond the scope of this report.

5.4.1 Repair Only

Section 3.1 of this report discusses the breakdown of the repairs itemized per the 2022 NDOT inspection report. The costs associated with the listed repairs total approximately $166,000. While some of the unit prices used appear to be very low, others are absent; most likely due to insufficient data to base an estimate on. The breakdown presented here in Table 2 - Option 1 – Repair Bridge

Only, shows the quantities from the NDOT inspection report with a rough order of magnitude estimate of construction cost.

The costs shown do not include field investigations to validate foundation assumptions, confirmation of superstructure dimensions and material properties, design, City administrative costs, any R/W cost, permitting, design support during construction and construction management; all of which could total 30% - 40% of the estimated construction costs. Using these parameters, a conservative cost for Option 1 would be in the range of $1.1MM to $1.3MM.

Table 2. – Option 1 – Repair Bridge Only

Work Item from Inspection Report	Quantity	Units	NDOT Unit Cost ($)	NDOT Total	Unit Cost ($)	Total
• Rehabilitate or replace abutment slope protection at both abutments.	60	CY	$ 100	$ 6,000	$ 600	$ 36,000
• Repair erosion in the NE and SE embankments	15	CY	$ 25	$ 375	$ 250	$ 3,750
• Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates.	414	SF	$ 23	$ 9,522	$ 125	$ 51,750
• Remove debris from abutment seats.	1	LS	$ -	$ -	$ 2,500	$ 2,500
• Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.	640	LF	$ 5	$ 3,200		
Assume grinding and repaving	20	TONS			$ 2,000	$ 40,000
• Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.	1	LS	$ -	$ -	$ 75,000	$ 75,000
• Replace/Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.	482	CY	$ 25	$ 12,050	$ 175	$ 84,350
• Repair weld of railcar 1 north trunnion to stringer.	1	LS	$ -	$ -	$ 15,000	$ 15,000
• Remove and replace fixed bearing pads, two pads per bearing.	8	EA	$ 16,500	$ 132,000	$ 16,500	$ 132,000
• Blast and paint the bridge rails.	273	LF	$ 9	$ 2,457	$ 125	$ 34,125
				$ 165,604		$ 474,475
Mobilization			10%	$ 16,560	10%	$ 47,448
Sub-total				$ 182,164		$ 521,923
Contingency [use 30% due to limited information]			30%	$ 54,649	30%	$ 156,577
Total - Preliminary Estimated Construction Cost Only				**$ 236,814**		**$ 678,499**
(Design, DSDC, Admin, R/W, CM not included.)						

5.4.2 Repair and Widen Bridge to Two Lanes

Option 2, discussed per Section 5.2, requires locating and purchasing two or more railroad flat cars of very similar construction and stiffness characteristics to match the existing structure. The likelihood is there would be a cost of $2MM to $3MM and the remaining useful life of the structure would still be in doubt because of the unknown fatigue history of the retired railroad flat cars; therefore, Option 2 is not considered feasible.

5.4.3 Replace Bridge with Two Lanes Plus Pedestrian and Bike Facilities

The recommended replacement option described in Section 5.3 would consist of either a steel rolled beam or a precast-prestressed (PC/PS) concrete beam, deck type superstructure with composite concrete deck and ADA compliant pedestrian and bicycle facilities. The deck width described is about 49.5 feet, depending on the traffic barriers chosen; however, anticipating the it would be desirable for the new structure to be similar in width to the existing Clearwater Parkway Bridge over the same canal, our recommended configuration would be 70’ wide.

The bridge replacement cost estimate presented in Table 3 below was extracted from the Preliminary Bridge Cost Memo in Appendix B of this report and represents costs associated with replacing the existing railroad car structure with one similar in dimensions to the Clearwater Parkway Bridge.

Table 3. – Bridge Replacement Cost with Ped/Bike

Gustafson Road Bridge (B-2187)	$/sqft	Structure Width	Structure Length	Estimated Bridge Construction Cost ($)
CT "Comparative Bridge Costs" based pricing	$ 395.30	70	110	$ 3,043,810.00
Independent Contractor based pricing	$ 387.00	70	110	$ 2,979,900.00
		Averaged Estimated Cost		**$ 3,011,855.00**
Bridge removal & diposal				$ 80,000.00
Traffic control and Construction Area Signage				$ 100,000.00
Approach slabs (North & South)				$ 150,000.00
			Subtotal Construction Cost	**$ 3,341,855.00**
			Mob/Demob @ 5% of Construction Cost	$ 167,092.75
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				$ 668,371.00
Construction Administration & Inspection @ 15% Construction Cost				$ 501,278.25
Environmental permitting and CE Report				$ 50,000.00
			Estimated Bridge Replacement Cost	**$ 4,728,597.00**

Typically, a cost per square foot ($/SF) based on the structure span length, width and type is used to prepare planning level estimates of construction cost. The resultant is subjected to mobilization and contingency percentages appropriate for the level of project development to arrive at a budgeting number considered to be reasonable without being overly conservative.

Since NDOT does not publish bridge cost data, we used the most recent Caltrans “Comparative Bridge Costs” (January 2019, attached) and backed the result up by having a local bridge contractor provide an independent estimate (see Appendix B – Opinions of Probable Construction Costs).

Additionally, the construction cost presented here does not include the cost of approach roadway features, utility relocation, right of way purchase or agency administrative costs.

Of the options reviewed, only the replacement option is recommended; at a cost of approximately $4.73MM, (see Appendix B - Preliminary Bridge Cost Memo) the replacement option provides code compliant standard traffic barriers, standard vehicle load capability, ADA compliant pedestrian and bicycle facilities and an AASHTO compatible design life of 75 plus years.

6. COORDINATION WITH NDOT

City staff furnished the annual inspection reports provided by NDOT for review and use in the preparation of this report. AECOM reviewed the 2020, 2021 and 2022 reports prior to contacting NDOT to request any other information regarding the subject structure that might be available.

The first attempt to contact NDOT was made on April 27, 2022:

- Bridge No. B-2187 was off-system
- The bridge may be eligible for off-system funds
- When asked if NDOT published or had bridge structure cost data that could be shared with the City to inform our cost estimating efforts they did not but cited several recent construction contracts; specifically recent similar bid tabs that would be made available for City's use in compiling a cost comparison.
    - Contract Number

  - 3798 Minister Rd – Steel girder w/reinforced concrete deck
  - 3707 Miller Lane – Douglas County – PC/PS concrete box
  - 3713 Eaton Valley Rd near Winnemucca – PC/PS concrete box
- Shared that while they do not have a listing by structure type of construction cost, an average cost of $400 per square foot (SF) was reasonable for estimating purposes for the structure types being considered for the Gustafson Road Bridge replacement.
- Stated that since the structure was not on the NDOT network that the local agency would be responsible for the project.
- Referred to the "One Nevada Transportation Plan" for additional information about the various programs and processes related to transportation projects through NDOT.
- NDOT does not have a documented policy regarding the use of railroad flat car bridges.

7. DISCUSSION OF USBR COORDINATION AND PERMITTING REQUIREMENTS

It is our understanding that the United States Bureau of Reclamation (USBR) granted a permit for construction, operation and maintenance of a bridge over the Truckee Carson Canal on August 11, 1993 (the subject bridge). The Consenter of the Consent documents, issued in 1994 by USBR, was Lyon County. By its terms, the Consent document is non-transferrable without USBR permission; it is unclear if the Consent document was ever formally transferred to the City of Fernley upon the City's incorporation in 2001. The bridge operates as a public right of way and is maintained by the City of Fernley. City anticipates coordination with USBR to properly transfer existing Consent into the City's name, or to apply for a new Consent document should a replacement structure be selected.

USBR indicated their "Reclamation Engineering and O&M Guidelines for Crossings" would apply to the project.

USBR informed AECOM that once the information on removing the existing bridge and the replacement design is received, they will review the submittal and coordinate with their Lands Office.

Additional costs may be incurred to provide shoring and dewatering of foundation excavations should the USBR and the Truckee Carson Irrigation District decide that water delivery schedules will not permit dewatering the canal during bridge foundation construction.

8. DISCUSSION OF POTENTIAL RIGHT-OF-WAY IMPACTS

It is anticipated that the project will extend from the intersection of Gustafson Road and SR 828 (Farm District Road) to Desert Shadow Lane. The project will need to affirm the dedication of the roadway easement to the south and coordinate with NDOT to complete Improvements to the North at the intersection with SR 828.

There are utilities both parallel to and crossing Gustafson Road within the limits of the proposed project that may have existing easements. Any additional existing easements found during the Right of Way process will be identified in future Project plans as appropriate. Utilities with infrastructure in the area will be Notified as the Project progresses so that relocations can be coordinated, and prior rights established.

A determination with respect to the need for the existing cattle guard on the south side of the canal crossing will be made during project development. A new cattle guard will be included in the approach work should the land use on the south side of the canal require it.

USBR will require special excavation supports to be in place should the bridge demolition and replacement construction need to take place while the canal is full. Construction costs associated with removal and replacement of the existing bridge while the canal is full were considered in the compilation of the estimate.

Right-Of-Way (ROW) activities are anticipated to occur during the Engineering Design phase of the project.

9. PROJECT FUNDING ASSESSMENT AND RECOMMENDATIONS

Successful funding strategies are characterized by agility, opportunism, and persistence. Entities should be flexible with their funding strategy, actively pursue low hanging fruit (e.g., projects whose outcomes directly align with the sought-after objectives of discretionary programs), and continue to pursue discretionary opportunities through improving a project's competitiveness in each iteration of application. Positioning of the project is key; the same project can be positioned in vastly different ways to address differing program objectives. As nearly all discretionary and formulaic programs require economic justification of the project expenditure, ensuring that there is sufficient current information on the project and its forecast outcomes if constructed is of the utmost importance. While not the end-all in the assessment by funding agency reviewers, analytics are a very important component. For bridge replacement projects, the type of data that would be needed for undertaking a typical economic justification analysis would include:

- Average daily traffic (current year and future year);
- Diversion route (if bridge were to be closed);
    - Additional distance travelled;
    - Additional travel time incurred;
- Ongoing maintenance costs (including major scheduled repairs if not replaced); and
- Capital costs associated with replacement of bridge.

Most discretionary grant programs are available to states, units of local government, tribal governments, or metropolitan planning organizations (MPOs). Discretionary grants are funds awarded through a competitive process (see Appendix E – Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge for full discussion).

Formulaic programs comprise funding received by State DOTS based on a predetermined formula. These programs are sometimes referred to as state-administered programs. Formula programs for highways and bridges make up the major non-transit component of federal transportation funding. The Project would be eligible for formulaic funding under two NDOT administered programs:

- Highway Bridge Program (HBP); and
- Statewide Transportation Improvement Program (STIP).

Though more a requisite for discretionary funding programs than for formulaic funding programs, a project needs a well written and multifaceted narrative which clearly and concisely documents the needs for the project, the outcomes its construction will deliver to the surrounding community, the broad support the project has, and steps the entity has undertaken to ensure the project can be started and completed within an acceptable timeframe. Competitive grant applications tell a compelling story backed up by defensible and transparent analytics and supported by a comprehensive road map for delivering the project on schedule and within budget.

The Gustafson Bridge project currently has some, but not all the components, necessary for a successful discretionary grant program application. The current ADT of the bridge, well under 100 vehicles today and likely to more than double over the next two decades, is unlikely to generate any significant economic benefits over a standard twenty-year assessment period. Development of the land south of the Truckee Canal is still in the early planning stages and the future make-up and density of this development is not well defined. The typology and density of development, the associated vehicular and active transportation, and emergency services requirements will drive the future analytics, and thus the quantified need for the implementation of the Project. So long as the sub- and superstructure of the

Gustafson Bridge are rated as “Good” or even “Fair” under the NBI rating system, the primary justification for its replacement will be largely based on its weight-restriction status as well as the City’s emergency response routing redundancy (the need for two points of access to the underdeveloped lands south of Truckee Carson Canal).

AECOM recommends that the City of Fernley continue to develop planning around the Gustafson Bridge and incorporate its replacement into the future development of the lands south of Truckee Canal. Though it’s currently programmed into the City’s Capital Improvement Plan for the 2025/26 fiscal year, some sources of funding should be identified to meet the local match requirements of discretionary and/or formulaic programs. Data required for the economic justification to compliment any application for funding (as described above) should be compiled and updated regularly to ensure that adequate information is in hand to develop a compliant and competitive application at the time the City chooses to pursue a funding opportunity. If possible, the City should seek the inclusion of the Project in Nevada’s STIP, a Regional Transportation Plan.

At time of writing, the clearest path to obtaining funding for the Gustafson Bridge project would likely be under the Highway Bridge Program. With further planning, particularly around the density and timing of future development of the lands south of the Truckee Carson Canal and the impact this would have on local mobility needs, a competitive application seeking funding under either the USDOT’s RAISE or Rural grants could be a possibility.

APPENDIX A
PHOTOGRAPHS

Figure 1 - ABOVE: Looking South at the North abutment; high pressure natural gas pipeline on independent utility bridge on left side of view. USBR/TCID project signage in foreground.

Figure 2 - View of south approach to bridge; roadway narrows to conform to available bridge width.

Figure 3 - ABOVE: View looking north from the north abutment toward the intersection of Gustafson Road with SR 828. Power distribution lines parallel the West side of the road. The high-pressure gas line crosses Gustafson Road approximately 165 feet south of the centerline of SR 828.

Figure 4 - LEFT: View of the South end of the gas utility enclosure and the line marked. USA marking on the roadway indicates the gas line is approximately 22' West of the edge of pavement.

Figure 5 - ABOVE: View of the failing asphalt surfacing on the bridge deck. Depth of the surfacing varies along the structure. Cracking and missing sections of the surfacing provide entry points for moisture that can corrode the steel railcar deck plates. The condition of the deck plates and the welds that connect the rail cars cannot be accessed for assessment.

Figure 6 - BELOW: Proceeding South along Gustafson Road off the bridge the roadway alignment goes into an S-type curvature after crossing the cattle guard and before reaching the array of mailboxes on the East side of the road. Current alignment does not conform to highway geometric design criteria.

Figure 7 - ABOVE: View of the east side of the existing bridge at the pedestrian walkway and railing.

Figure 8 - View of the TCID levee maintenance road at the crossing of Gustafson Road at the North abutment;

Figure 9 - ABOVE: View along the West side of the bridge showing the pedestrian walkway cantilevered off the railcar.

BELOW: Looking North along the West side of the structure at the cantilevered wide flange supports for the walkway grating welded to the steel channel shape that is the edge beam of the railcar.

Figure 10 - BELOW: View showing the connection of the cantilevered wide flange beam sections that support the pedestrian walkway and railing.

Figure 11 - ABOVE: View of the pedestrian walkway and railing at the South abutment.

Figure 12 - ABOVE: View of the canal side of the North abutment; slope failing due to erosion and undercutting of shotcrete facing. Depth of embedment of the abutment seat is unknown.

Figure 13 - LEFT: View of bearing area at Northeast corner of the bridge. The adequacy of bearing contact and the condition of the bearings was not determined due to debris. NDOT recommended replacement of the elastomeric bearing pads.

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Figure 14 - Below: View looking toward the South abutment along the centerline of the bridge at the joint between the two railcars. Each of the railroad flatcars is made up of a central main girder and two builtup channel edge beams.

While there are no confirmed details of the joint between the flatcars, it is assumed that the only physical connection between the two flatcars is a 1/2” plate welded across the joint between the abutting edge beams.

Figure 15 - BELOW: The circled portion of the main beam of the East flatcar appears to be a repair or splice of a replacement component to complete the bearing section of the flatcar. The backing plate was left in place and what was intended to be a full penetration butt weld to join the two different size sections was incomplete; the weld is not the same size as the smaller section joined.

Figure 16 - BELOW: The arrow points to the transition of depth for the main beam of the East flatcar; the overhang of the bottom flange past the exterior face of the web is evident.

APPENDIX B

OPINIONS OF PROBABLE CONSTRUCTION COSTS

Gustafson Road Bridge

Estimated Bridge Replacement Cost Memorandum

City of Fernley
Engineering Department

AECOM Project No.: 60647905

April 15, 2022 (Revised September 26, 2022)

Prepared for:

City of Fernley
Jessica Dover, PE,
Sr. Project Manager
595 Silverlace Blvd.
Fernley, NV 89408

Prepared by:

AECOM
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Estimated Bridge Replacement Cost

Per your request, we are providing a high-level estimate for the replacement of the existing Gustafson Road Bridge over the Truckee Canal [Bridge No. B-2187].

Initially I assumed the typical bridge cross-section or similar roadway cross section required would be 2 - 12' travel lanes, with 6' bike lane/shoulders and 6' sidewalks. Including traffic barriers with bike/ped railing, this configuration results in a total width of about 52'; however, anticipating the new structure should be similar in width to the existing Clearwater Parkway Bridge over the same canal, our recommended configuration would be 70' wide. The bridge would consist of a 100'-110' single span using either precast/prestressed concrete beams or wide flange steel beams either system with a composite reinforced concrete deck.

Typically, we use a cost per square foot ($$/SF) based on the structure span length and type to prepare planning level estimates of construction cost. The resultant is subjected to mobilization and contingency percentages appropriate for the level of project development to arrive at a budgeting number considered to be reasonable without being overly conservative.

Since NDOT does not publish bridge cost data, we used the most recent Caltrans "Comparative Bridge Costs" (January 2019, attached) and backed the result up by having a local bridge contractor provide an independent estimate (see the following page).

Gustafson Road Bridge (B-2187)	***$$/sqft***	***Structure Width (ft)***	***Structure Length (ft)***	***Estimated Bridge Construction Cost ($)***
CT "Comparative Bridge Costs" based pricing	*$395*	*70*	*110*	*$3,043,810*
Independent Contractor Pricing	*$387*	*70*	*110*	*$2,979,900*
		Averaged Estimated Cost		***$3,011,855***
Bridge Removal & Disposal				*$80,000*
Traffic control and construction area signs				*$100,000*
Approach slabs (North & South)				*$150,000*
		Subtotal Construction Cost		***$3,341,855***
		Mob/Demob @ 5% of Construction Cost		*$167,092.75*
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				*$668,371*
Construction Administration & Inspection @ 15% Construction Cost				*$501,278.25*
Environmental permitting and CE Report				*$50,000*
		Estimated Bridge Replacement Cost		***$4,728,597***

The Estimated Bridge Replacement Cost is typically calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items multiplied by the bid item price. The "Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.

The bridge replacement cost cited here does not include utility relocation, right of way purchase or agency administrative costs.

Comparative Cost Breakdown

Two Vehicular Lanes + Ped/Bike Facilities

STRUCTURAL SECTION	COMMON SPAN RANGE (feet)	COST RANGE (price/sqft)	REMARKS (Assume mid-range cost for 100' span)	Mob/Demob	Contingency	$$/sqft
BULB TEE GIRDER	90 - 145	150-375	$263	15%	30%	$ 393.19
PC/PS I GIRDER	50 - 120	210-475	$274	15%	30%	$ 409.63
STRUCTURAL STEEL I GIRDER	60 - 300	225 - 700 **	$256	15%	30%	$ 383.09
						$ 395.30

NOTE: Removal of a box girder structure costs from $10 - $20 per square foot. * "Price/SQFT" is calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items, listed in Chapter 11 of the Bridge Design Aids Manual, multiplied by the bid item price. The"Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.
** Use of STRUCTURAL STEEL I GIRDER construction is limited in California. The range used here is expanded to acknowledge greater use of this type in other western states.

Gustafson Road Bridge (B-2187)	$$/sqft	Structure Width	Structure Length	Estimated Bridge Construction Cost ($)
CT "Comparative Bridge Costs" based pricing	$ 395.30	70	110	$ 3,043,810.00
Independent Contractor based pricing	$ 387.00	70	110	$ 2,979,900.00
		Averaged Estimated Cost		**$ 3,011,855.00**
Bridge removal & diposal				$ 80,000.00
Traffic control and Construction Area Signage				$ 100,000.00
Approach slabs (North & South)				$ 150,000.00
			Subtotal Construction Cost	**$ 3,341,855.00**
			Mob/Demob @ 5% of Construction Cost	$ 167,092.75
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				$ 668,371.00
Construction Administration & Inspection @ 15% Construction Cost				$ 501,278.25
Environmental permitting and CE Report				$ 50,000.00
			Estimated Bridge Replacement Cost	**$ 4,728,597.00**

INDEPENDENT CONTRACTOR PRICING

"Cost per sf = $387 for 5,720 sf for a total of $2.22MM

ASSUMPTIONS:

- *STRUCTURE EXC:*
  - *267 cy's: no off haul, no shoring,*
  - *6' deep, 60' long, 10' wide*
- *ABUTMENTS*
  - *No pile foundation figured in this analysis*
  - *175 cy's: seat 52' x 6' x 4', wingwalls 15' x 1' x 8'*
  - *Backwall 52' x 1' x 4'*
  - *Diaphragms 36 ea 4' x 3' 1.5' - no utility penetrations*
- *PRECAST GIRDERS:*
  - *10 EA at 110' in length*
- *BRIDGE DECK:*
  - *52' x 110' x 0.67', includes profile grind after deck pour*
- *BRIDGE REINFORCING:*
  - *Total concrete 334 cy's, supply and install at $300/cy*
- *APPROACH SLABS:*
  - *Each 30 ft deep and full width of abutment 52’ and 1.25’ thick bridge deck*
- *SIDEWALK:*
  - *Figured across bridge and approach slabs,*
  - *L=170’ per side, 6’ wide and 0.5’ deep,*
  - *Total length is 340’*
- *TYPE 80 BARRIER:*
  - *Figured full length, including approah slabs*
  - *170’ at 2 ea = 340’ total*
- *BICYCLE RAIL:*
  - *Figured full length, including approah slabs 170' at 2 ea = 340' total*
- *JOINT SEAL:*
  - *52 ft x 2 ea = 104 lf o/h included: 6 months pm and engineer"*

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN - OFFICE OF STRUCTURE OFFICE ENGINEER

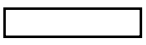
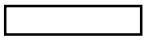
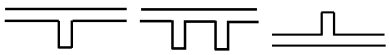
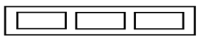
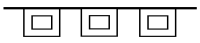
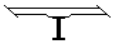
COMPARATIVE BRIDGE COSTS

JANUARY 2019

The following tabular data provides some **general guidelines** for structure type selection and its relative cost. These costs should be used only for **preliminary estimates** until more detailed information is developed. The following factors must be taken into account when determining a price within the cost range:

Factors for Lower End of Cost Range	Factors for Higher End of Cost Range
Short Spans, Low Structure Height, No Environmental Constraints, Large Project, No Aesthetic Issues, Dry Conditions, No Bridge Skew	Long Spans, High Structure Height, Environmental Constraints, Small Project, Aesthetic Issues, Wet Conditions (cofferdams required), Skewed Bridges
Urban Location	Remote Location
Seat Abutment	Cantilever Abutment
Spread Footing	Pile Footing (Large Diameter Piling)
No Stage Construction	2-Stage Construction

Factors that will increase the price from 25% - 150% over the high end of the cost range

Structures with more than 2 construction stages	Unique substructure construction		
Widenings less than 15 Ft.			
STRUCTURAL SECTION	COMMON SPAN RANGE (feet)	* COST RANGE (price/sqft)	REMARKS
RC SLAB 	16 - 44	150-450	CAST-IN -PLACE CONCRETE BRIDGES ACCOUNT FOR APPROXIMATELY 65% OF BRIDGES BUILT ON CALIFORNIA STATE HIGHWAYS
RC T-BEAM GIRDER	40 - 60	175-500	
RC BOX GIRDER	50 - 120	150-400	
CIP/PS SLAB 	40 - 65	No Current Cost Data	
CIP/PS BOX GIRDER	100 - 250	150-400	
PC/PS SLAB	20 - 50	200-550	NO FALSE WORK REQUIRED
PC/PS T GIRDER 	30 - 120	No Current Cost Data	
BULB TEE GIRDER	90 - 145	150-375	
WIDE FLANGE GIRDER	90 - 180	300-450	
PC/PS I GIRDER	50 - 120	210-475	
ADJACENT PC/PS GIRDER 	50 - 110	400-500	
PC/PS BOX GIRDER 	120 - 200	No Current Cost Data	
STRUCTURAL STEEL I GIRDER 	60 - 300	325 - 700	

NOTE: Removal of a box girder structure costs from $10 - $20 per square foot.

* "Price/SQFT" is calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items, listed in Chapter 11 of the Bridge Design Aids Manual, multiplied by the bid item price. The "Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.

Work Item from Inspection Report	Quantity	Units	NDOT Unit Cost ($)	NDOT Total	Unit Cost ($)	Total
• Rehabilitate or replace abutment slope protection at both abutments.	60	CY	$ 100	$ 6,000	$ 600	$ 36,000
• Repair erosion in the NE and SE embankments	15	CY	$ 25	$ 375	$ 250	$ 3,750
• Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates.	414	SF	$ 23	$ 9,522	$ 125	$ 51,750
• Remove debris from abutment seats.	1	LS	$ -	$ -	$ 2,500	$ 2,500
• Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.	640	LF	$ 5	$ 3,200		
Assume grinding and repaving	20	TONS			$ 2,000	$ 40,000
• Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.	1	LS	$ -	$ -	$ 75,000	$ 75,000
• Replace/Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.	482	CY	$ 25	$ 12,050	$ 175	$ 84,350
• Repair weld of railcar 1 north trunnion to stringer.	1	LS	$ -	$ -	$ 15,000	$ 15,000
• Remove and replace fixed bearing pads, two pads per bearing.	8	EA	$ 16,500	$ 132,000	$ 16,500	$ 132,000
• Blast and paint the bridge rails.	273	LF	$ 9	$ 2,457	$ 125	$ 34,125
				$ 165,604		$ 474,475
Mobilization			10%	$ 16,560	10%	$ 47,448
Sub-total				$ 182,164		$ 521,923
Contingency [use 30% due to limited information]			30%	$ 54,649	30%	$ 156,577
Total - Preliminary Estimated Construction Cost Only				**$ 236,814**		**$ 678,499**
(Design, DSDC, Admin, R/W, CM not included.)						

APPENDIX C

Sufficiency Rating Data & Comparative Calculation

Facts

Source: National Bridge Inventory. Information not verified; use at your own risk.

Name:	GUSTAFSON ROAD over TRUCKEE CARSON CANAL
Structure number:	B2187
Location:	FERNLEY HIGHLANDS
Purpose:	Carries highway over waterway
Route classification:	Local (Rural) *[09]*
Length of largest span:	88.9 ft. *[27.1 m]*
Total length:	90.9 ft. *[27.7 m]*
Roadway width between curbs:	18.0 ft. *[5.5 m]*
Deck width edge-to-edge:	22.0 ft. *[6.7 m]*
Owner:	City or Municipal Highway Agency *[04]*
Year built:	1996
Historic significance:	Bridge is not eligible for the National Register of Historic Places *[5]*
Design load:	M 13.5 / H 15 *[2]*
Main span material:	Steel *[3]*
Main span design:	Girder and floorbeam system *[03]*
Deck type:	Steel plate (includes orthotropic) *[5]*
Wearing surface:	Bituminous *[6]*

Latest Available Inspection: February 2018

Good/Fair/Poor Condition:	Fair
Status:	Posted for load *[P]*
Average daily traffic:	61 *[as of 2014]*
Deck condition:	Good *[7 out of 9]*
Superstructure condition:	Satisfactory *[6 out of 9]*
Substructure condition:	Good *[7 out of 9]*
Structural appraisal:	Somewhat better than minimum adequacy to tolerate being left in place as is *[5]*
Deck geometry appraisal:	Meets minimum tolerable limits to be left in place as is *[4]*
Water adequacy	Superior to present desirable criteria *[9]*

appraisal:	
Roadway alignment appraisal:	Equal to present desirable criteria *[8]*
Channel protection:	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. *[6]*
Scour condition:	Bridge foundations determined to be stable for the assessed or calculated scour condition. *[8]*
Sufficiency rating:	76.2

Previous Inspections

Date	Condition	Deck	Superstructure	Substructure	ADT	Suff. Rating
February 2018	Fair	Good	Satisfactory	Good	61	76.2
June 2016	Fair	Good	Satisfactory	Good	61	76.2
June 2015	Fair	Good	Satisfactory	Good	61	76.2
June 2014	Fair	Good	Satisfactory	Good	55	76.2
June 2013	Fair	Good	Satisfactory	Good	55	76.2
June 2011	Good	Good	Good	Good	55	52.2
June 2009	Good	Very Good	Good	Very Good	55	66.5
June 2007	Good	Very Good	Good	Very Good	55	66.5
April 2005	Good	Very Good	Good	Very Good	50	66.5
May 2003	Good	Good	Good	Very Good	50	66.5
April 2001	Good	Good	Very Good	Very Good	50	66.4
May 1999	Good	Good	Very Good	Very Good	50	66.4
October 1996	Good	Very Good	Very Good	Excellent	50	67.2

Element Data

Source: National Bridge Elements dataset, 2019 edition. This feature is experimental.

Element	Units	Quantity	1-Good	2-Fair	3-Poor	4-Serious
Substructure						
Reinforced Concrete Abutment	linear ft.	44	40	4	0	0
Deck						
Corrugated or Orthotropic Deck	sq. ft.	1,636	1,636	0	0	0
Bearings						
Fixed Bearing	each	4	0	3	1	0
Bridge Rail						

Steel or Aluminum Bridge Rail	linear ft.	273	223	50	0	0

BridgeReports.com: National Bridge Inventory data
[Locations | Search | Cities | About | Bridgehunter.com]
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Disclaimer: All data is taken from the National Bridge Inventory and has **not** been verified.
This page's URL is http://bridgereports.com/1374963

Structure Inventory and Appraisal

Last Modified: 09/14/2021

Bridge No.: B2187

1. State Code	329 (Nevada)
2. District	02 (District 02)
3. County	019 (Lyon)
4. Place Code	24900 (Fernley)
5. Inventory Route	150000000
6. Feature Intersected	TRUCKEE CARSON CANAL
7. Facility Carried	GUSTAFSON ROAD
8. Structure No.	B2187
9. Location	FERNLEY HIGHLANDS
10. Min Vertical Clearance	99.99 ft.
11. Milepoint	0.000
12. Base Hwy Network	0 (Inventory Route is not on the Base Network)
13A. LRS Inv Route	
13B. Subroute No.	00
16. Latitude	39 ° 34 ' 49.82 "
17. Longitude	-119 ° 08 ' 50.28 "
19. Detour Length	5.0
20. Toll	3 (On Free Road)
21. Maintenance Resp	04 (City or Municipal Highway Agency)
22. Owner	04 (City or Municipal Highway Agency)
26. Functional Class	09 (Rural)
27. Year Built	1996
28A. Lanes On	1
28B. Lanes Under	0
29. Avg Daily Traffic	61
30. Year of ADT	2017
31. Design Load	2 (M 13.5 / H 15)
32. Appr. Roadway Width	18.0 ft.
33. Median	0 (No median)
34. Skew	0 degrees
35. Structure Flared	0
36A. Bridge Railings	0 (Does not meet acceptable standards/safety feature is required)
36B. Transitions	0 (Does not meet acceptable standards/safety feature is required)
36C. Approach Guardrail	0 (Does not meet acceptable standards/safety feature is required)
36D. Approach GuardRail Term	0 (Does not meet acceptable standards/safety feature is required)
37. Historical Significance	5 (Not eligible)
38. Navigation Control	0 (No navigation control on waterway (bridge permit not required))
39. Vertical Clearance	0.0 ft.
40. Horiz. Clearance	0.0 ft.
41. Posting Status	P (Posted for Load)
42A. Type of Service On	1 (Highway)
42B. Type of Service Under	5 (Waterway)
43A. Main Span Material	3 (Steel)
43B. Main Span Design	03 (Girder and Floorbeam System)
44A. Appr. Span Material	0 (Other)
44B. Appr. Span Design	00 (Other)
45. No. of Spans Main Unit	001
46. No. of Appr. Spans	0000
47. Horiz. Clearance	18 ft.
48. Length Max Span	88.9 ft.
49. Structure Length	90.9 ft.
50. Curb/Sdwk Width LT	3.61 ft.
RT	0.00 ft.
51. Width Curb to Curb	18.0 ft.
52. Deck Width Out to Out	22.0 ft.
53. Min. Vert. Clearance Over	328 ft.
54A. Min. Vert. Underclear	N (Feature not a highway or railroad)
54B. Min. Vert. Underclear	0 ft.
55A. Min. Lat. Underclear Right	N (Feature not a highway or railroad)
55B. Min. Lat. Underclear Right	0 ft.
56. Min. Lat. Underclear Left	0 ft.
58. Deck	7 (Good Condition (some minor problems))
59. Superstructure	6 (Satisfactory Condition (minor deterioration))
60. Substructure	7 (Good Condition (some minor problems))
61. Channel/Channel Prot	6 (Bank slump. widespread minor damage)
62. Culvert	N (Not Applicable)
63. Rating Method	1 (Load Factor (LF))
64. Operating Rating	32.7
65. Rating Method	1 (Load Factor (LF))
66. Inventory Rating	19.8
67. Struc Eval	5 (Somewhat better than minimum adequacy)
68. Deck Geometry	4 (Meets minimum tolerable limits)
69. Underclearance, Vert & Horiz	N (Not applicable)
70. Posting	4 (0.1-9.9% below legal loads (11-15 tons))
71. Waterway Adequacy	9 (Bridge Above Flood Water Elevations)
72. Approach Alignment	8 (Equal to present desirable criteria)
75A. Type Of Work	
75B. Work Done By	
76. Len of Struc Impr	0.0000 ft.
90. Inspection Date	02/28/2022
91. Frequency	12
92A. FC Frequency	12
92B. UW Frequebcy	
92C. SI Frequency	
92A-1. FC Required	Y
92B-1. UW Required	N
92C-1. SI Required	N
93A. FC Inspection Date	02/28/2022
93B. UW Inspection Date	
93C. SI Date	
94. Bridge Impr Cost	$ 0
95. Rdwy Impr Cost	$ 0
96. Total Proj Cost	$ 0
97. Year of Impr Cost	
98A. Border Bridge Code	
98B. % Responsibility	
99. Border Bridge No.	
100. STRAHNET	0 (Not a STRAHNET route)
101. Parallel Structure	N (No parallel structure)
102. Direction of Traffic	3 (One lane brige for 2-way traffic)
103. Temp Structure	
104. Hwy Sys Inv Route	0 (Structure/Route is NOT on NHS)
105. Fed Lands Hwys	0 (Not Applicable)
106. Year Reconstructed	0000
107. Deck Type	5 (Steel Plate (inclues orthotropic))
108A. Wearing Surface	6 (Bituminous)
108B. Deck Membrane	0 (None)
108C. Deck Protection	0 (None)
109. Truck ADT	0 %
110. Desig National Net	0 (Inventory route not on network)
111. Pier Protection	
112. Bridge Length	Y
113. Scour Critical Bridges	8 (Stable for scour conditions)
114. Future ADT	151
115. Year Future ADT	2040
116. Min Nav Vert Clear	0 ft.
201. Contract Number	County
202. Seismic Risk	
203. Structure Name	
204. Culvert Barrel Height	
205. Culvert Barrel Width	
206. Culvert Barrel Length	
207. Total Deck Area	2000 sq ft.
208. Last Access Required Inspection Date	
209. Access Required Inspection Frequency	0
210. Date of Next Access Required	
211. Bridge Inventory Direction	South to North

Sufficiency Rating: 76.20 FO: N SD: N

BRIDGE SUFFICIENCY RATING CALCULATION

County /City: Lyon/Fernley Bridge ID: B-2187 FHWA No.:

Structural Adequacy & Safety - S1 (max.) is 55%

Item 59. Superstructure Rating	=	5	
Item 60. Substructure Rating	=	7	
Item 62. Culvert Rating	=	N	
Item 66. Inventory Rating	=	220	(MUST START WITH "2")

The calculated allowance for Structural Adequacy and Safety (S1) = 27.2208

Serviceability and Functional Obsolescence - S2 (max.) is 30%

Item 58. Deck Condition Rating	=	5	
Item 67. Structural Condition Rating	=	5	
Item 68. Deck Geometry Rating	=	4	
Item 69. Underclearance Rating	=	N	
Item 71. Waterway Adequacy Rating	=	8	
Item 72. Approach Alignment Rating	=	6	
Allowance for Serviceability -J (max.) is 13%	=	4	
Item 28. Lanes on Structure	=	1	
Item 29. ADT on Structure	=	61	2017
Item 51. Roadway width - curb to curb	=	18	
Item 43. Main Structure Type	=	3	
Item 32. Approach Roadway Width	=	24	
Item 100. Is this a defense road (Y/N)	=	N	
Item 53. Vertical Clearance	=	9999	

The calculated allowance for Serviceability and Obsolescence (S2) = 21

Essentiality for Public Use - S3 (max.) = 15%

Item 19. Detour Length	=	5	

The calculated allowance for Essentiality for Public Use - S3 = = 14.95967767

Special Reduction - only used if S1+S2+S3>=50%

Item 36. Traffic Safety	=	0000	

The allowance for Special Reductions (S4) = 3.000032531

SUFFICIENCY RATING SUMMARY

Item			
Structural Adequacy and Safety	-	S1=	27.2208
Servicability & Functional Obsolescence	-	S2=	21
Essentiality for Public Use	-	S3=	14.959678
Special Reductions	-	S4=	3.0000325

Sufficiency Rating (S1 + S2 + S3 - S4) = **60.00**

(1) Structural Adequacy and Safety (55% maximum)

a. Only the lowest code of Item 59, 60, or 62 applies

If # 59 (Superstructure Rating) or

#60 (Substructure Rating) is	<=2 then	A=55%	A=	0
	=3	B=40%	B=	0
	=4	C=25%	C=	0
	=5	D=10%	D=	10

If # 59 and #60 = N and

#62 (Culvert Rating) is	<=2 then	E=55%	E =	0
	=3	F=40%	F =	0
	=4	G=25%	G =	0
	=5	H=10%	H =	0

b. Reduction for Load Capacity:

(1) Calculate AIT (Adjusted Inventory Tonnage) as follows:

If the first digit of #66 = 1, AIT = the 2nd & 3rd digits x 1.56	AIT =	0
If the first digit of #66 = 2, AIT = the 2nd & 3rd digits x 1.00	AIT =	20
If the first digit of #66 = 3, AIT = the 2nd & 3rd digits x 1.58	AIT =	0
If the first digit of #66 = 4, AIT = the 2nd & 3rd digits x 1.01	AIT =	0
If the first digit of #66 = 5, AIT = the 2nd & 3rd digits x 0.77	AIT =	0
If the first digit of #66 = 6, AIT = the 2nd & 3rd digits x 0.67	AIT =	0
If the first digit of #66 = 9, AIT = the 2nd & 3rd digits x 1.00	AIT =	0
	Total =	20

(2) Calculate using the following formulas:

I = (36 - AIT)^1.5 * 0.2778	I =	17.7792
If (36 - AIT) < 0 then, I = 0		Ok
" I " shall not be less than 0% nor greater than 55%		Ok

S1 = 55 - (A + B + C + D + E + F + G + H + I) S1 = 27.2208

S1 shall not be less than 0% nor greater than 55%

2 Serviceability and Functional Obsolence (30% maximum)

a. Rating Reductions (13% Maximum)

If #58 (Deck Condition) is	<=3 then	A=5%	0	
	=4	A=3%	0	
	=5	A=1%	1	
				A = 1
If #67 (Structural Evaluation) is	<=3 then	B=4%	0	
	=4	B=2%	0	
	=5	B=1%	1	
				B = 1
If #68 (Deck Geometry) is	<=3 then	C=4%	0	
	=4	C=2%	2	
	=5	C=1%	0	
				C = 2
If #69 (Underclearances) is	<=3 then	D=4%	0	
	=4	D=2%	0	
	=5	D=1%	0	
				D = 0
If #71 (Waterway Adequacy) is	<=3 then	E=4%	0	
	=4	E=2%	0	
	=5	E=1%	0	
				E = 0
If #72 (Approach Road Alignment) is	<=3 then	F=4%	0	
	=4	F=2%	0	
	=5	F=1%	0	
				F = 0

J = (A + B+ C + D + E + F) J = 4

J shall not be less than 0% nor greater than 13% Use: J = 4

b. Width of Roadway Insufficiency (15% maximum)

Use the sections that apply:

(1) applies to all bridges;
(2) applies to 1-lane brides only;
(3) applies to 2 or more lane bridges;
(4) applies to all EXCEPT 1-lane bridges.

Also determine X and Y:

X (ADT / Lane) = #29 (ADT / first 2 digits of #28 (Lanes) X= 61

Y(Width / Lane) = #51 (Bridge Rdwy. Width) / first 2 digits of #28 Y = 18

(1) Use when the last 2 digits of #43 (Structure Type) are not equal to 19 (Culvert)

If (#51 + 2 Ft.) < #32 (Approach Roadway Width) G = 5% G = 5

(2) For 1-lane bridge only, use the following:

If the first 2 digits of #28 (Lanes) are equal to 01 and

Y<14	then	H = 15%	0	
Y>=14<18		H = 15 (18-Y)/4%	0	
Y>=18		H = 0%	0	H = 0

(3) For 2 or more lane bridges. If these limits apply, do not continue on to (4) as no lane width reductions are allowed.

If the first 2 digits of #28 = 02 and Y>= 16,	H = 0%	0	
If the first 2 digits of #28 = 03 and Y>= 15,	H = 0%	0	
If the first 2 digits of #28 = 04 and Y>= 14,	H = 0%	0	
If the first 2 digits of #28 >= 05 and Y>= 12,	H = 0%	0	H = 0

If H=1 then all scenerios for part should =0

(4) For all EXCEPT 1-lane bridges, use the following:

If Y< 9 and X > 50 then	H = 15%	0			
Y< 9 and X <= 50	H = 7.5%	0			
Y> =9 and X <= 50	H = 0%	0	H =	0	
If X > 50 but <= 125 and					
Y < 10 then	H = 15%	0			
Y >=10 < 13	H = 15(13-Y)/3	0			
Y >= 13	H = 0%	0	H =	0	
If X >125 but <= 375 and					
Y < 11 then	H = 15%	0			
Y >= 11 < 14	H = 15(14-Y)/3	0			
Y >= 14	H = 0%	0	H =	0	
If X >375 but <= 1350 and					
Y < 12	H = 15%	0			
Y >= 12 < 16	H = 15(16-Y)/3	0			
Y >= 16	H = 0%	0	H =	0	
If X >1350					
Y < 15	H = 15%	0			
Y >= 15 < 16	H = 15(16-Y)	0			
Y >= 16	H = 0%	0	H =	0	
			Total		0

G + H shall not be less than 0% nor greater than 15%.

		5	
G + H =		5	

c. Vertical Clearance Insufficiency - (2% maximum)

If #100 (Defense Highway Designation) > 0 and				
#53 (VC over Deck) >= 0 then	I = 0%		0	
#53 < 16.00	I = 2%		0	
If #100 = 0 and				
#53 >= 14.00 then	I = 0%		0	
#53 < 14.00	I = 2%		0	0

S2 = 30 - [J + (G + H) + I] 21

S2 shall not be less than 0% nor greater than 30% S2 = 21

3. Essentiality for Public Use (15% maximum)

a. Determine:

K = (S1 + S2)/85 — 0.567303529

b. Calculate:

A = [#29 (ADT) x #19 (Detour Length)] / 200,000 x K) x 15 — 0.04032233

"A" shall not be less than 0% nor greater than 15% — Use 0.04032233

c. Defense Highway Designation:

If #100 is > 0	B = 2%	0
If #100 = 0	B = 0%	0

S3 = 15 - (A + B) — 14.95967767

S3 shall not be less than 0% nor greater than 15%. — S3 = 14.95967767

4. Special Reductions (Use only when S1 + S2 + S3 >= 50)

a. Detour Length Reduction, use the following:

A = (#19)^4 x (5.205 x 10^-8) 3.25313E-05

" A " shall not be less than 0 nor greater than 5 A = 0

b. If the 2nd and 3rd digits of #43 (Structural Type, Main) are equal to 10, 12, 13, 14, 15, 16, 17 or 80; then

B = 5%

2nd and 3rd digits	
10	0
12	0
13	0
14	0
15	0
16	0
17	0
80	0
Total	0

B = 0

c. If 2 digits of #36 (Traffic Safety Features) = 0 C=1
If 3 digits of #36 (Traffic Safety Features) = 0 C=2
If 4 digits of #36 (Traffic Safety Features) = 0 C=3

1st Digit	0	
2nd Digit	0	
3rd Digit	0	Number of 0's
4th Digit	0	4
	C =	3

S4 = A + B + C 3.000032531

S4 shall not be less than 0 nor greater than 13 S4= 3.000032531

APPENDIX D
CONCEPT PLANS

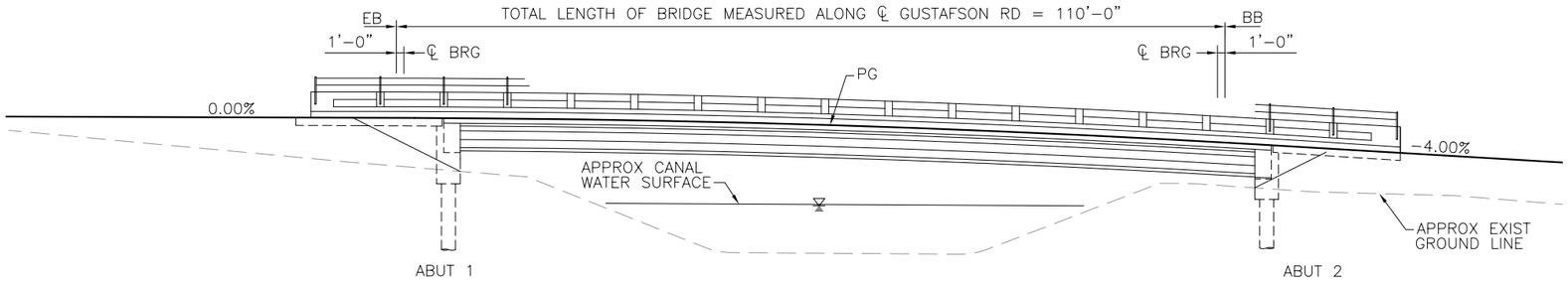
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

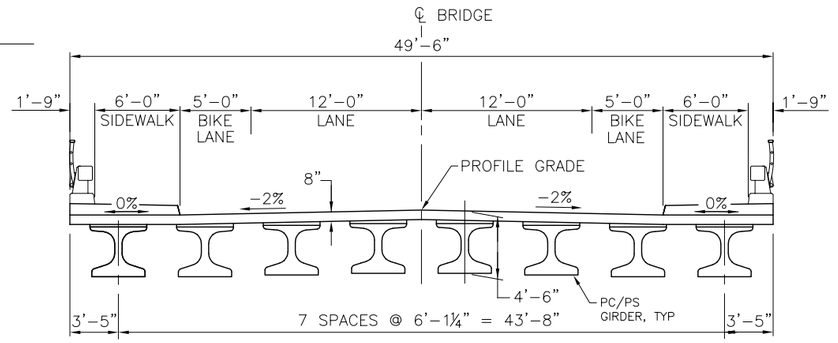
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — THOMAS R. BARNARD — No. C46384 — Exp. 03-31-23 — CIVIL — STATE OF CALIFORNIA

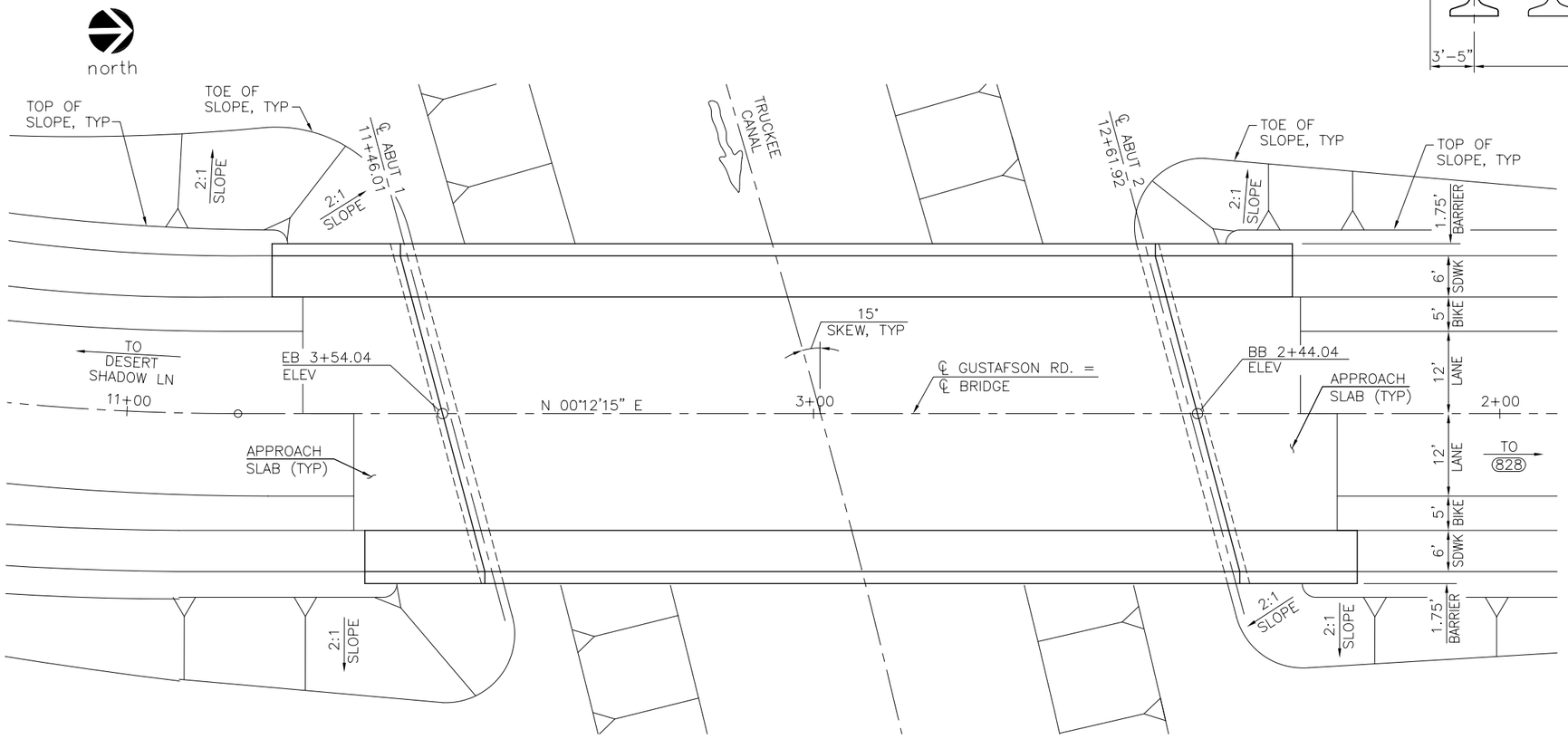
AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sacramento, CA. 95811



ELEVATION
1" = 10'



TYPICAL SECTION
3/16" = 1'-0"



PLAN
1" = 30'

DRAFT
NOT FOR CONSTRUCTION

DESIGN OVERSIGHT	DESIGN	BY	CHECKED	LOAD FACTOR DESIGN	LIVE LOADING:		PREPARED FOR	Thomas R. Barnard, P.E. PROJECT ENGINEER	BRIDGE NO.
SIGN OFF DATE	DETAILS	BY	CHECKED	LAYOUT	BY	CHECKED			POST MILE
	QUANTITIES	BY	CHECKED	SPECIFICATIONS	BY	PLANS AND SPECS COMPARED			

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 4

CU
EA

GUSTAFSON ROAD BRIDGE OVER TRUCKEE CARSON CANAL (REPLACE)

GENERAL PLAN

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET	OF
										1	2

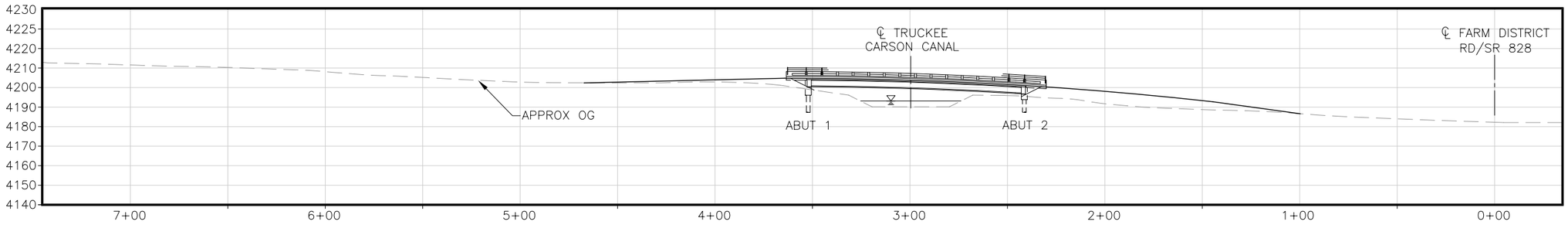
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

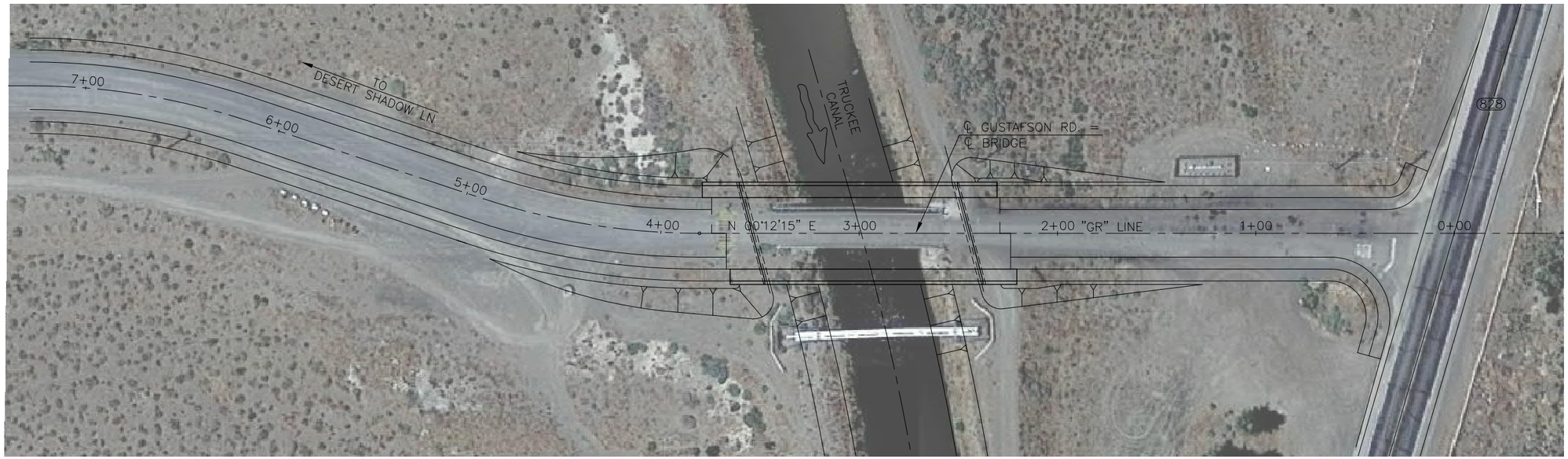
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
THOMAS R. BARNARD
No. C46384
Exp. 03-31-23
CIVIL
STATE OF CALIFORNIA

AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sacramento, CA. 95811



PROFILE
NO SCALE



PLAN
NO SCALE

DRAFT
NOT FOR CONSTRUCTION

DESIGN OVERSIGHT	DESIGN	BY	CHECKED	LOAD FACTOR DESIGN	LIVE LOADING:		PREPARED FOR	*Thomas R. Barnard, P.E.* PROJECT ENGINEER	BRIDGE NO.	GUSTAFSON ROAD BRIDGE OVER TRUCKEE CARSON CANAL (REPLACE)
	DETAILS	BY	CHECKED	LAYOUT	BY	CHECKED			POST MILE	PLAN AND PROFILE
SIGN OFF DATE	QUANTITIES	BY	CHECKED	SPECIFICATIONS	BY	PLANS AND SPECS COMPARED				

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 4

CU
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DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY) | SHEET 4 | OF 4

APPENDIX E

Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge

AECOM Imagine it. Delivered.

Funding Opportunities and Strategy

For Replacement of Gustafson Road Bridge, Fernley, NV

June 2022 (Revised September 2022)

Prepared for:

The City of Fernley, Nevada

Prepared by:

AECOM
401 West A Street
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San Diego, CA 92101
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1. Introduction

This memorandum provides an overview of the potential funding opportunities for the replacement of the Gustafson Road Bridge (the Project) located in the City of Fernley (the City), Nevada. The current bridge is load restricted and is showing signs of deterioration. The City is considering its replacement as the implementation of the Project would improve the access an unincorporated part of the City earmarked for future development while also providing redundancy in emergency services access as required by City planning.

2. Description of the Gustafson Bridge Project

The Gustafson Road Bridge is located in City of Fernley in Lyon County, Nevada. Comprised of a pair of railroad flat cars with an asphalt wearing surface over the composite plate steel deck, the bridge was reported as built in 1996 and has an overall length of 90 feet. The Gustafson Road Bridge spans the Truckee Carson Canal, owned by the United States Bureau of Reclamation (USBR), and managed by the Truckee-Carson Irrigation District (TCID). The Truckee Carson Canal runs east to west to the south of the City, south of its commercial core. The canal separates downtown Fernley from a largely undeveloped and unincorporated area which has been earmarked for future residential development.

The Gustafson Road Bridge was built by private parties (Fernley Highlands Development) and subsequently adopted by Lyon County prior to the City's Incorporation in 2001. The bridge operates as a public Right-of-Way and is maintained by the City[1].

A February 2022 Nevada DOT (NDOT) inspection report concluded the bridge contained fracture critical components. Despite this identification, the latest bridge inspection report assessed the bridge's substructure and superstructure ratings of 'Good', and did not identify any urgent correction action as necessary. Recent inspection reports have identified components of the Gustafson Bridge as fracture critical, and it is noted that fracture critical bridges are at risk of closure if one vital component fails because they lack benefit of redundant load paths. The bridge has been weight restricted and is not load rated to accommodate commercial trucks, heavy-duty trucks (such as those used for garbage collection), or large emergency service vehicles (fire trucks).

[1] City of Fernley, Agenda Report, https://www.cityoffernley.org/AgendaCenter/ViewFile/Item/5728?fileID=4677.

3. Purpose and Need

The structural integrity of the fracture critical elements of bridge is unknown and replacement of this bridge is sought over the medium term (within 5 years) to address safety and connectivity demands associated with future development south of the Truckee Canal. As residential development to the south of the City begins to take shape in the coming years, traffic is expected to increase with estimates forecasting a 150% increase by 2040.[2] Were the weight restricted bridge not to be replaced, the deteriorating condition of the bridge could lead to diversion and delay for personal and commercial traffic as well as for emergency services. The Gustafson Bridge is weight restricted and currently not suitable for rapid and secure emergency response. The Gustafson Bridge is not rated for fire trucks and in the case of a fire, trucks would have to cross the Truckee Canal at Autumn Winds subdivision approximately 1.5 miles west, making for longer response times[3]. The ability for emergency services to respond quickly is essential to reducing damages and decreasing injuries and fatalities.

The Project is identified in the City of Fernley FY 2022-2023 Budget Plan, with bridge construction proposed for the 2025/2026 Fiscal Year[4]. On April 2022, AECOM estimated the bridge replacement, and a limited amount of roadway work, would cost approximately $4.73 million, though this estimate did not consider cost elements such as the City's administrative costs, right of way purchase and utility relocation (see Appendix B – Opinions of Probable Construction Costs). The Project could logically be completed concurrently with other projects prioritized for inclusion in City planning documents. The City of Fernley's 2020 Transportation Master Plan (TMP) recommends surface improvement for the Gustafson Road in order to provide a reliable eastern connection between Desert Shadows Lane and SR 828 (Farm District Road)[5]. The Project will enhance the connectivity of this area with the core of the city and density of residential development if the former grows.

4. Potential Funding Mechanisms

This analysis looked at two different types of federal funding which can be accessed for bridge rehabilitation and replacement projects - formulaic and discretionary funding. Formulaic funding is a relatively set amount of funding NDOT receives each year from the Federal Highway Administration for highway maintenance and capital projects, with significant set asides in this quantum earmarked for specific programs. These set asides target a specific typology of transportation project (such as bridge replacement) with funds issued to local and regional entities by NDOT at their discretion. Generally, non NDOT projects receiving federal formulaic funding are programmed into long range regional or state planning (such as a regional transportation plan or state transportation investment plan, RTP and STIP, respectively. Discretionary funding comes directly to the recipient (which can be a state DOT, local municipality, or tribal government, amongst others) from a USDOT agency (of the USDOT office of Secretary) and are awarded on a competitive basis. Each discretionary program targets a specific typology of transportation project or sought-after outcomes. Discretionary awards can range from several hundred thousand to several hundred million dollars for a single project.

4.1. Discretionary

Most discretionary grant programs are available to states, units of local government, tribal governments, or metropolitan planning organizations (MPOs). Discretionary grants are funds awarded through a competitive process. The agency reviews applications, in part through a formal review process and peer-review panel and award funding to those projects which align directly with the program's sought-after outcomes while also delivering a significant return on investment in regard to the provision of economic public benefits. The majority of federal grant programs cap the federal share awarded to a project at 80% of its cost, with an expected 20% local non-federal match, though this does vary by program and by candidate grantee type[6].

The three federal discretionary programs identified for the Project are:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program,

[2] Nevada DOT, Bridge Inspection Report, February 2022. The Annual Daily Traffic (ADT) in 2040 will rise to 161; in 2017, it was 61.
[3] Reno Gazette Journal, https://www.rgj.com/story/news/local/mason-valley/2014/04/24/residents-ask-city-help-bridge-issue/8104637/.
[4] City of Fernley, FY 2022-2023 Budget Final, https://cityoffernley.org/DocumentCenter/View/25401/FINAL-City-of-Fernley-FY2022-23-Budget.
[5] City of Fernley, Transportation Master Plan, https://www.cityoffernley.org/AgendaCenter/ViewFile/Item/5728?fileID=4677.
[6] For instance, in several federal discretionary programs, there is no local match required for rural municipalities or tribal governments.

- Bridge Investment Program (BIP),
- Rural Surface Transportation Program (Rural).

4.1.1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

RAISE aims to award $1.5 billion per year for multimodal surface transportation infrastructure projects which improve local and regional mobility, enhance safety, and deliver better climate and sustainability outcomes, as consistent with DOT's strategic goals. A discretionary program which addresses "square-peg-for-circle-hole projects" that are more difficult to support through other modal-specific USDOT programs, RAISE is a very popular and hyper competitive program as it addresses all modes of transportation, and its funding is generally split 50/50 between urban and rural areas. In recent years, there has been a significant impetus to award projects which will provide benefits to historically disadvantaged communities or areas of persistent poverty, as defined by the Infrastructure Investment and Jobs Act (IIJA)[7].

The grants awarded under this program must be at least $1 million for rural areas and $5 million for urban areas[8] with no more than 15% of the funds available going to any one state in a single year. The Federal cost share up to 80% in urban areas and up to 100% in rural areas. The Project at Fernley City would be considered 'rural' as in 2010 Census had a population of 19,000 residents[9]. AECOM considers the Project might be eligible for funding if it provides significant local and regional impact, financial completeness and a technical assessment of feasibility and capacity to deliver the project.

4.1.2. Bridge Investment Program (BIP)

BIP is a new competitive grant program to assist state, local, federal, and tribal entities in the rehabilitation, replacement, or protection of bridges.[10] The program seeks to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, to improve the condition of bridges across the country. BIP targets both major bridges of national and regional importance which are on-system as well off-system bridges which are crucial to local and regional mobility. The program has a total funding of $12.5 billion over five years through fiscal year 2027.

The program identifies large projects as those with total costs of at least $100 million. For large projects funded under this program, the minimum grant award is $50 million, and the local match is at least 50% of the total project costs. For all other projects, namely those put forward by regional and local municipalities, the minimum project size is $2.5 million, and the 80/20 match requirement applies[11] Though the exact language of the program has yet to released, the text describing the program in the IIJA bill itself indicates that smaller projects must be bundled (i.e., more than one bridge of a similar type slated for refurbishment or replacement.

To be competitive for this program, the City would need to position the Gustafson Bridge (and likely another bridge) as key to existing and future mobility. The narrative for its purpose and need would be strengthened by the City's emergency services redundancy requirement as well as its incorporation into City and regional planning (it is already in City long range planning).

4.1.3. Rural Surface Transportation Program (Rural)

The Rural program is one of three competitive grants offered under the USDOT's Office Multimodal Project Discretionary Grant Opportunity (MPDG). The Rural program provides competitive grants to improve and expand the surface transportation infrastructure in rural areas which would support increased regional connectivity, provide improved safety and reliability of the movement of people and freight, and generate regional economic growth and improve the quality of life. Eligible costs for the program include both the project development phase and the construction phase. Projects selected must generate regional

[7] U.S. Department of Transportation, RAISE Grant, https://www.transportation.gov/sites/dot.gov/files/2022-04/RAISE_2022_NOFO_AMENDMENT_1.pdf.
[8] A project is designated as urban if it is located within a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. Otherwise, it is designated as a rural project.
[9] U.S. Census Bureau, 2010 Census Urban and Rural Classification and Urban Area Criteria, https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html.
[10] At time of writing, BIP has yet to released, though it is expected to do so in the Q4 of the 2022 fiscal year.
[11] U.S. Department of Transportation, Bridge Investment Program, https://www.transportation.gov/briefing-room/dot-announces-historic-bridge-investment-under-bipartisan-infrastructure-law.

economic, mobility or safety benefits, be cost effective, and be reasonably expected to start construction within 18 months of award, among other requirements. Notable eligible project types which could be applicable to the Gustafson Bridge include:

- A highway safety improvement project, including a project to improve a high-risk rural road;
- A project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; and
- A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system or on-demand mobility services.

The Rural program has a total funding of approximately $1.5billion for the next 5 years (inclusive of the FY22 round which just finished), approximately $1 billion of which will be awarded to projects outside of the Appalachian Development Highway System. Like other discretionary programs, Rural is highly competitive. AECOM considers the Project could be eligible for funding under this program if bundled with another bridge projects and supported by a strong narrative (backed by transparent analytics) showing it would provide important benefits to the City and its residents in terms of mobility, safety, and economic competitiveness.

4.2. Formulaic Funding

Formulaic programs comprise funding received by State DOTS based on a predetermined formula. These programs are sometimes referred to as state-administered programs. Formula programs for highways and bridges make up the major non-transit component of federal transportation funding. Funding is administered to projects by NDOT for various typologies of transportation projects, most of which are programed in the STIP. In order to get into the STIP, a local municipality must undergo a competitive application process. In most cases, this application process is not as comprehensive as for a federal discretionary grant program, but it is still competitive and generally requires supporting analytics (such as a benefit cost analysis).

The Project would be eligible for formulaic funding under two NDOT administered programs:

- Highway Bridge Program (HBP); and
- Statewide Transportation Improvement Program (STIP).

4.2.1. Highway Bridge Program

The Highway Bridge Program provides funding to replace or rehabilitate substandard bridges owned by public agencies, whether or not the bridge is part of the NDOT system. Bridges that are privately owned, carry railroads, or are predominately for pedestrian/bicycle use are not eligible under this program. Eligible project costs are funded at 95 percent federal and 5 percent local agency. Project costs eligible for Bridge Program funds include preliminary engineering, right of way, construction engineering, and actual construction costs[12]. Since the Gustafson Bridge operates as a public Right-of-Way and is maintained by the City of Fernley, the Project would be eligible for funding under the HBP.

4.2.2. Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the state's transportation capital improvement program with funding of $12.8 billion for the next 4 years. Federally funded and regionally significant projects across the state are included in the STIP. The NDOT STIP is a four-year plan and includes funding levels by year for project obligation and is fiscally constrained. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approves the STIP. The STIP is prepared in cooperation with the state's four Metropolitan Planning Organizations (MPO) and includes the projects identified in their respective Transportation Improvement Programs (TIP). Though the STIP is required to be updated a minimum of every four years, NDOT updates their STIP annually[13].

In order to get funding, the City of Fernley should work with the adjacent Carson Area Municipal Planning Organization or a Transportation Management Area (TMA) to get the Gustafson Bridge project identified as a priority project in long term regional planning (RTP). Getting a local agency project included in the STIP is a competitive process which requires documentation of the

[12] Nevada DOT, Transportation Programs in the state of Nevada, https://www.dot.nv.gov/Home/ShowDocument?id=3654.
[13] Nevada DOT, Proposed Transportation Projects, https://www.dot.nv.gov/projects-programs/proposed-transportation-projects.

economic benefits and return on investment State (and thus federal) investment would generate upon completion of construction and operation.

4.3. Local Public Agency Program

The Local Public Agency (LPA) Program is a method for a local public agency to complete an approved, federally funded project on a reimbursement basis, with NDOT oversight. In order to qualify, the local public agency must have secured some funding for the project, or the project must already be partially funded with federal-aid funds. The local agency would be responsible for the design, advertising, awarding and administration of construction of the project.

The LPA Program is not a funding program, nor is it a mechanism for creating a project. It is a method for completing a project that has been approved for federal funding in any phase of the project development. It is a reimbursement program that requires the LPA to incur the costs prior to seeking reimbursement for the expended funds. Federal-aid funds are not grants. Unlike grants, the use of federal-aid funds requires extensive oversight and are required to meet numerous federal requirements[14]. This is a potential alternative to fund the Project in case federal-aid funds are used.

[14] Nevada DOT, NDOT Local Public Agency Manual, April 2017.

5. Actionable Processes

Successful funding strategies are characterized by agility, opportunism, and persistence. Entities should be flexible with their funding strategy, actively pursue low hanging fruit (e.g., projects whose outcomes directly align with the sought-after objectives of discretionary programs), and continue to pursue discretionary opportunities through improving a project's competitiveness in each iteration of application. Positioning of the project is key; the same project can be positioned in vastly different ways to address differing program objectives. As nearly all discretionary and formulaic programs require economic justification of the project expenditure, ensuring that there is sufficient current information on the project and its forecast outcomes if constructed is of the utmost importance. While not the end-all in the assessment by funding agency reviewers, analytics are a very important component. For bridge replacement projects, the type of data that would be needed for undertaking a typical economic justification analysis would include:

- Average daily traffic (current year and future year);
- Diversion route (if bridge were to be closed);
  - Additional distance travelled;
  - Additional travel time incurred;
- Ongoing maintenance costs (including major scheduled repairs if not replaced); and
- Capital costs associated with replacement of bridge.

Though more a requisite for discretionary funding programs than for formulaic funding programs, a project needs a well written and multifaceted narrative which clearly and concisely documents the needs for the project, the outcomes its construction will deliver to the surrounding community, the broad support the project has, and steps the entity has undertaken to ensure the project can be started and completed within an acceptable timeframe. Competitive grant applications tell a compelling story backed up by defensible and transparent analytics and supported by a comprehensive road map for delivering on schedule and within budget.

The Gustafson Bridge project currently has some, but not all the components, necessary for a successful discretionary grant program application. The current ADT of the bridge, well under 100 vehicles today and likely to more than double over the next two decades, is unlikely to generate any significant economic benefits over a standard twenty-year assessment period. Development of the land south of the Truckee Canal is still in the early planning stages and the future make-up and density of this development is not well defined. The typology and density of development, the associated vehicular and active transportation, and emergency services requirements will drive the future analytics, and thus the quantified need for the implementation of the Project. So long as the sub- and superstructures of the Gustafson Bridge are rated as "Good" or even "Fair" under the NBI rating system, the primary justification for its replacement will be largely based on its weight-restriction status as well as the City's emergency response routing redundancy (the need for two points of access to the underdeveloped lands south of Truckee Carson Canal).

AECOM recommends that the City of Fernley continue to develop planning around the Gustafson Bridge and incorporate its replacement into the future development of the lands south of Truckee Canal. Though it's currently programmed into the City's Capital Improvement Plan for the 2025/26 fiscal year, some sources of funding should be identified to meet the local match requirements of discretionary and/or formulaic programs. Data required for the economic justification to compliment any application for funding (as described above) should be compiled and updated regularly to ensure that adequate information is in hand to develop a compliant and competitive application at the time the City chooses to pursue a funding opportunity. If possible, the City should seek the inclusion of the Project in Nevada's STIP, a Regional Transportation Plan.

At time of writing, the clearest path to obtaining funding for the Gustafson Bridge project would likely be under the Highway Bridge Program. With further planning, particularly around the density and timing of future development of the lands south of the Truckee Carson Canal and the impact this would have on local mobility needs, a competitive application seeking funding under either the USDOT's RAISE or Rural grants could be a possibility.

6. References

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U.S. Department of Transportation, RAISE Grant, March 22,2022. https://www.transportation.gov/sites/dot.gov/files/2022-04/RAISE_2022_NOFO_AMENDMENT_1.pdf.

U.S. Department of Transportation, the Rural Surface Transportation Grant, March 21,2022. https://www.transportation.gov/grants/rural-surface-transportation-grant#:~:text=The%20Rural%20Surface%20Transportation%20grant%20program%20funding%20will,for%20up%20to%20three%20separate%20discretionary%20grant%20opportunities%3A.

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX A:

Letters of Support

North Lyon County Fire Protection District

195 East Main Street
Fernley, Nevada 89408
District Office (775) 575-3310 District Fax (775) 575-3314
www.northlyonfire.com

Brain Bunn, Fire Chief

Directors
Paul Murphy
Debbie Skinner
Alyssa Roemer
Christine Sullivan
Vacant

June 23, 2026

U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

RE: Support Gustafson Bridge Design and Replacement Project, City of Fernley, Nevada

Dear Federal Highway Administration Officials,

On behalf of the North Lyon County Fire Protection District, I am pleased to submit this letter of strong support for the City of Fernley's application for federal funding to design and replace the Gustafson Bridge, located on Gustafson Road over the Truckee Canal in Fernley, Nevada. The replacement of this aging and structurally deficient bridge is a matter of urgent public safety and is directly relevant to the emergency response mission of this District.

The North Lyon County Fire Protection District is the primary provider of fire suppression, emergency medical response, and rescue services for the City of Fernley and the surrounding North Lyon County area. As Fire Chief, I can attest that our District operates under significant geographic and resource constraints: the nearest mutual aid resources are located over 20 minutes away from portions of our service area, which makes every local road and bridge crossing a critical link in our emergency response network.

The Gustafson Bridge is one of only four crossings of the Truckee Canal within the City of Fernley. The main canal crossing is at US 50A/US 95A, a secondary crossing at Clearwater Parkway and there are two additional unpaved crossings at Gustafson Road, and Desert Shadows Lane. The loss or continued degradation of the Gustafson Bridge crossing directly reduces the number of viable emergency access routes available to our apparatus when responding to incidents in the residential areas south of the canal.

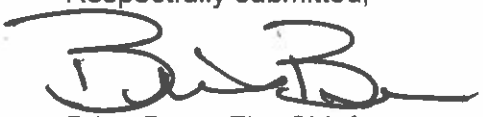
From the perspective of the North Lyon County Fire Protection District, the replacement of the Gustafson Bridge is not merely a transportation infrastructure improvement, it is a life-safety imperative. Given that the nearest mutual aid resources are over 20 minutes away, our District cannot afford to have emergency apparatus delayed or rerouted due to a structurally compromised or closed bridge crossing. A modern, two-lane replacement bridge with adequate load ratings would ensure that our fire engines, ladder trucks, and emergency medical vehicles can reliably access all portions of the community south of the Truckee Canal without detour or delay.

Fire Station 62, located at the intersection of Farm District Road and Red Rock Road, is the closest fire station to these neighborhoods south of the canal, However, due to load restrictions on the Gustafson Bridge, emergency units must divert to Clearwater Parkway, 1.5 miles to the west, for canal crossing. The only other crossing is 6.1 miles further west at US 50A/US 95A. These detours significantly delay response times and exacerbate already challenging response standards in that area.

The North Lyon County Fire Protection District unequivocally supports the City of Fernley's application for federal funding for the design and replacement of the Gustafson Bridge. This project directly advances public safety, improves emergency access, and fulfills a documented need identified in the City's adopted Transportation Master Plan. We urge the U.S. Department of Transportation and the Federal Highway Administration to give this application the highest possible consideration.

Should you have any questions or require additional information from the District, please do not hesitate to contact me directly.

Respectfully submitted,



Brian Bunn, Fire Chief

United States Department of the Interior

BUREAU OF RECLAMATION
Lahontan Basin Area Office
705 North Plaza Street, Room 320
Carson City, NV 89701-4015

IN REPLY REFER TO:

Jun 23, 2026

LO-133
2.2.4.21

U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Subject: Support for Gustafson Bridge Design and Replacement Project, City of Fernley, Nevada

Dear Federal Highway Administration Bridge Investment Program Officials:

On behalf of the Bureau of Reclamation (Reclamation), Lahontan Basin Area Office, I am providing this letter of support for the City of Fernley's (City) application to the Federal Highway Administration's Bridge Investment Program (BIP), Notice of Funding Opportunity 693JJ324NF00006, for federal funding to complete the full design and construction for replacement of the Gustafson Bridge, located on Gustafson Road in Fernley, Nevada. Reclamation has a direct and longstanding interest in bridge safety due to its proximity to the Truckee Canal (a federal facility) and associated easements.

Reclamation is supportive of the City's efforts to pursue an updated replacement structure, based on structural analyses, that considers future development and ensures no impact on the operation of the Truckee Canal. All design and construction phases will require formal coordination with and consent from Reclamation.

Reclamation is committed to working with the City of Fernley on the successful delivery of this important infrastructure project. Please contact Mr. Robert Owen at (775) 884-8352 or rowen@usbr.gov with any questions. If you are deaf, hard of hearing or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Sincerely,

Laurie Nicholas
Acting Area Manager

JOE LOMBARDO
Governor

TRACY LARKIN THOMASON, P.E.
Director

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street / Carson City, Nevada 89712
Phone: (775)888-7440 / www.dot.nv.gov

June 23, 2026

The Honorable Sean Duffy
Secretary of the US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: ***Bridge Investment Program (BIP)***
Letter of Support for the Fernley Gustafson Road Bridge Replacement

Dear Secretary Duffy:

On behalf of the Nevada Department of Transportation (NDOT), I am writing to express my strong support for the City of Fernley's grant application to the Federal Highway Administration's Bridge Investment Program (BIP). With approval of this grant, it will provide the full design and construction replacement of the Gustafson Bridge, located on Gustafson Road over the Truckee Canal in Fernley, Nevada.

The improvements that will result from the replacement of this bridge will address mobility needs that are regionally significant, and consistent with federal bridge investment priorities. The Gustafson Bridge corridor has been identified in the City's Transportation Master Plan and North Area Plan as essential to supporting planned residential and commercial growth in the south and southwest areas of Fernley.

NDOT inspects all bridges within the state of Nevada. The Gustafson Road Bridge has documented structural deficiencies on a critical public right-of-way crossing. Our department has partnered with the City of Fernley since the completion of the City's engineering assessment process. NDOT is committed to continued coordination with the City of Fernley and FHWA to ensure the successful delivery of this important infrastructure investment.

The project is currently in the preliminary engineering phase and National Environmental Policy Act (NEPA) has not been initiated; however, a Categorical Exclusion Report is anticipated. Upcoming phases including final design, regulatory permitting, and construction are part of this grant request.

Replacing this bridge will improve the quality of life for people who live and work in Fernley. Thank you for considering this project for funding as part of the Bridge Investment Program.

Sincerely,

Tracy Larkin Thomason, P.E., PTOE, CPM
Director
Nevada Department of Transportation

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX B:

Preliminary Engineering Costs

Gustafson Road Bridge (B-2187)	***$$/sqft***	***Structure Width (ft)***	***Structure Length (ft)***	***Estimated Bridge Construction Cost ($)***	***2022 Bridge Construction Cost ($)***
CT "Comparative Bridge Costs" based pricing	*$600*	70	110	*$4,620,000*	*$3,011,855*
Bridge Removal & Disposal				*$120,000*	*$80,000*
Traffic control and construction area signs				*$150,000*	*$100,000*
Approach slabs (North & South)				*$225,000*	*$150,000*
Subtotal Construction Cost				***$5,115,000***	***$3,341,855***
Mob/Demob @ 5% of Construction Cost				*$255,750.00*	*$167,092.75*
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				*$1,023,000*	*$668,371*
Construction Administration & Inspection @ 15% Construction Cost				*$767,250.00*	*$501,278.25*
Environmental permitting and CE Report				*$80,000*	*$50,000*
Contingency @ 20%				*$1,023,000*	-
Estimated Bridge Replacement Cost				***$8,264,000***	***$4,728,597***

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

APPENDIX C:

Preliminary Engineering Report

PRELIMINARY ENGINEERING REPORT
for
Nevada Department of Transportation Bridge Number B-2187, near the SR 828/Gustafson Rd Intersection

(Gustafson Rd Bridge)

Prepared for:

City of Fernley
Engineering Department

Prepared *by:*

AECOM
2020 L Street, Suite 300
Sacramento, CA 95811
November 28, 2022

PROFESSIONAL ENGINEER - STATE OF NEVADA
THOMAS LEON GUINN
Exp: 06-30-2023
CIVIL
No. 18528
10/27/2022

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Appendix D – Concept Plans
Appendix E – Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge

1. INTRODUCTION

The purpose of this Preliminary Engineering Report is to identify and address opportunities for improvement or replacement alternatives for the existing Nevada Department of Transportation (NDOT) Bridge Number B-2187, near the SR 828/Gustafson Rd intersection (Gustafson Rd Bridge), over the Truckee-Carson Canal in order to inform the City of Fernley's decision-making process. This report will document a review of information received from, and discussions with City of Fernley and Nevada Department of Transportation staff regarding this bridge. With respect to the improvement alternatives, this report also discusses coordination with the United States Bureau of Reclamation (USBR) as well as design and permitting requirements, potential Right-of-Way impacts, and potential project funding opportunities.

2. BACKGROUND

The Gustafson Bridge spans the Truckee Canal and was built by private parties (Fernley Highlands Development), at about the time of the approval of the August 11, 1994 USBR Consent Document, Contract No. 4-07-20-L6271. The bridge was subsequently dedicated to and accepted by Lyon County at the October 17, 1996 Lyon County Board of Commissioners Meeting. The Nevada Department of Transportation (NDOT) records identify this structure as Bridge Number B-2187. The existing bridge is a single span steel structure consisting of two railroad flatcar girders with a cantilevered pedestrian walkway along the west-side of the structure.

The Truckee Carson Canal is owned by the United States Bureau of Reclamation (USBR) and managed by the Truckee Carson Irrigation District (TCID). There is an existing TCID easement that extends 100 feet from the centerline of the canal to the adjacent property in the north and south direction, (for a total easement width of 200 feet).

70' Wide bridge would require additional easment

The area around the bridge is assumed to be private property, per Lyon County Assessor records, (APN: 021-361-10, Lyon County Assessor site accessed 08/22/2022). An existing parcel map indicates a 60-foot-wide access easement granted by the owner across the property to the south of the bridge for a "future road"; however, there is no record that Lyon County formally accepted the dedication for a public street, (and therefore transferred such to the City of Fernley). If acceptance did not occur, the City could consider a formal acceptance of the easement as a public road.

The north approach to the bridge is directly accessed from NDOT R/W, SR 828 (Farm District RD). City anticipates coordination efforts with NDOT as a part of this Project.

3. REVIEW OF THE CURRENT NDOT BRIDGE INSPECTION REPORT

AECOM reviewed the Bridge Inspection Reports by the Nevada Department of Transportation for the inspection dates of February 4, 2020, February 3, 2021, and February 28, 2022.

According to the inspection reports, the bridge is not scour critical, but does contain fracture critical components. The inspection reports seem to refer to the south end as Abutment 1 and the north end as Abutment 2, with the girders labeled as Railcar 1 supporting the westside, and Railcar 2 supporting the eastside. The Waterway Measurement Report gives vertical depths from the top of the westside bridge railing as 8.1-feet at Abutment 1, 22.8-feet at midspan, and 6.0-feet at Abutment 2.

Structurally significant notes within the Element Level Inspection portion of the current bridge inspection report:

- "Stringers exhibit inadequate bearing at the abutment pedestals. It is unclear if stringers originally rested on the abutment and there was any bearing upon construction."
- "The north weld at the Stringer 1 to the north trunnion of Railcar 1 exhibits a 1/2-inch-long section of lack of fusion."

- "The east exterior stringer of Railroad Car 2 exhibits a flame cut section to approximately 1-foot long by 3-inches high at Diaphragm 3, near the north trunnion (Photo 16)."
- “Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.”
- “The railroad car girders, diaphragms, floorbeams, and stringers exhibit numerous bent flanges, out of plane members, poor welds, and other damage which may have occurred prior to or during installation.”

The National Bridge Inventory (NBI) rating system is intended to create uniformity for rating the structural condition of a bridge. The NBI includes the assignment of “Overall (condition) Ratings,” representing the overall condition of the Deck, Superstructure, Substructure and Culvert. These specific condition ratings are incorporated into the Structure Inventory and Appraisal (SI&A) sheet, which serves as a comprehensive listing of all NBI data for any given bridge. The Overall Ratings are used, in part, to determine the Sufficiency Rating (SR) for the bridge.

The SIA is appended to the end of each of the NDOT inspection reports reviewed for this PER and includes a summary of data collected during inspection of the subject structure. The SIA lists the SR, which is calculated based on the input from the inspection process. The SR is a numerical indicator of the bridge's sufficiency to remain in service and represents the structure’s eligibility and competitiveness for federal aid funding.

Although the inspection reports infer that the structures overall condition is questionable, some of the Element Level Inspection values that contribute to the SR do not appear to be compatible with that assessment and therefore merit further review.

An example is the value for Item 59 – Superstructure Rating which in the 2022 NDOT report was equal to 6; on a scale of 0 to 9 – 9 being the highest, it is hard to understand a rating of 6 when the description of the various deficiencies listed in the inspection reports suggest a lessor value.

The annotation on the SIA for Item 59 categorized it as, “(Satisfactory Condition (minor deterioration))”. In addition, the rating for Item 58 - Deck was 7, with the note “(Good Condition (some minor problems))”. Assessment of this item is questionable given that the structural component of the deck is the steel plate forming the floor of the railcar and it is covered by deteriorating asphalt and not observable from below.

The following tabulation (Table 1. – NDOT Bridge Inspection History) was extracted from National Bridge Inspection report data available on-line (a copy of the data is included in Appendix C).

Interestingly, the first record in 1996 indicates an SR of 67.2, which went down to a value of 52.2 in 2011 and rose to 76.2 in 2013; an increase of 20 points while the categorization of the “Condition” went from “Good” to “Fair”.

Table 1. – NDOT Bridge Inspection History

Previous Inspections

Date	Condition	Deck	Superstructure	Substructure	ADT	Suff. Rating
February 2018	Fair	Good	Satisfactory	Good	61	76.2
June 2016	Fair	Good	Satisfactory	Good	61	76.2
June 2015	Fair	Good	Satisfactory	Good	61	76.2
June 2014	Fair	Good	Satisfactory	Good	55	76.2
June 2013	Fair	Good	Satisfactory	Good	55	76.2
June 2011	Good	Good	Good	Good	55	52.2
June 2009	Good	Very Good	Good	Very Good	55	66.5
June 2007	Good	Very Good	Good	Very Good	55	66.5
April 2005	Good	Very Good	Good	Very Good	50	66.5
May 2003	Good	Good	Good	Very Good	50	66.5
April 2001	Good	Good	Very Good	Very Good	50	66.4
May 1999	Good	Good	Very Good	Very Good	50	66.4
October 1996	Good	Very Good	Very Good	Excellent	50	67.2

There are several “Item” values that should be revisited due to the age of the structure, condition of the canal banks, the approach roadway width and alignment, the deck condition, etc., that affect the SR.

Only moderate adjustment of Items; 58 Deck Condition Rating (7 to 5), 59 Superstructure Rating (6 to 5), 72 Approach Alignment Rating (9 to 6) and 32 Approach Roadway Width (18’ to 24’), result in a reduction in the SR from 76.2 in 2022 NDOT report to a value of 60. Copies of the comparative SR calculations are included in Appendix C.

3.1 Recommended Repairs

In the section titled “Maintenance Inspection Work Items and Costs Report” of the 2022 NDOT inspection report the following repairs are recommended. Associated costs, as estimated in the report, are listed below in parentheses after each recommended repair.

- Rehabilitate or replace abutment slope protection at both abutments. (60 CY * $100/CY = $6000).
- Repair erosion in the NE and SE embankments. (15 CY * $25/CY = $375).
- Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates. (414 SQFT * $23/SQFT = $9522).
- Remove debris from abutment seats. (1 LS * $0/LS = $0).
- Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving. (640 LF * $5/LF = $3200).
- Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway. (1 LS * $0/LS = $0).
- Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards. (482 LF * $25/LF = $12050).
- Repair weld of railcar 1 north trunnion to stringer 1. (1 LS * $0/LS = $0).
- Remove and replace fixed bearing pads, two pads per bearing. (8 EA * $16500/EA = $132000).
- Blast and paint the bridge rails. (273 LF * $9/LF = $2457).

The costs associated with the listed repairs above total approximately $166,000. The unit prices used appear to be very low or absent; for example, the suggested slope protection concrete unit price is listed at $100/CY, which is certainly less than the cost of the concrete. Typical unreinforced concrete costs vary based on the required compressive strength specified; from about $90 to $230 per cubic yard. Delivery costs increase those costs to between $100 and $300 per cubic yard depending on the volume and a variety of other factors. Adding the costs associated with placement and finishing the

slope protection concrete, the cost per cubic yard would more likely be between $500 to $800, raising the extended cost for the work item from $6000 to about $39,000.

Items such as “Repair weld of railcar 1…”, listed as a Lump Sum of $0 has been used by NDOT as a placeholder, requiring further investigation and design in order to prepare a design, plans and a detailed estimate for bids.

3.2 Load Rating

The structure is posted at both approaches for a weight limit of 17-tons, which matches with the most critical result from the load rating summary found in the inspection report. The Bridge Inspection Reports include results of Bridge Load Rating analyses. One page shows results from an analysis done by NDOT in August 2012. These results show a minimum weight limit of 17.01-tons based on the Inventory Rating Factor representative of an AASHTO Specialized Hauling Vehicle (SHV) load model SU4.

The SHVs are closely-spaced multi-axle single unit trucks introduced by the trucking industry in the last decade. Examples include dump trucks, construction vehicles, solid waste trucks and other hauling trucks. SHVs generally comply with Bridge Formula B and are for this reason considered legal in all States, if a States’ laws do not explicitly exclude the use of such vehicles.

Other vehicle loads resulted in higher weight limits.

4. STRUCTURAL ASSESSMENT OF THE EXISTING BRIDGE

The following describes observations made by AECOM personnel during a site visit to the bridge on April 8, 2022. Photographs taken during this site visit are provided in Appendix A of this report. The general condition of the bridge components appear to match the descriptions provided in the recent NDOT inspection reports. There were no notable differences between the observed condition and the available documentation from the referenced reports.

AECOM was not able to perform a full structural assessment because USBR was not willing to take the canal offline to allow ladder access to inspect the structure. The additional expense of specialized equipment to inspect applicable components with the canal full of water was not justified given the condition, age of the structure and that replacement will ultimately be AECOM's recommendation.

The structure is considered fracture critical because the two railroad cars are not connected in such a way that the structure would still be serviceable (could still carry the required loads) if either failed. In order to properly assess the remaining useful life of the structure all welds that might be the source of cracks would need to be inspected to determine what, if any, repairs are required. A thorough inspection of the welds between the web and flange plates, splices in flanges, deck plate welds, etc., would be required. If cracks are observed further non-destructive testing may also be required to conclude the assessment and identify appropriate remediation measures.

4.1 Location & Surroundings

The bridge is located on Gustafson Road, just south of its intersection with SR 828 (Farm District Road). There is a bus stop shelter at the south-east corner of the intersection of Gustafson Road and SR 828 (see Figure 3, Appendix A – Photographs). On the west-side of Gustafson Road, mid-way between the bridge and the SR 828 intersection, is a small fenced-off area with a sign identifying a high-pressure gas pipeline. There is a yellow stake on the eastside of Gustafson Road marked, "Caution Gas Pipeline", (see Figure 4, Appendix A – Photographs) . Crossing the canal approximately 50-feet to the east of the bridge is a dedicated utility bridge carrying the high-pressure gas pipeline, operated by Southwest Gas Corporation. A cattle guard is located on the south approach; barbed wire fences currently exist between the cattle guard and the outside handrails at the south end of the bridge.

4.2 Structure Layout

The bridge crosses over the TCID Canal, at a skew angle of approximately 15-degrees, with a single span superstructure, supported on two abutments that are embedded into the top of the embankment slopes of the levees that border the canal. The bridge superstructure consists of the floor frames of two railroad flatcars placed side-by-side supporting one lane of traffic (see Figure 14, Appendix A – Photographs), and a walkway made of steel grating on the west-side. The steel superstructure is approximately 89-feet long, with an 18-foot clear, single-lane roadway and a 3-foot clear walkway cantilevered off the west railcar girder.

4.3 Barriers & Railings

There are no traffic barriers along the sides of the bridge. There are three hand railings along the length of the bridge, one along the eastside of the roadway, and the other two on each side of the walkway (see Figure 2 & 5, Appendix A – Photographs). The hand railings are about 42-inches high, made of 3-inch diameter steel pipe posts spaced 4-feet apart, with a 3.5" x 3.5" steel angle handrail along the top, and 2.5" x 2.5" steel angles at about mid-height of the posts.

Steel washers were found welded to the top of the steel angle hand railing along the outside of the walkway on the west side of the bridge. These are placed at approximately midspan and above each abutment. These are likely the reference points from which the waterline and mudline measurements referenced in the Waterway Measurement Report portion of the Bridge Inspection Reports are taken.

4.4 Walkway

The existing walkway is 35-inches wide between steel toe-angles on top of steel grating that are supported by 4-inch wide by 10-inch-deep wide flange shape steel beams (see Figure 11, Appendix A – Photographs). The beams have approximately 3/16-inch-thick webs and flanges which are spaced at 4-feet apart. These beams are cantilevered out from the edge of the west railroad flatcar girder. There is about a 9-inch-tall vertical steel plate step at the ends of the walkway. The existing walkway does not conform to the current ADA guidelines.

4.5 Girders

The primary load carrying elements of the existing structure is composed of two (2) railroad flatcar girders, which are approximately 9-feet wide and 89-feet long. The outside edges of each flatcar girder consist of a built-up 15-inch-deep steel channel, with flanges about 3 ¼-inches in width (see Figure 3, Appendix A – Photographs).

The tops of these edge channel beams are about 4-inches above the level of the deck surface. The interior edge of the flatcar was made of the same channel shape, but cut-off at the top to match the steel deck (see Figure 14, Appendix A – Photographs). These edge channels are warped and twisted along the outside and in-between the girder units. Along the center of each flatcar is the main supporting girder which consists of a built-up steel box girder. The main steel box girder consists of three different segment sections. The middle segment section is 30-inches deep below the steel deck with a 24-inch wide by about ½-inch-thick bottom flange. The section beyond the middle segment has a depth that tapers from 30-inches down to about a 12 ½-inch depth with a 24-inch wide by 1-inch-thick bottom flange (see Figure 15, Appendix A – Photographs).

The end segments extend from the girder end to a few feet in front of the abutments where the 1-inch-thick bottom flange has been removed in-between the web plates, which splits the box section into two C-shaped sections. Both the box section and the double C-shape sections have bottom flanges that extend out about 5-inches beyond the web plates.

4.6 Deck & Floor System

The bridge roadway deck is about 4-inches-thick and made of asphalt concrete placed over the steel plate deck (see Figure 5, Appendix A – Photographs). The deck steel plate is assumed to be ½-inch-thick and is considered to act compositely with the main beams through weldments. The asphalt deck material does not contribute to the structural capacity of the system, but only provides as surfacing. In the middle part of the span, where the main box girder is deeper, the steel deck plate is supported on I-shaped longitudinal stringers that sit on transverse floor beams that cantilever out from the main steel box girders at the center of each of the two railroad flatcars (see Figure 14, Appendix A – Photographs). The 4-foot spacing of these floor beams match that of the cantilevered beams that support the walkway. At the end portions of the span, where the main girder depth is shallow and tapers to match the middle portion, the steel deck is supported on 10-inch-wide U-shaped steel floor beams at varied spacing that cantilever out from both sides of each railroad flatcar central steel girder.

4.7 Bearings

The existing bearing pads appear to be made of two layers of half-inch thick rubber pads that were cut and placed roughly underneath each of the two steel webs associated with the main beams of each railroad flatcar girder (see Figure 13, Appendix A – Photographs). No bearing plates or pads were observed under the channel beams along the edges of the railroad flatcar girders. The bearing pads under the westside girder at the north abutment appear well worn, cracked, and frayed.

4.8 Abutments

The substructure consists of concrete seat type abutment. The abutment foundation is unknown and assumed to be spread footings. The concrete abutments have 6-inch-thick sidewalls and 12-inch thick backwalls that extend beyond the width and length of the steel superstructure. The concrete abutments are 4-feet thick from their front face to the back of the backwall. The depth of the abutments embedment below the ground is not known (see Figure 12, Appendix A – Photographs). Establishing the embedment relative to the invert of the canal will help assessment and design of mitigation for the erosion noted in the inspection reports.

5. IMPROVEMENT ALTERNATIVES

This section discusses the feasibility of options to repair or replace the Gustafson Road Bridge. Cost estimates associated with each option are presented in Section 5 of the PER and are further discussed in Appendix B.

5.1 Option 1: Repair Bridge to Current Configuration

The first option is to maintain the current bridge configuration and repair the deficiencies identified in the NDOT Bridge Inspection Reports. The repairs indicated by the past inspection reports are listed in a previous section of this report. A paraphrased summary of those repairs is as follows:

- Repair welds.
- Remove debris from abutment seats and expansion joints.
- Replace bearing pads.
- Re-paint the steel superstructure and bearing plates.
- Blast and paint the bridge handrails.
- Install traffic barriers on the bridge and the approaches that meet current AASHTO standards.
- Repair erosion at the embankments.
- Replace slope protection at both abutments.

- Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.
- Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.

One of the repairs listed in the inspection reports is to install bridge rails to meet current AASHTO standards. Installing standard concrete barriers would require custom-designed bolted connections, and the heavy weight will likely reduce the limit for the vehicle loading allowed on the bridge. Bolting steel traffic barriers to the flatcar girder may have more reasonable details and weight. Installing standard traffic barriers on each side of the existing roadway would reduce the roadway width on the bridge from the current 18-feet to about 14.5-feet. In either case, the upgraded barrier would require special design details and may still not be comparable to AASHTO crash rated barrier designs. Anchor units would also likely be required at each corner of the structure to transition to the approach roadway.

The existing bridge superstructure is made from two used railroad flatcars. The main girders that run along the centerline of each railroad flatcar are considered fracture critical members because there is no redundancy in the structural support. If either of the two flatcar girders fracture from tension, then the bridge would no longer be capable of safely carrying the posted loading and may collapse.

There is a visible gap between the adjacent edges of the two flatcars when viewed from below. The two flatcar girders do not appear to be connected in a way that can transmit shear, transverse bending or torsion between the two flatcar girders. The only apparent connection between the flatcars is the assumed ½ -inch thick steel deck plate, since the asphalt concrete topping is not composite with the steel deck and does not contribute to the bridge capacity. The two flatcar girders act independently to support torsion and transverse bending. The non-redundant fracture critical status and torsional independence of these girders increases the structural failure risk when compared to a conventional steel girder bridge with composite concrete deck which has redundant load paths.

The remaining life of a bridge is at least partly dependent on structural fatigue; fatigue is based on the number and magnitude of loads that a structure has experienced during its service life. The load history of these used flatcars is unknown. The railroads are likely to have only sold used equipment that it believed was at the end of its useful life. Using used railroad flatcars as bridge girders involves accepting substandard vehicle load limits and a shortened service life of unknown time span.

5.2 Option 2: Repair and Widen Bridge to Two Lanes

The second option is to repair the deficiencies identified in the NDOT Bridge Inspection Reports and widen the bridge to two traffic lanes. The repairs indicated by the past inspection reports are listed in previous sections of this report.

Code compliant traffic barriers, which are absent from the existing bridge, are required if the bridge is widened. As discussed in Option 1, bolting steel traffic barriers to the flatcar girder may have more reasonable details and weight than installing standard concrete traffic barriers. It is not clear if the railroad car structure can be modified to provide resistance for the traffic barrier loads prescribed in the AASHTO Bridge Design Specifications.

The widened configuration would include two 12-foot-wide lanes plus 4-foot shoulders and 1’-9” wide traffic barriers on both sides, for a total required deck width of 35’-6”. To match the existing superstructure details, two more railroad flatcars could be acquired and added to the existing two. Each railroad flatcar girder is 9-feet wide, so four of them side-by-side will total 36-feet overall deck width. This option could maintain the existing walkway by adding the other two flatcar girders on to the eastside of the existing bridge. The abutments would be widened to the east using similar design as the existing abutments. If the bridge skew causes the new eastside of the north abutment to encroach

too closely to the canal, then the eastside widening may be shifted to the north causing the ends of the widening to be staggered from the ends of the existing bridge.

Widening the existing bridge with additional railroad flatcars will result in some of the same deficiencies as described for Option 1. These deficiencies include needing to post for the substandard 17-ton vehicle weight limit, having a shorter than standard service life, and the systems non-redundant fracture critical behavior.

Widening will require finding additional railroad flat cars that are either identical or at least very similar to those used in the existing structure. The reason for this is the need to minimize differential displacements between the units that could "work" the connection between them. Finding additional cars that could be considered compatible would be very difficult, since there is not any available information on the source of the existing cars, their manufacturer or their age.

Since widening for additional lanes is not considered feasible, the addition of ADA compliant pedestrian and bicycle facilities by the addition of cars to the existing configuration is not considered.

5.3 Option 3: Replace Bridge with Two Lanes Plus Pedestrian and Bike Facilities

The third option is to replace the existing bridge with a conventional bridge made of either a steel rolled beam or a precast-prestressed (PC/PS) concrete beam, deck type superstructure with composite concrete deck and ADA compliant pedestrian and bicycle facilities. The bridge configuration would include two 12-foot-wide traffic lanes, plus 5-foot shoulders that also serve as bike lanes, plus 6-foot sidewalks, and 1'-9" wide standard concrete traffic barriers on both sides, for a total required deck width of 49'-6".

The new abutments may be placed behind the existing abutment location, lengthening the bridge to about 110-feet. Placing the abutments back away from the canal is done to both avoid potential damage to the canal embankment during construction and to provide better protection against undermining of the new abutment by the canal. The short seat abutment foundation may consist of a staggered row of 2-foot diameter pile shafts, or possibly a spread footing.

Some of the details may be made to be consistent with the bridge crossing at Clearwater Parkway that is situated approximately one and one half miles to the west of Gustafson Road.

This is the recommended option, since it provides code compliant standard traffic barriers, standard vehicle load capability, ADA compliant pedestrian and bicycle facilities and an AASHTO compatible design life of 75 years. The use of multiple girders, either steel or PC/PS concrete, with a composite reinforced concrete deck provides transverse bending stiffness between girders and provides redundant load paths eliminating the fracture critical issues associated with the existing rail car members.

5.4 Cost Estimate for Feasible Options

Due to the significant number of deficiencies identified in the inspection reports and the lack of detailed information on the existing railroad flat car structural components, preparation of even a planning level estimate for Options discussed in Sections 5.1 and 5.2 is beyond the scope of this report.

5.4.1 Repair Only

Section 3.1 of this report discusses the breakdown of the repairs itemized per the 2022 NDOT inspection report. The costs associated with the listed repairs total approximately $166,000. While some of the unit prices used appear to be very low, others are absent; most likely due to insufficient data to base an estimate on. The breakdown presented here in Table 2 - Option 1 – Repair Bridge

Only, shows the quantities from the NDOT inspection report with a rough order of magnitude estimate of construction cost.

The costs shown do not include field investigations to validate foundation assumptions, confirmation of superstructure dimensions and material properties, design, City administrative costs, any R/W cost, permitting, design support during construction and construction management; all of which could total 30% - 40% of the estimated construction costs. Using these parameters, a conservative cost for Option 1 would be in the range of $1.1MM to $1.3MM.

Table 2. – Option 1 – Repair Bridge Only

Work Item from Inspection Report	Quantity	Units	NDOT Unit Cost ($)	NDOT Total	Unit Cost ($)	Total
• Rehabilitate or replace abutment slope protection at both abutments.	60	CY	$ 100	$ 6,000	$ 600	$ 36,000
• Repair erosion in the NE and SE embankments	15	CY	$ 25	$ 375	$ 250	$ 3,750
• Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates.	414	SF	$ 23	$ 9,522	$ 125	$ 51,750
• Remove debris from abutment seats.	1	LS	$ -	$ -	$ 2,500	$ 2,500
• Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.	640	LF	$ 5	$ 3,200		
Assume grinding and repaving	20	TONS			$ 2,000	$ 40,000
• Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.	1	LS	$ -	$ -	$ 75,000	$ 75,000
• Replace/Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.	482	CY	$ 25	$ 12,050	$ 175	$ 84,350
• Repair weld of railcar 1 north trunnion to stringer.	1	LS	$ -	$ -	$ 15,000	$ 15,000
• Remove and replace fixed bearing pads, two pads per bearing.	8	EA	$ 16,500	$ 132,000	$ 16,500	$ 132,000
• Blast and paint the bridge rails.	273	LF	$ 9	$ 2,457	$ 125	$ 34,125
				$ 165,604		$ 474,475
Mobilization			10%	$ 16,560	10%	$ 47,448
Sub-total				$ 182,164		$ 521,923
Contingency [use 30% due to limited information]			30%	$ 54,649	30%	$ 156,577
Total - Preliminary Estimated Construction Cost Only				**$ 236,814**		**$ 678,499**
(Design, DSDC, Admin, R/W, CM not included.)						

5.4.2 Repair and Widen Bridge to Two Lanes

Option 2, discussed per Section 5.2, requires locating and purchasing two or more railroad flat cars of very similar construction and stiffness characteristics to match the existing structure. The likelihood is there would be a cost of $2MM to $3MM and the remaining useful life of the structure would still be in doubt because of the unknown fatigue history of the retired railroad flat cars; therefore, Option 2 is not considered feasible.

5.4.3 Replace Bridge with Two Lanes Plus Pedestrian and Bike Facilities

The recommended replacement option described in Section 5.3 would consist of either a steel rolled beam or a precast-prestressed (PC/PS) concrete beam, deck type superstructure with composite concrete deck and ADA compliant pedestrian and bicycle facilities. The deck width described is about 49.5 feet, depending on the traffic barriers chosen; however, anticipating the it would be desirable for the new structure to be similar in width to the existing Clearwater Parkway Bridge over the same canal, our recommended configuration would be 70’ wide.

The bridge replacement cost estimate presented in Table 3 below was extracted from the Preliminary Bridge Cost Memo in Appendix B of this report and represents costs associated with replacing the existing railroad car structure with one similar in dimensions to the Clearwater Parkway Bridge.

Table 3. – Bridge Replacement Cost with Ped/Bike

Gustafson Road Bridge (B-2187)	$$/sqft	Structure Width	Structure Length	Estimated Bridge Construction Cost ($)
CT "Comparative Bridge Costs" based pricing	$ 395.30	70	110	$ 3,043,810.00
Independent Contractor based pricing	$ 387.00	70	110	$ 2,979,900.00
Averaged Estimated Cost				**$ 3,011,855.00**
Bridge removal & diposal				$ 80,000.00
Traffic control and Construction Area Signage				$ 100,000.00
Approach slabs (North & South)				$ 150,000.00
Subtotal Construction Cost				**$ 3,341,855.00**
Mob/Demob @ 5% of Construction Cost				$ 167,092.75
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				$ 668,371.00
Construction Administration & Inspection @ 15% Construction Cost				$ 501,278.25
Environmental permitting and CE Report				$ 50,000.00
Estimated Bridge Replacement Cost				**$ 4,728,597.00**

Typically, a cost per square foot ($$/SF) based on the structure span length, width and type is used to prepare planning level estimates of construction cost. The resultant is subjected to mobilization and contingency percentages appropriate for the level of project development to arrive at a budgeting number considered to be reasonable without being overly conservative.

Since NDOT does not publish bridge cost data, we used the most recent Caltrans “Comparative Bridge Costs” (January 2019, attached) and backed the result up by having a local bridge contractor provide an independent estimate (see Appendix B – Opinions of Probable Construction Costs).

Additionally, the construction cost presented here does not include the cost of approach roadway features, utility relocation, right of way purchase or agency administrative costs.

Of the options reviewed, only the replacement option is recommended; at a cost of approximately $4.73MM, (see Appendix B - Preliminary Bridge Cost Memo) the replacement option provides code compliant standard traffic barriers, standard vehicle load capability, ADA compliant pedestrian and bicycle facilities and an AASHTO compatible design life of 75 plus years.

6. COORDINATION WITH NDOT

City staff furnished the annual inspection reports provided by NDOT for review and use in the preparation of this report. AECOM reviewed the 2020, 2021 and 2022 reports prior to contacting NDOT to request any other information regarding the subject structure that might be available.

The first attempt to contact NDOT was made on April 27, 2022:

- Bridge No. B-2187 was off-system
- The bridge may be eligible for off-system funds
- When asked if NDOT published or had bridge structure cost data that could be shared with the City to inform our cost estimating efforts they did not but cited several recent construction contracts; specifically recent similar bid tabs that would be made available for City's use in compiling a cost comparison.
    - Contract Number

  - 3798 Minister Rd – Steel girder w/reinforced concrete deck
  - 3707 Miller Lane – Douglas County – PC/PS concrete box
  - 3713 Eaton Valley Rd near Winnemucca – PC/PS concrete box
- Shared that while they do not have a listing by structure type of construction cost, an average cost of $400 per square foot (SF) was reasonable for estimating purposes for the structure types being considered for the Gustafson Road Bridge replacement.
- Stated that since the structure was not on the NDOT network that the local agency would be responsible for the project.
- Referred to the "One Nevada Transportation Plan" for additional information about the various programs and processes related to transportation projects through NDOT.
- NDOT does not have a documented policy regarding the use of railroad flat car bridges.

7. DISCUSSION OF USBR COORDINATION AND PERMITTING REQUIREMENTS

It is our understanding that the United States Bureau of Reclamation (USBR) granted a permit for construction, operation and maintenance of a bridge over the Truckee Carson Canal on August 11, 1993 (the subject bridge). The Consenter of the Consent documents, issued in 1994 by USBR, was Lyon County. By its terms, the Consent document is non-transferrable without USBR permission; it is unclear if the Consent document was ever formally transferred to the City of Fernley upon the City's incorporation in 2001. The bridge operates as a public right of way and is maintained by the City of Fernley. City anticipates coordination with USBR to properly transfer existing Consent into the City's name, or to apply for a new Consent document should a replacement structure be selected.

USBR indicated their "Reclamation Engineering and O&M Guidelines for Crossings" would apply to the project.

USBR informed AECOM that once the information on removing the existing bridge and the replacement design is received, they will review the submittal and coordinate with their Lands Office.

Additional costs may be incurred to provide shoring and dewatering of foundation excavations should the USBR and the Truckee Carson Irrigation District decide that water delivery schedules will not permit dewatering the canal during bridge foundation construction.

8. DISCUSSION OF POTENTIAL RIGHT-OF-WAY IMPACTS

It is anticipated that the project will extend from the intersection of Gustafson Road and SR 828 (Farm District Road) to Desert Shadow Lane. The project will need to affirm the dedication of the roadway easement to the south and coordinate with NDOT to complete Improvements to the North at the intersection with SR 828.

There are utilities both parallel to and crossing Gustafson Road within the limits of the proposed project that may have existing easements. Any additional existing easements found during the Right of Way process will be identified in future Project plans as appropriate. Utilities with infrastructure in the area will be Notified as the Project progresses so that relocations can be coordinated, and prior rights established.

A determination with respect to the need for the existing cattle guard on the south side of the canal crossing will be made during project development. A new cattle guard will be included in the approach work should the land use on the south side of the canal require it.

USBR will require special excavation supports to be in place should the bridge demolition and replacement construction need to take place while the canal is full. Construction costs associated with removal and replacement of the existing bridge while the canal is full were considered in the compilation of the estimate.

Right-Of-Way (ROW) activities are anticipated to occur during the Engineering Design phase of the project.

9. PROJECT FUNDING ASSESSMENT AND RECOMMENDATIONS

Successful funding strategies are characterized by agility, opportunism, and persistence. Entities should be flexible with their funding strategy, actively pursue low hanging fruit (e.g., projects whose outcomes directly align with the sought-after objectives of discretionary programs), and continue to pursue discretionary opportunities through improving a project's competitiveness in each iteration of application. Positioning of the project is key; the same project can be positioned in vastly different ways to address differing program objectives. As nearly all discretionary and formulaic programs require economic justification of the project expenditure, ensuring that there is sufficient current information on the project and its forecast outcomes if constructed is of the utmost importance. While not the end-all in the assessment by funding agency reviewers, analytics are a very important component. For bridge replacement projects, the type of data that would be needed for undertaking a typical economic justification analysis would include:

- Average daily traffic (current year and future year);
- Diversion route (if bridge were to be closed);
  - Additional distance travelled;
  - Additional travel time incurred;
- Ongoing maintenance costs (including major scheduled repairs if not replaced); and
- Capital costs associated with replacement of bridge.

Most discretionary grant programs are available to states, units of local government, tribal governments, or metropolitan planning organizations (MPOs). Discretionary grants are funds awarded through a competitive process (see Appendix E – Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge for full discussion).

Formulaic programs comprise funding received by State DOTS based on a predetermined formula. These programs are sometimes referred to as state-administered programs. Formula programs for highways and bridges make up the major non-transit component of federal transportation funding. The Project would be eligible for formulaic funding under two NDOT administered programs:

- Highway Bridge Program (HBP); and
- Statewide Transportation Improvement Program (STIP).

Though more a requisite for discretionary funding programs than for formulaic funding programs, a project needs a well written and multifaceted narrative which clearly and concisely documents the needs for the project, the outcomes its construction will deliver to the surrounding community, the broad support the project has, and steps the entity has undertaken to ensure the project can be started and completed within an acceptable timeframe. Competitive grant applications tell a compelling story backed up by defensible and transparent analytics and supported by a comprehensive road map for delivering the project on schedule and within budget.

The Gustafson Bridge project currently has some, but not all the components, necessary for a successful discretionary grant program application. The current ADT of the bridge, well under 100 vehicles today and likely to more than double over the next two decades, is unlikely to generate any significant economic benefits over a standard twenty-year assessment period. Development of the land south of the Truckee Canal is still in the early planning stages and the future make-up and density of this development is not well defined. The typology and density of development, the associated vehicular and active transportation, and emergency services requirements will drive the future analytics, and thus the quantified need for the implementation of the Project. So long as the sub- and superstructure of the

Gustafson Bridge are rated as “Good” or even “Fair” under the NBI rating system, the primary justification for its replacement will be largely based on its weight-restriction status as well as the City’s emergency response routing redundancy (the need for two points of access to the underdeveloped lands south of Truckee Carson Canal).

AECOM recommends that the City of Fernley continue to develop planning around the Gustafson Bridge and incorporate its replacement into the future development of the lands south of Truckee Canal. Though it’s currently programmed into the City’s Capital Improvement Plan for the 2025/26 fiscal year, some sources of funding should be identified to meet the local match requirements of discretionary and/or formulaic programs. Data required for the economic justification to compliment any application for funding (as described above) should be compiled and updated regularly to ensure that adequate information is in hand to develop a compliant and competitive application at the time the City chooses to pursue a funding opportunity. If possible, the City should seek the inclusion of the Project in Nevada’s STIP, a Regional Transportation Plan.

At time of writing, the clearest path to obtaining funding for the Gustafson Bridge project would likely be under the Highway Bridge Program. With further planning, particularly around the density and timing of future development of the lands south of the Truckee Carson Canal and the impact this would have on local mobility needs, a competitive application seeking funding under either the USDOT’s RAISE or Rural grants could be a possibility.

APPENDIX A
PHOTOGRAPHS

Figure 1 - ABOVE: Looking South at the North abutment; high pressure natural gas pipeline on independent utility bridge on left side of view. USBR/TCID project signage in foreground.

Figure 2 - View of south approach to bridge; roadway narrows to conform to available bridge width.

Figure 3 - ABOVE: View looking north from the north abutment toward the intersection of Gustafson Road with SR 828. Power distribution lines parallel the West side of the road. The high-pressure gas line crosses Gustafson Road approximately 165 feet south of the centerline of SR 828.

Figure 4 - LEFT: View of the South end of the gas utility enclosure and the line marked. USA marking on the roadway indicates the gas line is approximately 22' West of the edge of pavement.

Figure 5 - ABOVE: View of the failing asphalt surfacing on the bridge deck. Depth of the surfacing varies along the structure. Cracking and missing sections of the surfacing provide entry points for moisture that can corrode the steel railcar deck plates. The condition of the deck plates and the welds that connect the rail cars cannot be accessed for assessment.

Figure 6 - BELOW: Proceeding South along Gustafson Road off the bridge the roadway alignment goes into an S-type curvature after crossing the cattle guard and before reaching the array of mailboxes on the East side of the road. Current alignment does not conform to highway geometric design criteria.

Figure 7 - ABOVE: View of the east side of the existing bridge at the pedestrian walkway and railing.

Figure 8 - View of the TCID levee maintenance road at the crossing of Gustafson Road at the North abutment;

Figure 9 - ABOVE: View along the West side of the bridge showing the pedestrian walkway cantilevered off the railcar.

BELOW: Looking North along the West side of the structure at the cantilevered wide flange supports for the walkway grating welded to the steel channel shape that is the edge beam of the railcar.

Figure 10 - BELOW: View showing the connection of the cantilevered wide flange beam sections that support the pedestrian walkway and railing.

Figure 11 - ABOVE: View of the pedestrian walkway and railing at the South abutment.

Figure 12 - ABOVE: View of the canal side of the North abutment; slope failing due to erosion and undercutting of shotcrete facing. Depth of embedment of the abutment seat is unknown.

Figure 13 - LEFT: View of bearing area at Northeast corner of the bridge. The adequacy of bearing contact and the condition of the bearings was not determined due to debris. NDOT recommended replacement of the elastomeric bearing pads.

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Figure 14 - Below: View looking toward the South abutment along the centerline of the bridge at the joint between the two railcars. Each of the railroad flatcars is made up of a central main girder and two builtup channel edge beams.

While there are no confirmed details of the joint between the flatcars, it is assumed that the only physical connection between the two flatcars is a 1/2” plate welded across the joint between the abutting edge beams.

Figure 15 - BELOW: The circled portion of the main beam of the East flatcar appears to be a repair or splice of a replacement component to complete the bearing section of the flatcar. The backing plate was left in place and what was intended to be a full penetration butt weld to join the two different size sections was incomplete; the weld is not the same size as the smaller section joined.

Figure 16 - BELOW: The arrow points to the transition of depth for the main beam of the East flatcar; the overhang of the bottom flange past the exterior face of the web is evident.

APPENDIX B

OPINIONS OF PROBABLE CONSTRUCTION COSTS

Gustafson Road Bridge

Estimated Bridge Replacement Cost Memorandum

City of Fernley
Engineering Department

AECOM Project No.: 60647905

April 15, 2022 (Revised September 26, 2022)

Prepared for:

City of Fernley
Jessica Dover, PE,
Sr. Project Manager
595 Silverlace Blvd.
Fernley, NV 89408

Prepared by:

AECOM
2020 L St, Suite 400
Sacramento, CA 95811
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Estimated Bridge Replacement Cost

Per your request, we are providing a high-level estimate for the replacement of the existing Gustafson Road Bridge over the Truckee Canal [Bridge No. B-2187].

Initially I assumed the typical bridge cross-section or similar roadway cross section required would be 2 - 12' travel lanes, with 6' bike lane/shoulders and 6' sidewalks. Including traffic barriers with bike/ped railing, this configuration results in a total width of about 52'; however, anticipating the new structure should be similar in width to the existing Clearwater Parkway Bridge over the same canal, our recommended configuration would be 70' wide. The bridge would consist of a 100'-110' single span using either precast/prestressed concrete beams or wide flange steel beams either system with a composite reinforced concrete deck.

Typically, we use a cost per square foot ($$/SF) based on the structure span length and type to prepare planning level estimates of construction cost. The resultant is subjected to mobilization and contingency percentages appropriate for the level of project development to arrive at a budgeting number considered to be reasonable without being overly conservative.

Since NDOT does not publish bridge cost data, we used the most recent Caltrans "Comparative Bridge Costs" (January 2019, attached) and backed the result up by having a local bridge contractor provide an independent estimate (see the following page).

Gustafson Road Bridge (B-2187)	***$$/sqft***	***Structure Width (ft)***	***Structure Length (ft)***	***Estimated Bridge Construction Cost ($)***
CT "Comparative Bridge Costs" based pricing	*$395*	*70*	*110*	*$3,043,810*
Independent Contractor Pricing	*$387*	*70*	*110*	*$2,979,900*
		Averaged Estimated Cost		***$3,011,855***
Bridge Removal & Disposal				*$80,000*
Traffic control and construction area signs				*$100,000*
Approach slabs (North & South)				*$150,000*
		Subtotal Construction Cost		***$3,341,855***
		Mob/Demob @ 5% of Construction Cost		*$167,092.75*
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				*$668,371*
Construction Administration & Inspection @ 15% Construction Cost				*$501,278.25*
Environmental permitting and CE Report				*$50,000*
		Estimated Bridge Replacement Cost		***$4,728,597***

The Estimated Bridge Replacement Cost is typically calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items multiplied by the bid item price. The "Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.

The bridge replacement cost cited here does not include utility relocation, right of way purchase or agency administrative costs.

Comparative Cost Breakdown

Two Vehicular Lanes + Ped/Bike Facilities

STRUCTURAL SECTION	COMMON SPAN RANGE (feet)	COST RANGE (price/sqft)	REMARKS (Assume mid-range cost for 100' span)	Mob/Demob	Contingency	$$/sqft
BULB TEE GIRDER	90 - 145	150-375	$263	15%	30%	$ 393.19
PC/PS I GIRDER	50 - 120	210-475	$274	15%	30%	$ 409.63
STRUCTURAL STEEL I GIRDER	60 - 300	225 - 700 **	$256	15%	30%	$ 383.09
						$ 395.30

NOTE: Removal of a box girder structure costs from $10 - $20 per square foot. * "Price/SQFT" is calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items, listed in Chapter 11 of the Bridge Design Aids Manual, multiplied by the bid item price. The"Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.
** Use of STRUCTURAL STEEL I GIRDER construction is limited in California. The range used here is expanded to acknowledge greater use of this type in other western states.

Gustafson Road Bridge (B-2187)	$$/sqft	Structure Width	Structure Length	Estimated Bridge Construction Cost ($)
CT "Comparative Bridge Costs" based pricing	$ 395.30	70	110	$ 3,043,810.00
Independent Contractor based pricing	$ 387.00	70	110	$ 2,979,900.00
		Averaged Estimated Cost		**$ 3,011,855.00**
Bridge removal & diposal				$ 80,000.00
Traffic control and Construction Area Signage				$ 100,000.00
Approach slabs (North & South)				$ 150,000.00
			Subtotal Construction Cost	**$ 3,341,855.00**
			Mob/Demob @ 5% of Construction Cost	$ 167,092.75
Final Design, PS&E, Design Support during Construction @ 20% Construction Cost				$ 668,371.00
Construction Administration & Inspection @ 15% Construction Cost				$ 501,278.25
Environmental permitting and CE Report				$ 50,000.00
			Estimated Bridge Replacement Cost	**$ 4,728,597.00**

INDEPENDENT CONTRACTOR PRICING

"Cost per sf = $387 for 5,720 sf for a total of $2.22MM

ASSUMPTIONS:

- *STRUCTURE EXC:*
  - *267 cy's: no off haul, no shoring,*
  - *6' deep, 60' long, 10' wide*
- *ABUTMENTS*
  - *No pile foundation figured in this analysis*
  - *175 cy's: seat 52' x 6' x 4', wingwalls 15' x 1' x 8'*
  - *Backwall 52' x 1' x 4'*
  - *Diaphragms 36 ea 4' x 3' 1.5' - no utility penetrations*
- *PRECAST GIRDERS:*
  - *10 EA at 110' in length*
- *BRIDGE DECK:*
  - *52' x 110' x 0.67', includes profile grind after deck pour*
- *BRIDGE REINFORCING:*
  - *Total concrete 334 cy's, supply and install at $300/cy*
- *APPROACH SLABS:*
  - *Each 30 ft deep and full width of abutment 52’ and 1.25’ thick bridge deck*
- *SIDEWALK:*
  - *Figured across bridge and approach slabs,*
  - *L=170’ per side, 6’ wide and 0.5’ deep,*
  - *Total length is 340’*
- *TYPE 80 BARRIER:*
  - *Figured full length, including approah slabs*
  - *170’ at 2 ea = 340’ total*
- *BICYCLE RAIL:*
  - *Figured full length, including approah slabs 170' at 2 ea = 340' total*
- *JOINT SEAL:*
  - *52 ft x 2 ea = 104 lf o/h included: 6 months pm and engineer"*

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN - OFFICE OF STRUCTURE OFFICE ENGINEER

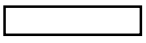
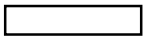
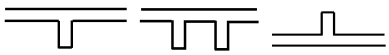
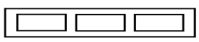
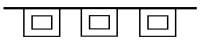
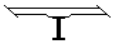
COMPARATIVE BRIDGE COSTS

JANUARY 2019

The following tabular data provides some **general guidelines** for structure type selection and its relative cost. These costs should be used only for **preliminary estimates** until more detailed information is developed. The following factors must be taken into account when determining a price within the cost range:

Factors for Lower End of Cost Range	Factors for Higher End of Cost Range
Short Spans, Low Structure Height, No Environmental Constraints, Large Project, No Aesthetic Issues, Dry Conditions, No Bridge Skew	Long Spans, High Structure Height, Environmental Constraints, Small Project, Aesthetic Issues, Wet Conditions (cofferdams required), Skewed Bridges
Urban Location	Remote Location
Seat Abutment	Cantilever Abutment
Spread Footing	Pile Footing (Large Diameter Piling)
No Stage Construction	2-Stage Construction

Factors that will increase the price from 25% - 150% over the high end of the cost range

Structures with more than 2 construction stages	Unique substructure construction		
Widenings less than 15 Ft.			
STRUCTURAL SECTION	COMMON SPAN RANGE (feet)	* COST RANGE (price/sqft)	REMARKS
RC SLAB 	16 - 44	150-450	CAST-IN -PLACE CONCRETE BRIDGES ACCOUNT FOR APPROXIMATELY 65% OF BRIDGES BUILT ON CALIFORNIA STATE HIGHWAYS
RC T-BEAM GIRDER	40 - 60	175-500	
RC BOX GIRDER	50 - 120	150-400	
CIP/PS SLAB 	40 - 65	No Current Cost Data	
CIP/PS BOX GIRDER	100 - 250	150-400	
PC/PS SLAB	20 - 50	200-550	NO FALSE WORK REQUIRED
PC/PS T GIRDER 	30 - 120	No Current Cost Data	
BULB TEE GIRDER	90 - 145	150-375	
WIDE FLANGE GIRDER	90 - 180	300-450	
PC/PS I GIRDER	50 - 120	210-475	
ADJACENT PC/PS GIRDER 	50 - 110	400-500	
PC/PS BOX GIRDER 	120 - 200	No Current Cost Data	
STRUCTURAL STEEL I GIRDER 	60 - 300	325 - 700	

NOTE: Removal of a box girder structure costs from $10 - $20 per square foot.

* "Price/SQFT" is calculated using "Bridge Costs Only" as defined by the Federal Highway Administration. The "Bridge Cost Only" is the sum of the "Superstructure" and "Substructure" bridge items, listed in Chapter 11 of the Bridge Design Aids Manual, multiplied by the bid item price. The "Superstructure" and "Substructure" bridge items do not include items such as: time related overhead, mobilization, bridge removal, approach slabs, slope paving, soundwalls, or retaining walls.

Work Item from Inspection Report	Quantity	Units	NDOT Unit Cost ($)	NDOT Total	Unit Cost ($)	Total
• Rehabilitate or replace abutment slope protection at both abutments.	60	CY	$ 100	$ 6,000	$ 600	$ 36,000
• Repair erosion in the NE and SE embankments	15	CY	$ 25	$ 375	$ 250	$ 3,750
• Re-paint portions of steel superstructure where coating has failed; and re-paint Abutment 2 bearing plates.	414	SF	$ 23	$ 9,522	$ 125	$ 51,750
• Remove debris from abutment seats.	1	LS	$ -	$ -	$ 2,500	$ 2,500
• Seal cracks and repair potholes in the asphalt deck wearing surface and the north approach pavement. Remove dirt and gravel accumulations along the east and west edges of the deck. Consider grinding and repaving.	640	LF	$ 5	$ 3,200		
Assume grinding and repaving	20	TONS			$ 2,000	$ 40,000
• Regrade the south approach roadway to mitigate potholes and wash boarding creating a smooth riding surface and transition to the bridge to limit live load impact factor. Consider paving the south approach roadway.	1	LS	$ -	$ -	$ 75,000	$ 75,000
• Replace/Install bridge rails, approach rails, transitions, and end terminations to meet current AASHTO standards.	482	CY	$ 25	$ 12,050	$ 175	$ 84,350
• Repair weld of railcar 1 north trunnion to stringer.	1	LS	$ -	$ -	$ 15,000	$ 15,000
• Remove and replace fixed bearing pads, two pads per bearing.	8	EA	$ 16,500	$ 132,000	$ 16,500	$ 132,000
• Blast and paint the bridge rails.	273	LF	$ 9	$ 2,457	$ 125	$ 34,125
				$ 165,604		$ 474,475
Mobilization			10%	$ 16,560	10%	$ 47,448
Sub-total				$ 182,164		$ 521,923
Contingency [use 30% due to limited information]			30%	$ 54,649	30%	$ 156,577
Total - Preliminary Estimated Construction Cost Only				**$ 236,814**		**$ 678,499**
(Design, DSDC, Admin, R/W, CM not included.)						

APPENDIX C

Sufficiency Rating Data & Comparative Calculation

Facts

Source: National Bridge Inventory. Information not verified; use at your own risk.

Name:	GUSTAFSON ROAD over TRUCKEE CARSON CANAL
Structure number:	B2187
Location:	FERNLEY HIGHLANDS
Purpose:	Carries highway over waterway
Route classification:	Local (Rural) *[09]*
Length of largest span:	88.9 ft. *[27.1 m]*
Total length:	90.9 ft. *[27.7 m]*
Roadway width between curbs:	18.0 ft. *[5.5 m]*
Deck width edge-to-edge:	22.0 ft. *[6.7 m]*
Owner:	City or Municipal Highway Agency *[04]*
Year built:	1996
Historic significance:	Bridge is not eligible for the National Register of Historic Places *[5]*
Design load:	M 13.5 / H 15 *[2]*
Main span material:	Steel *[3]*
Main span design:	Girder and floorbeam system *[03]*
Deck type:	Steel plate (includes orthotropic) *[5]*
Wearing surface:	Bituminous *[6]*

Latest Available Inspection: February 2018

Good/Fair/Poor Condition:	Fair
Status:	Posted for load *[P]*
Average daily traffic:	61 *[as of 2014]*
Deck condition:	Good *[7 out of 9]*
Superstructure condition:	Satisfactory *[6 out of 9]*
Substructure condition:	Good *[7 out of 9]*
Structural appraisal:	Somewhat better than minimum adequacy to tolerate being left in place as is *[5]*
Deck geometry appraisal:	Meets minimum tolerable limits to be left in place as is *[4]*
Water adequacy	Superior to present desirable criteria *[9]*

appraisal:	
Roadway alignment appraisal:	Equal to present desirable criteria *[8]*
Channel protection:	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. *[6]*
Scour condition:	Bridge foundations determined to be stable for the assessed or calculated scour condition. *[8]*
Sufficiency rating:	76.2

Previous Inspections

Date	Condition	Deck	Superstructure	Substructure	ADT	Suff. Rating
February 2018	Fair	Good	Satisfactory	Good	61	76.2
June 2016	Fair	Good	Satisfactory	Good	61	76.2
June 2015	Fair	Good	Satisfactory	Good	61	76.2
June 2014	Fair	Good	Satisfactory	Good	55	76.2
June 2013	Fair	Good	Satisfactory	Good	55	76.2
June 2011	Good	Good	Good	Good	55	52.2
June 2009	Good	Very Good	Good	Very Good	55	66.5
June 2007	Good	Very Good	Good	Very Good	55	66.5
April 2005	Good	Very Good	Good	Very Good	50	66.5
May 2003	Good	Good	Good	Very Good	50	66.5
April 2001	Good	Good	Very Good	Very Good	50	66.4
May 1999	Good	Good	Very Good	Very Good	50	66.4
October 1996	Good	Very Good	Very Good	Excellent	50	67.2

Element Data

Source: National Bridge Elements dataset, 2019 edition. This feature is experimental.

Element	Units	Quantity	1-Good	2-Fair	3-Poor	4-Serious
Substructure						
Reinforced Concrete Abutment	linear ft.	44	40	4	0	0
Deck						
Corrugated or Orthotropic Deck	sq. ft.	1,636	1,636	0	0	0
Bearings						
Fixed Bearing	each	4	0	3	1	0
Bridge Rail						

Steel or Aluminum Bridge Rail	linear ft.	273	223	50	0	0

BridgeReports.com: National Bridge Inventory data
[Locations | Search | Cities | About | Bridgehunter.com]
© Copyright 2012-20, James Baughn
Disclaimer: All data is taken from the National Bridge Inventory and has **not** been verified.
This page's URL is http://bridgereports.com/1374963

Structure Inventory and Appraisal

Last Modified: 09/14/2021

Bridge No.: B2187

1. State Code	329 (Nevada)
2. District	02 (District 02)
3. County	019 (Lyon)
4. Place Code	24900 (Fernley)
5. Inventory Route	150000000
6. Feature Intersected	TRUCKEE CARSON CANAL
7. Facility Carried	GUSTAFSON ROAD
8. Structure No.	B2187
9. Location	FERNLEY HIGHLANDS
10. Min Vertical Clearance	99.99 ft.
11. Milepoint	0.000
12. Base Hwy Network	0 (Inventory Route is not on the Base Network)
13A. LRS Inv Route	
13B. Subroute No.	00
16. Latitude	39 ° 34 ' 49.82 "
17. Longitude	-119 ° 08 ' 50.28 "
19. Detour Length	5.0
20. Toll	3 (On Free Road)
21. Maintenance Resp	04 (City or Municipal Highway Agency)
22. Owner	04 (City or Municipal Highway Agency)
26. Functional Class	09 (Rural)
27. Year Built	1996
28A. Lanes On	1
28B. Lanes Under	0
29. Avg Daily Traffic	61
30. Year of ADT	2017
31. Design Load	2 (M 13.5 / H 15)
32. Appr. Roadway Width	18.0 ft.
33. Median	0 (No median)
34. Skew	0 degrees
35. Structure Flared	0
36A. Bridge Railings	0 (Does not meet acceptable standards/safety feature is required)
36B. Transitions	0 (Does not meet acceptable standards/safety feature is required)
36C. Approach Guardrail	0 (Does not meet acceptable standards/safety feature is required)
36D. Approach GuardRail Term	0 (Does not meet acceptable standards/safety feature is required)
37. Historical Significance	5 (Not eligible)
38. Navigation Control	0 (No navigation control on waterway (bridge permit not required))
39. Vertical Clearance	0.0 ft.
40. Horiz. Clearance	0.0 ft.
41. Posting Status	P (Posted for Load)
42A. Type of Service On	1 (Highway)
42B. Type of Service Under	5 (Waterway)
43A. Main Span Material	3 (Steel)
43B. Main Span Design	03 (Girder and Floorbeam System)
44A. Appr. Span Material	0 (Other)
44B. Appr. Span Design	00 (Other)
45. No. of Spans Main Unit	001
46. No. of Appr. Spans	0000
47. Horiz. Clearance	18 ft.
48. Length Max Span	88.9 ft.
49. Structure Length	90.9 ft.
50. Curb/Sdwk Width LT	3.61 ft.
RT	0.00 ft.
51. Width Curb to Curb	18.0 ft.
52. Deck Width Out to Out	22.0 ft.
53. Min. Vert. Clearance Over	328 ft.
54A. Min. Vert. Underclear	N (Feature not a highway or railroad)
54B. Min. Vert. Underclear	0 ft.
55A. Min. Lat. Underclear Right	N (Feature not a highway or railroad)
55B. Min. Lat. Underclear Right	0 ft.
56. Min. Lat. Underclear Left	0 ft.
58. Deck	7 (Good Condition (some minor problems))
59. Superstructure	6 (Satisfactory Condition (minor deterioration))
60. Substructure	7 (Good Condition (some minor problems))
61. Channel/Channel Prot	6 (Bank slump. widespread minor damage)
62. Culvert	N (Not Applicable)
63. Rating Method	1 (Load Factor (LF))
64. Operating Rating	32.7
65. Rating Method	1 (Load Factor (LF))
66. Inventory Rating	19.8
67. Struc Eval	5 (Somewhat better than minimum adequacy)
68. Deck Geometry	4 (Meets minimum tolerable limits)
69. Underclearance, Vert & Horiz	N (Not applicable)
70. Posting	4 (0.1-9.9% below legal loads (11-15 tons))
71. Waterway Adequacy	9 (Bridge Above Flood Water Elevations)
72. Approach Alignment	8 (Equal to present desirable criteria)
75A. Type Of Work	
75B. Work Done By	
76. Len of Struc Impr	0.0000 ft.
90. Inspection Date	02/28/2022
91. Frequency	12
92A. FC Frequency	12
92B. UW Frequebcy	
92C. SI Frequency	
92A-1. FC Required	Y
92B-1. UW Required	N
92C-1. SI Required	N
93A. FC Inspection Date	02/28/2022
93B. UW Inspection Date	
93C. SI Date	
94. Bridge Impr Cost	$ 0
95. Rdwy Impr Cost	$ 0
96. Total Proj Cost	$ 0
97. Year of Impr Cost	
98A. Border Bridge Code	
98B. % Responsibility	
99. Border Bridge No.	
100. STRAHNET	0 (Not a STRAHNET route)
101. Parallel Structure	N (No parallel structure)
102. Direction of Traffic	3 (One lane brige for 2-way traffic)
103. Temp Structure	
104. Hwy Sys Inv Route	0 (Structure/Route is NOT on NHS)
105. Fed Lands Hwys	0 (Not Applicable)
106. Year Reconstructed	0000
107. Deck Type	5 (Steel Plate (inclues orthotropic))
108A. Wearing Surface	6 (Bituminous)
108B. Deck Membrane	0 (None)
108C. Deck Protection	0 (None)
109. Truck ADT	0 %
110. Desig National Net	0 (Inventory route not on network)
111. Pier Protection	
112. Bridge Length	Y
113. Scour Critical Bridges	8 (Stable for scour conditions)
114. Future ADT	151
115. Year Future ADT	2040
116. Min Nav Vert Clear	0 ft.
201. Contract Number	County
202. Seismic Risk	
203. Structure Name	
204. Culvert Barrel Height	
205. Culvert Barrel Width	
206. Culvert Barrel Length	
207. Total Deck Area	2000 sq ft.
208. Last Access Required Inspection Date	
209. Access Required Inspection Frequency	0
210. Date of Next Access Required	
211. Bridge Inventory Direction	South to North

Sufficiency Rating: 76.20 FO: N SD: N

BRIDGE SUFFICIENCY RATING CALCULATION

County /City: Lyon/Fernley Bridge ID: B-2187 FHWA No.:

Structural Adequacy & Safety - S1 (max.) is 55%

Item 59. Superstructure Rating	=	5	
Item 60. Substructure Rating	=	7	
Item 62. Culvert Rating	=	N	
Item 66. Inventory Rating	=	220	(MUST START WITH "2")

The calculated allowance for Structural Adequacy and Safety (S1) = 27.2208

Serviceability and Functional Obsolescence - S2 (max.) is 30%

Item 58. Deck Condition Rating	=	5	
Item 67. Structural Condition Rating	=	5	
Item 68. Deck Geometry Rating	=	4	
Item 69. Underclearance Rating	=	N	
Item 71. Waterway Adequacy Rating	=	8	
Item 72. Approach Alignment Rating	=	6	
Allowance for Serviceability -J (max.) is 13%	=	4	
Item 28. Lanes on Structure	=	1	
Item 29. ADT on Structure	=	61	2017
Item 51. Roadway width - curb to curb	=	18	
Item 43. Main Structure Type	=	3	
Item 32. Approach Roadway Width	=	24	
Item 100. Is this a defense road (Y/N)	=	N	
Item 53. Vertical Clearance	=	9999	

The calculated allowance for Serviceability and Obsolescence (S2) = 21

Essentiality for Public Use - S3 (max.) = 15%

Item 19. Detour Length	=	5	

The calculated allowance for Essentiality for Public Use - S3 = = 14.95967767

Special Reduction - only used if S1+S2+S3>=50%

Item 36. Traffic Safety	=	0000	

The allowance for Special Reductions (S4) = 3.000032531

SUFFICIENCY RATING SUMMARY

Item			
Structural Adequacy and Safety	-	S1=	27.2208
Servicability & Functional Obsolescence	-	S2=	21
Essentiality for Public Use	-	S3=	14.959678
Special Reductions	-	S4=	3.0000325

Sufficiency Rating (S1 + S2 + S3 - S4) = **60.00**

(1) Structural Adequacy and Safety (55% maximum)

a. Only the lowest code of Item 59, 60, or 62 applies

If # 59 (Superstructure Rating) or

#60 (Substructure Rating) is	<=2 then	A=55%	A=	0
	=3	B=40%	B=	0
	=4	C=25%	C=	0
	=5	D=10%	D=	10

If # 59 and #60 = N and

#62 (Culvert Rating) is	<=2 then	E=55%	E =	0
	=3	F=40%	F =	0
	=4	G=25%	G =	0
	=5	H=10%	H =	0

b. Reduction for Load Capacity:

(1) Calculate AIT (Adjusted Inventory Tonnage) as follows:

If the first digit of #66 = 1, AIT = the 2nd & 3rd digits x 1.56	AIT =	0
If the first digit of #66 = 2, AIT = the 2nd & 3rd digits x 1.00	AIT =	20
If the first digit of #66 = 3, AIT = the 2nd & 3rd digits x 1.58	AIT =	0
If the first digit of #66 = 4, AIT = the 2nd & 3rd digits x 1.01	AIT =	0
If the first digit of #66 = 5, AIT = the 2nd & 3rd digits x 0.77	AIT =	0
If the first digit of #66 = 6, AIT = the 2nd & 3rd digits x 0.67	AIT =	0
If the first digit of #66 = 9, AIT = the 2nd & 3rd digits x 1.00	AIT =	0
	Total =	20

(2) Calculate using the following formulas:

I = (36 - AIT)^1.5 * 0.2778	I =	17.7792
If (36 - AIT) < 0 then, I = 0		Ok
" I " shall not be less than 0% nor greater than 55%		Ok

S1 = 55 - (A + B + C + D + E + F + G + H + I) S1 = 27.2208

S1 shall not be less than 0% nor greater than 55%

2 Serviceability and Functional Obsolence (30% maximum)

a. Rating Reductions (13% Maximum)

If #58 (Deck Condition) is	<=3 then	A=5%	0	
	=4	A=3%	0	
	=5	A=1%	1	
				A = 1
If #67 (Structural Evaluation) is	<=3 then	B=4%	0	
	=4	B=2%	0	
	=5	B=1%	1	
				B = 1
If #68 (Deck Geometry) is	<=3 then	C=4%	0	
	=4	C=2%	2	
	=5	C=1%	0	
				C = 2
If #69 (Underclearances) is	<=3 then	D=4%	0	
	=4	D=2%	0	
	=5	D=1%	0	
				D = 0
If #71 (Waterway Adequacy) is	<=3 then	E=4%	0	
	=4	E=2%	0	
	=5	E=1%	0	
				E = 0
If #72 (Approach Road Alignment) is	<=3 then	F=4%	0	
	=4	F=2%	0	
	=5	F=1%	0	
				F = 0

J = (A + B+ C + D + E + F) J = 4

J shall not be less than 0% nor greater than 13% Use: J = 4

b. Width of Roadway Insufficiency (15% maximum)

Use the sections that apply:

(1) applies to all bridges;
(2) applies to 1-lane brides only;
(3) applies to 2 or more lane bridges;
(4) applies to all EXCEPT 1-lane bridges.

Also determine X and Y:

X (ADT / Lane) = #29 (ADT / first 2 digits of #28 (Lanes) X= 61

Y(Width / Lane) = #51 (Bridge Rdwy. Width) / first 2 digits of #28 Y = 18

(1) Use when the last 2 digits of #43 (Structure Type) are not equal to 19 (Culvert)

If (#51 + 2 Ft.) < #32 (Approach Roadway Width) G = 5% G = 5

(2) For 1-lane bridge only, use the following:

If the first 2 digits of #28 (Lanes) are equal to 01 and

Y<14	then	H = 15%	0	
Y>=14<18		H = 15 (18-Y)/4%	0	
Y>=18		H = 0%	0	H = 0

(3) For 2 or more lane bridges. If these limits apply, do not continue on to (4) as no lane width reductions are allowed.

If the first 2 digits of #28 = 02 and Y>= 16,	H = 0%	0	
If the first 2 digits of #28 = 03 and Y>= 15,	H = 0%	0	
If the first 2 digits of #28 = 04 and Y>= 14,	H = 0%	0	
If the first 2 digits of #28 >= 05 and Y>= 12,	H = 0%	0	H = 0

If H=1 then all scenerios for part should =0

(4) For all EXCEPT 1-lane bridges, use the following:

If Y< 9 and X > 50 then	H = 15%	0		
Y< 9 and X <= 50	H = 7.5%	0		
Y> =9 and X <= 50	H = 0%	0	H =	0
If X > 50 but <= 125 and				
Y < 10 then	H = 15%	0		
Y >=10 < 13	H = 15(13-Y)/3	0		
Y >= 13	H = 0%	0	H =	0
If X >125 but <= 375 and				
Y < 11 then	H = 15%	0		
Y >= 11 < 14	H = 15(14-Y)/3	0		
Y >= 14	H = 0%	0	H =	0
If X >375 but <= 1350 and				
Y < 12	H = 15%	0		
Y >= 12 < 16	H = 15(16-Y)/3	0		
Y >= 16	H = 0%	0	H =	0
If X >1350				
Y < 15	H = 15%	0		
Y >= 15 < 16	H = 15(16-Y)	0		
Y >= 16	H = 0%	0	H =	0
			Total	0

G + H shall not be less than 0% nor greater than 15%.

		5
	G + H =	5

c. Vertical Clearance Insufficiency - (2% maximum)

If #100 (Defense Highway Designation) > 0 and				
#53 (VC over Deck) >= 0 then	I = 0%		0	
#53 < 16.00	I = 2%		0	
If #100 = 0 and				
#53 >= 14.00 then	I = 0%		0	
#53 < 14.00	I = 2%		0	0

S2 = 30 - [J + (G + H) + I] 21

S2 shall not be less than 0% nor greater than 30% S2 = 21

3. Essentiality for Public Use (15% maximum)

a. Determine:

K = (S1 + S2)/85 — 0.567303529

b. Calculate:

A = [#29 (ADT) x #19 (Detour Length)] / 200,000 x K) x 15 — 0.04032233

"A" shall not be less than 0% nor greater than 15% — Use 0.04032233

c. Defense Highway Designation:

If #100 is > 0 B = 2% — 0

If #100 = 0 B = 0% — 0

S3 = 15 - (A + B) — 14.95967767

S3 shall not be less than 0% nor greater than 15%. — S3 = 14.95967767

4. Special Reductions (Use only when S1 + S2 + S3 >= 50)

a. Detour Length Reduction, use the following:

A = (#19)^4 x (5.205 x 10^-8) 3.25313E-05

" A " shall not be less than 0 nor greater than 5 A = 0

b. If the 2nd and 3rd digits of #43 (Structural Type, Main) are equal to 10, 12, 13, 14, 15, 16, 17 or 80; then

B = 5%

2nd and 3rd digits	
10	0
12	0
13	0
14	0
15	0
16	0
17	0
80	0
Total	0

B = 0

c. If 2 digits of #36 (Traffic Safety Features) = 0 C=1
If 3 digits of #36 (Traffic Safety Features) = 0 C=2
If 4 digits of #36 (Traffic Safety Features) = 0 C=3

1st Digit	0	
2nd Digit	0	
3rd Digit	0	Number of 0's
4th Digit	0	4
	C =	3

S4 = A + B + C 3.000032531

S4 shall not be less than 0 nor greater than 13 S4= 3.000032531

APPENDIX D
CONCEPT PLANS

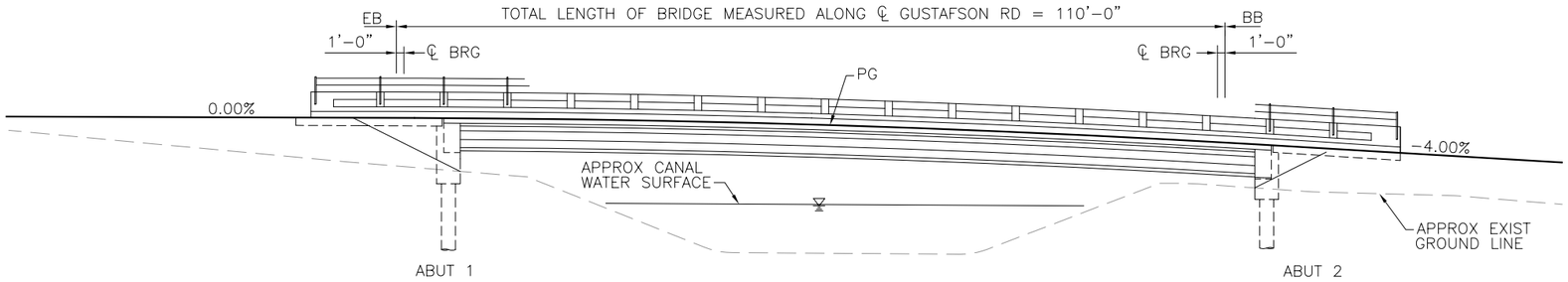
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

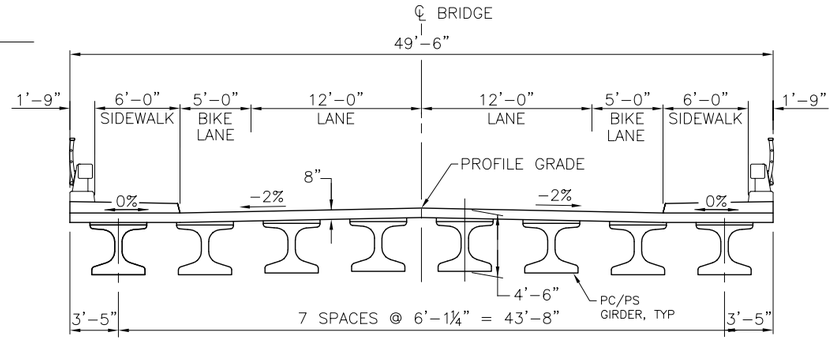
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — THOMAS R. BARNARD — No. C46384 — Exp. 03-31-23 — CIVIL — STATE OF CALIFORNIA

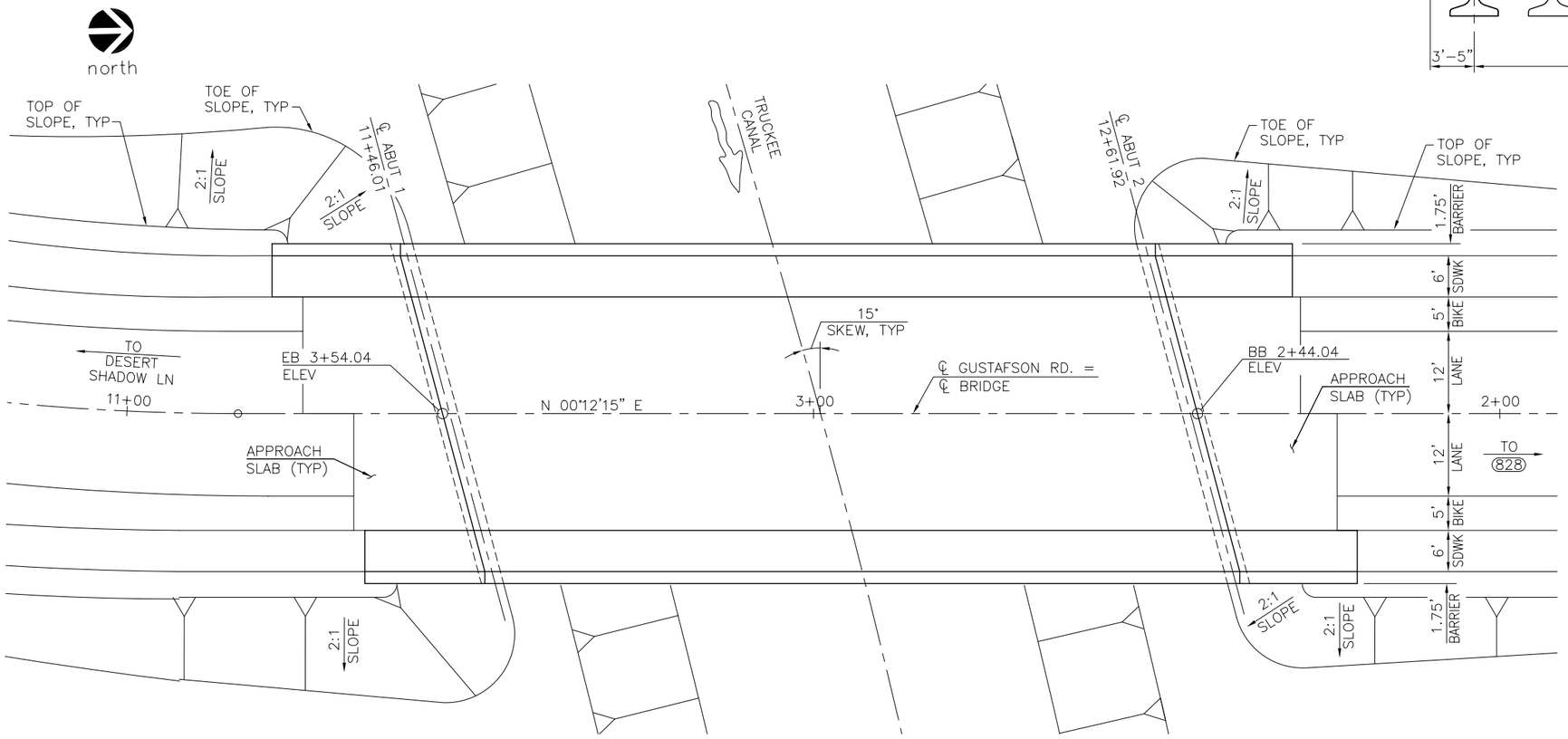
AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sacramento, CA. 95811



ELEVATION
1" = 10'



TYPICAL SECTION
3/16" = 1'-0"



PLAN
1" = 30'

DRAFT
NOT FOR CONSTRUCTION

DESIGN OVERSIGHT	DESIGN	BY	CHECKED	LOAD FACTOR DESIGN	LIVE LOADING:		PREPARED FOR	Thomas R. Barnard, P.E. PROJECT ENGINEER	BRIDGE NO.
SIGN OFF DATE	DETAILS	BY	CHECKED	LAYOUT	BY	CHECKED			POST MILE
	QUANTITIES	BY	CHECKED	SPECIFICATIONS	BY	PLANS AND SPECS COMPARED			

GUSTAFSON ROAD BRIDGE OVER TRUCKEE CARSON CANAL (REPLACE)

GENERAL PLAN

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 4

CU
EA

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY) | SHEET 1 | OF 2

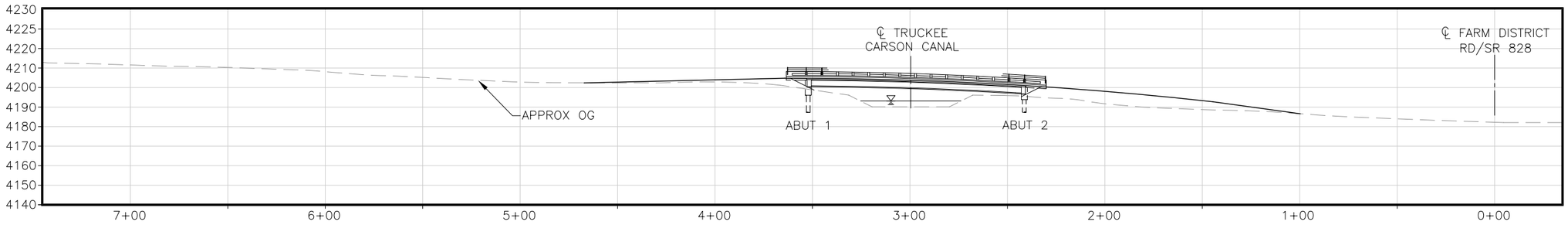
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
THOMAS R. BARNARD
No. C46384
Exp. 03-31-23
CIVIL
STATE OF CALIFORNIA

AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sacramento, CA. 95811



PROFILE
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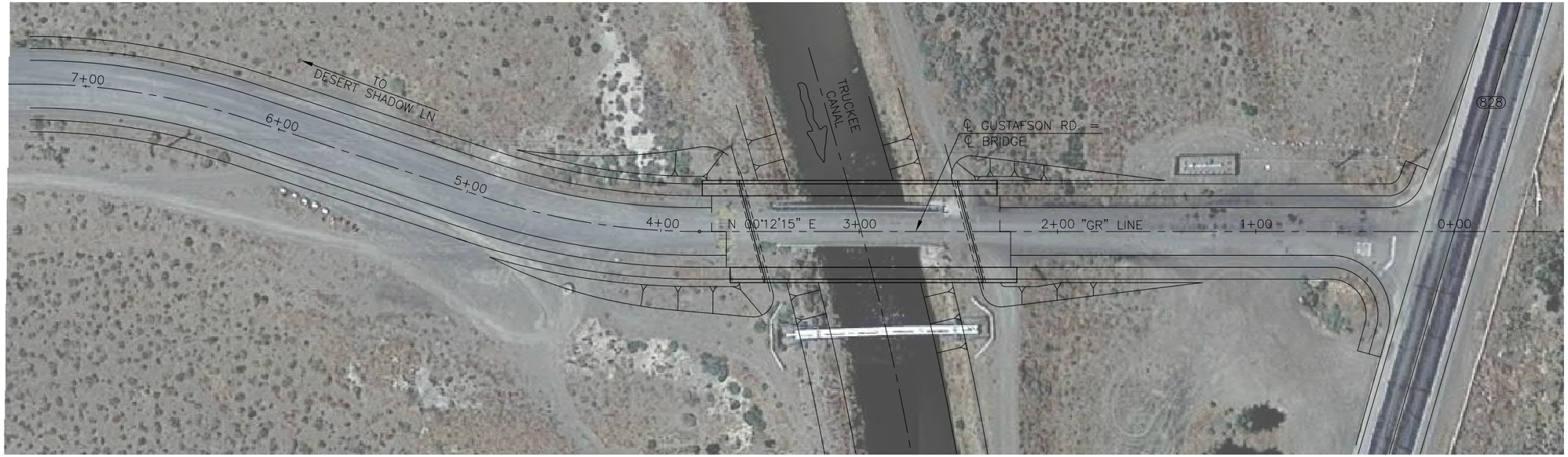

PLAN
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DESIGN OVERSIGHT	DESIGN	BY	CHECKED	LOAD FACTOR DESIGN	LIVE LOADING:		PREPARED FOR	BRIDGE NO.	GUSTAFSON ROAD BRIDGE OVER TRUCKEE CARSON CANAL (REPLACE)
	DETAILS	BY	CHECKED	LAYOUT	BY	CHECKED		POST MILE	PLAN AND PROFILE
SIGN OFF DATE	QUANTITIES	BY	CHECKED	SPECIFICATIONS	BY	PLANS AND SPECS COMPARED			

Thomas R. Barnard, P.E.
PROJECT ENGINEER

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3 4

CU
EA

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY) | SHEET 4 | OF 4

APPENDIX E

Funding Opportunities and Strategy for Replacement of Gustafson Road Bridge

AECOM Imagine it. Delivered.

Funding Opportunities and Strategy

For Replacement of Gustafson Road Bridge, Fernley, NV

June 2022 (Revised September 2022)

Prepared for:

The City of Fernley, Nevada

Prepared by:

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1. Introduction

This memorandum provides an overview of the potential funding opportunities for the replacement of the Gustafson Road Bridge (the Project) located in the City of Fernley (the City), Nevada. The current bridge is load restricted and is showing signs of deterioration. The City is considering its replacement as the implementation of the Project would improve the access an unincorporated part of the City earmarked for future development while also providing redundancy in emergency services access as required by City planning.

2. Description of the Gustafson Bridge Project

The Gustafson Road Bridge is located in City of Fernley in Lyon County, Nevada. Comprised of a pair of railroad flat cars with an asphalt wearing surface over the composite plate steel deck, the bridge was reported as built in 1996 and has an overall length of 90 feet. The Gustafson Road Bridge spans the Truckee Carson Canal, owned by the United States Bureau of Reclamation (USBR), and managed by the Truckee-Carson Irrigation District (TCID). The Truckee Carson Canal runs east to west to the south of the City, south of its commercial core. The canal separates downtown Fernley from a largely undeveloped and unincorporated area which has been earmarked for future residential development.

The Gustafson Road Bridge was built by private parties (Fernley Highlands Development) and subsequently adopted by Lyon County prior to the City's Incorporation in 2001. The bridge operates as a public Right-of-Way and is maintained by the City[1].

A February 2022 Nevada DOT (NDOT) inspection report concluded the bridge contained fracture critical components. Despite this identification, the latest bridge inspection report assessed the bridge's substructure and superstructure ratings of 'Good', and did not identify any urgent correction action as necessary. Recent inspection reports have identified components of the Gustafson Bridge as fracture critical, and it is noted that fracture critical bridges are at risk of closure if one vital component fails because they lack benefit of redundant load paths. The bridge has been weight restricted and is not load rated to accommodate commercial trucks, heavy-duty trucks (such as those used for garbage collection), or large emergency service vehicles (fire trucks).

[1] City of Fernley, Agenda Report, https://www.cityoffernley.org/AgendaCenter/ViewFile/Item/5728?fileID=4677.

3. Purpose and Need

The structural integrity of the fracture critical elements of bridge is unknown and replacement of this bridge is sought over the medium term (within 5 years) to address safety and connectivity demands associated with future development south of the Truckee Canal. As residential development to the south of the City begins to take shape in the coming years, traffic is expected to increase with estimates forecasting a 150% increase by 2040.[2] Were the weight restricted bridge not to be replaced, the deteriorating condition of the bridge could lead to diversion and delay for personal and commercial traffic as well as for emergency services. The Gustafson Bridge is weight restricted and currently not suitable for rapid and secure emergency response. The Gustafson Bridge is not rated for fire trucks and in the case of a fire, trucks would have to cross the Truckee Canal at Autumn Winds subdivision approximately 1.5 miles west, making for longer response times[3]. The ability for emergency services to respond quickly is essential to reducing damages and decreasing injuries and fatalities.

The Project is identified in the City of Fernley FY 2022-2023 Budget Plan, with bridge construction proposed for the 2025/2026 Fiscal Year[4]. On April 2022, AECOM estimated the bridge replacement, and a limited amount of roadway work, would cost approximately $4.73 million, though this estimate did not consider cost elements such as the City's administrative costs, right of way purchase and utility relocation (see Appendix B – Opinions of Probable Construction Costs). The Project could logically be completed concurrently with other projects prioritized for inclusion in City planning documents. The City of Fernley's 2020 Transportation Master Plan (TMP) recommends surface improvement for the Gustafson Road in order to provide a reliable eastern connection between Desert Shadows Lane and SR 828 (Farm District Road)[5]. The Project will enhance the connectivity of this area with the core of the city and density of residential development if the former grows.

4. Potential Funding Mechanisms

This analysis looked at two different types of federal funding which can be accessed for bridge rehabilitation and replacement projects - formulaic and discretionary funding. Formulaic funding is a relatively set amount of funding NDOT receives each year from the Federal Highway Administration for highway maintenance and capital projects, with significant set asides in this quantum earmarked for specific programs. These set asides target a specific typology of transportation project (such as bridge replacement) with funds issued to local and regional entities by NDOT at their discretion. Generally, non NDOT projects receiving federal formulaic funding are programmed into long range regional or state planning (such as a regional transportation plan or state transportation investment plan, RTP and STIP, respectively. Discretionary funding comes directly to the recipient (which can be a state DOT, local municipality, or tribal government, amongst others) from a USDOT agency (of the USDOT office of Secretary) and are awarded on a competitive basis. Each discretionary program targets a specific typology of transportation project or sought-after outcomes. Discretionary awards can range from several hundred thousand to several hundred million dollars for a single project.

4.1. Discretionary

Most discretionary grant programs are available to states, units of local government, tribal governments, or metropolitan planning organizations (MPOs). Discretionary grants are funds awarded through a competitive process. The agency reviews applications, in part through a formal review process and peer-review panel and award funding to those projects which align directly with the program's sought-after outcomes while also delivering a significant return on investment in regard to the provision of economic public benefits. The majority of federal grant programs cap the federal share awarded to a project at 80% of its cost, with an expected 20% local non-federal match, though this does vary by program and by candidate grantee type[6].

The three federal discretionary programs identified for the Project are:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program,

[2] Nevada DOT, Bridge Inspection Report, February 2022. The Annual Daily Traffic (ADT) in 2040 will rise to 161; in 2017, it was 61.
[3] Reno Gazette Journal, https://www.rgj.com/story/news/local/mason-valley/2014/04/24/residents-ask-city-help-bridge-issue/8104637/.
[4] City of Fernley, FY 2022-2023 Budget Final, https://cityoffernley.org/DocumentCenter/View/25401/FINAL-City-of-Fernley-FY2022-23-Budget.
[5] City of Fernley, Transportation Master Plan, https://www.cityoffernley.org/AgendaCenter/ViewFile/Item/5728?fileID=4677.
[6] For instance, in several federal discretionary programs, there is no local match required for rural municipalities or tribal governments.

- Bridge Investment Program (BIP),
- Rural Surface Transportation Program (Rural).

4.1.1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

RAISE aims to award $1.5 billion per year for multimodal surface transportation infrastructure projects which improve local and regional mobility, enhance safety, and deliver better climate and sustainability outcomes, as consistent with DOT's strategic goals. A discretionary program which addresses "square-peg-for-circle-hole projects" that are more difficult to support through other modal-specific USDOT programs, RAISE is a very popular and hyper competitive program as it addresses all modes of transportation, and its funding is generally split 50/50 between urban and rural areas. In recent years, there has been a significant impetus to award projects which will provide benefits to historically disadvantaged communities or areas of persistent poverty, as defined by the Infrastructure Investment and Jobs Act (IIJA)[7].

The grants awarded under this program must be at least $1 million for rural areas and $5 million for urban areas[8] with no more than 15% of the funds available going to any one state in a single year. The Federal cost share up to 80% in urban areas and up to 100% in rural areas. The Project at Fernley City would be considered 'rural' as in 2010 Census had a population of 19,000 residents[9]. AECOM considers the Project might be eligible for funding if it provides significant local and regional impact, financial completeness and a technical assessment of feasibility and capacity to deliver the project.

4.1.2. Bridge Investment Program (BIP)

BIP is a new competitive grant program to assist state, local, federal, and tribal entities in the rehabilitation, replacement, or protection of bridges.[10] The program seeks to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, to improve the condition of bridges across the country. BIP targets both major bridges of national and regional importance which are on-system as well off-system bridges which are crucial to local and regional mobility. The program has a total funding of $12.5 billion over five years through fiscal year 2027.

The program identifies large projects as those with total costs of at least $100 million. For large projects funded under this program, the minimum grant award is $50 million, and the local match is at least 50% of the total project costs. For all other projects, namely those put forward by regional and local municipalities, the minimum project size is $2.5 million, and the 80/20 match requirement applies[11] Though the exact language of the program has yet to released, the text describing the program in the IIJA bill itself indicates that smaller projects must be bundled (i.e., more than one bridge of a similar type slated for refurbishment or replacement.

To be competitive for this program, the City would need to position the Gustafson Bridge (and likely another bridge) as key to existing and future mobility. The narrative for its purpose and need would be strengthened by the City's emergency services redundancy requirement as well as its incorporation into City and regional planning (it is already in City long range planning).

4.1.3. Rural Surface Transportation Program (Rural)

The Rural program is one of three competitive grants offered under the USDOT's Office Multimodal Project Discretionary Grant Opportunity (MPDG). The Rural program provides competitive grants to improve and expand the surface transportation infrastructure in rural areas which would support increased regional connectivity, provide improved safety and reliability of the movement of people and freight, and generate regional economic growth and improve the quality of life. Eligible costs for the program include both the project development phase and the construction phase. Projects selected must generate regional

[7] U.S. Department of Transportation, RAISE Grant, https://www.transportation.gov/sites/dot.gov/files/2022-04/RAISE_2022_NOFO_AMENDMENT_1.pdf.
[8] A project is designated as urban if it is located within a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. Otherwise, it is designated as a rural project.
[9] U.S. Census Bureau, 2010 Census Urban and Rural Classification and Urban Area Criteria, https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html.
[10] At time of writing, BIP has yet to released, though it is expected to do so in the Q4 of the 2022 fiscal year.
[11] U.S. Department of Transportation, Bridge Investment Program, https://www.transportation.gov/briefing-room/dot-announces-historic-bridge-investment-under-bipartisan-infrastructure-law.

economic, mobility or safety benefits, be cost effective, and be reasonably expected to start construction within 18 months of award, among other requirements. Notable eligible project types which could be applicable to the Gustafson Bridge include:

- A highway safety improvement project, including a project to improve a high-risk rural road;
- A project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; and
- A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system or on-demand mobility services.

The Rural program has a total funding of approximately $1.5billion for the next 5 years (inclusive of the FY22 round which just finished), approximately $1 billion of which will be awarded to projects outside of the Appalachian Development Highway System. Like other discretionary programs, Rural is highly competitive. AECOM considers the Project could be eligible for funding under this program if bundled with another bridge projects and supported by a strong narrative (backed by transparent analytics) showing it would provide important benefits to the City and its residents in terms of mobility, safety, and economic competitiveness.

4.2. Formulaic Funding

Formulaic programs comprise funding received by State DOTS based on a predetermined formula. These programs are sometimes referred to as state-administered programs. Formula programs for highways and bridges make up the major non-transit component of federal transportation funding. Funding is administered to projects by NDOT for various typologies of transportation projects, most of which are programed in the STIP. In order to get into the STIP, a local municipality must undergo a competitive application process. In most cases, this application process is not as comprehensive as for a federal discretionary grant program, but it is still competitive and generally requires supporting analytics (such as a benefit cost analysis).

The Project would be eligible for formulaic funding under two NDOT administered programs:

- Highway Bridge Program (HBP); and
- Statewide Transportation Improvement Program (STIP).

4.2.1. Highway Bridge Program

The Highway Bridge Program provides funding to replace or rehabilitate substandard bridges owned by public agencies, whether or not the bridge is part of the NDOT system. Bridges that are privately owned, carry railroads, or are predominately for pedestrian/bicycle use are not eligible under this program. Eligible project costs are funded at 95 percent federal and 5 percent local agency. Project costs eligible for Bridge Program funds include preliminary engineering, right of way, construction engineering, and actual construction costs[12]. Since the Gustafson Bridge operates as a public Right-of-Way and is maintained by the City of Fernley, the Project would be eligible for funding under the HBP.

4.2.2. Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the state's transportation capital improvement program with funding of $12.8 billion for the next 4 years. Federally funded and regionally significant projects across the state are included in the STIP. The NDOT STIP is a four-year plan and includes funding levels by year for project obligation and is fiscally constrained. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approves the STIP. The STIP is prepared in cooperation with the state's four Metropolitan Planning Organizations (MPO) and includes the projects identified in their respective Transportation Improvement Programs (TIP). Though the STIP is required to be updated a minimum of every four years, NDOT updates their STIP annually[13].

In order to get funding, the City of Fernley should work with the adjacent Carson Area Municipal Planning Organization or a Transportation Management Area (TMA) to get the Gustafson Bridge project identified as a priority project in long term regional planning (RTP). Getting a local agency project included in the STIP is a competitive process which requires documentation of the

[12] Nevada DOT, Transportation Programs in the state of Nevada, https://www.dot.nv.gov/Home/ShowDocument?id=3654.
[13] Nevada DOT, Proposed Transportation Projects, https://www.dot.nv.gov/projects-programs/proposed-transportation-projects.

economic benefits and return on investment State (and thus federal) investment would generate upon completion of construction and operation.

4.3. Local Public Agency Program

The Local Public Agency (LPA) Program is a method for a local public agency to complete an approved, federally funded project on a reimbursement basis, with NDOT oversight. In order to qualify, the local public agency must have secured some funding for the project, or the project must already be partially funded with federal-aid funds. The local agency would be responsible for the design, advertising, awarding and administration of construction of the project.

The LPA Program is not a funding program, nor is it a mechanism for creating a project. It is a method for completing a project that has been approved for federal funding in any phase of the project development. It is a reimbursement program that requires the LPA to incur the costs prior to seeking reimbursement for the expended funds. Federal-aid funds are not grants. Unlike grants, the use of federal-aid funds requires extensive oversight and are required to meet numerous federal requirements[14]. This is a potential alternative to fund the Project in case federal-aid funds are used.

[14] Nevada DOT, NDOT Local Public Agency Manual, April 2017.

5. Actionable Processes

Successful funding strategies are characterized by agility, opportunism, and persistence. Entities should be flexible with their funding strategy, actively pursue low hanging fruit (e.g., projects whose outcomes directly align with the sought-after objectives of discretionary programs), and continue to pursue discretionary opportunities through improving a project's competitiveness in each iteration of application. Positioning of the project is key; the same project can be positioned in vastly different ways to address differing program objectives. As nearly all discretionary and formulaic programs require economic justification of the project expenditure, ensuring that there is sufficient current information on the project and its forecast outcomes if constructed is of the utmost importance. While not the end-all in the assessment by funding agency reviewers, analytics are a very important component. For bridge replacement projects, the type of data that would be needed for undertaking a typical economic justification analysis would include:

- Average daily traffic (current year and future year);
- Diversion route (if bridge were to be closed);
  - Additional distance travelled;
  - Additional travel time incurred;
- Ongoing maintenance costs (including major scheduled repairs if not replaced); and
- Capital costs associated with replacement of bridge.

Though more a requisite for discretionary funding programs than for formulaic funding programs, a project needs a well written and multifaceted narrative which clearly and concisely documents the needs for the project, the outcomes its construction will deliver to the surrounding community, the broad support the project has, and steps the entity has undertaken to ensure the project can be started and completed within an acceptable timeframe. Competitive grant applications tell a compelling story backed up by defensible and transparent analytics and supported by a comprehensive road map for delivering on schedule and within budget.

The Gustafson Bridge project currently has some, but not all the components, necessary for a successful discretionary grant program application. The current ADT of the bridge, well under 100 vehicles today and likely to more than double over the next two decades, is unlikely to generate any significant economic benefits over a standard twenty-year assessment period. Development of the land south of the Truckee Canal is still in the early planning stages and the future make-up and density of this development is not well defined. The typology and density of development, the associated vehicular and active transportation, and emergency services requirements will drive the future analytics, and thus the quantified need for the implementation of the Project. So long as the sub- and superstructures of the Gustafson Bridge are rated as "Good" or even "Fair" under the NBI rating system, the primary justification for its replacement will be largely based on its weight-restriction status as well as the City's emergency response routing redundancy (the need for two points of access to the underdeveloped lands south of Truckee Carson Canal).

AECOM recommends that the City of Fernley continue to develop planning around the Gustafson Bridge and incorporate its replacement into the future development of the lands south of Truckee Canal. Though it's currently programmed into the City's Capital Improvement Plan for the 2025/26 fiscal year, some sources of funding should be identified to meet the local match requirements of discretionary and/or formulaic programs. Data required for the economic justification to compliment any application for funding (as described above) should be compiled and updated regularly to ensure that adequate information is in hand to develop a compliant and competitive application at the time the City chooses to pursue a funding opportunity. If possible, the City should seek the inclusion of the Project in Nevada's STIP, a Regional Transportation Plan.

At time of writing, the clearest path to obtaining funding for the Gustafson Bridge project would likely be under the Highway Bridge Program. With further planning, particularly around the density and timing of future development of the lands south of the Truckee Carson Canal and the impact this would have on local mobility needs, a competitive application seeking funding under either the USDOT's RAISE or Rural grants could be a possibility.

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U.S. Department of Transportation, RAISE Grant, March 22,2022. https://www.transportation.gov/sites/dot.gov/files/2022-04/RAISE_2022_NOFO_AMENDMENT_1.pdf.

U.S. Department of Transportation, the Rural Surface Transportation Grant, March 21,2022. https://www.transportation.gov/grants/rural-surface-transportation-grant#:~:text=The%20Rural%20Surface%20Transportation%20grant%20program%20funding%20will,for%20up%20to%20three%20separate%20discretionary%20grant%20opportunities%3A.

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

Bridge Investment Program (BIP) Bridge Project Benefit-Cost Analysis (BCA)

Department of Transportation - Federal Highway Administration
Funding Opportunity Number 693JJ324NF00006
Assistance Listing Number 20.264
BIP - Bridge Project
Submitted On June 29, 2026
Submitted by The City of Fernley

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Benefit-Cost Analysis Narrative

Gustafson Road at Truckee-Carson Canal Bridge Replacement Project

City of Fernley, Nevada | Bridge Investment Program.

Project	Gustafson Road at Truckee-Carson Canal Bridge Replacement Project
Applicant	City of Fernley, Nevada
Bridge	Bridge No. B2187; Gustafson Road over the Truckee-Carson Canal
BCA Tool	Bridge Investment Program BCA Tool, Version 1.1.2, January 2026

1. Project Description

The City of Fernley is seeking Bridge Investment Program funding to replace the existing Gustafson Road bridge over the Truckee-Carson Canal. The existing bridge is a one-lane, weight-restricted railroad-flatcar bridge that was originally constructed to serve limited local traffic and now functions as a constrained crossing between established areas of Fernley and planned growth areas south of the canal. The bridge carries Gustafson Road over the Truckee-Carson Canal in Lyon County, Nevada, at approximately latitude 39.580505 and longitude -119.1473.

The proposed project will remove the existing nonstandard bridge and replace it with a modern four-lane bridge approximately 70 feet wide with multimodal accommodations, including pedestrian facilities and shoulders/bicycle lanes. The replacement bridge is intended to remove the existing one-lane operating constraint, eliminate the 17-ton load posting, provide full access for emergency and service vehicles, improve north-south connectivity across the canal, support planned South Fernley growth, and reduce long-term bridge maintenance needs.

2. Existing Conditions and Purpose and Need

The existing bridge is listed in the National Bridge Inventory as Bridge No. B2187 and carries Gustafson Road over the Truckee-Carson Canal. The 2026 inspection report identifies the bridge as a steel, single-span railroad-flatcar structure with an out-to-out width of approximately 22 feet and a curb-to-curb width of approximately 18 feet. The bridge is posted for 17 tons and is classified as fair overall, but the inspection documents several component-level deficiencies that support replacement rather than continued maintenance.

Documented deficiencies include poor bearing condition, poor channel protection condition, failed protective coatings, corrosion on steel elements, cracking and raveling in the wearing surface, weld cracks in railroad-flatcar members, erosion and undermining at the abutments, deteriorated and failed shotcrete slope protection, and a non-redundant steel tension member inspection requirement. These

conditions, combined with the bridge's one-lane configuration, limited pedestrian facility, and load posting, constrain emergency response, freight-supporting service access, multimodal travel, and future development south of the canal.

3. Alternatives Evaluated

No-Build Alternative

The No-Build Alternative assumes that the existing one-lane, weight-restricted bridge remains in service with its current operational and structural limitations. Under this alternative, large emergency vehicles, heavy service vehicles, and certain commercial vehicles would continue to face access restrictions or detours. The bridge would also continue to require recurring maintenance to address structural, channel protection, approach, wearing surface, and coating deficiencies. As the bridge ages and if conditions deteriorate, the No-Build Alternative includes increased risk of additional load posting, service restriction, or closure, resulting in additional detour travel time, vehicle operating costs, emissions, and safety exposure.

Build Alternative

The Build Alternative assumes replacement of the existing bridge with a new four-lane bridge designed to current standards and capable of accommodating current and future traffic, emergency response, service vehicles, and multimodal users. The Build Alternative removes the existing load posting and one-lane operating condition, provides improved crossing reliability, and reduces long-term maintenance exposure associated with the existing nonstandard railroad-flatcar bridge. The new bridge will conventional bridge made of either a steel rolled beam or a precast-prestressed (PC/PS) concrete beam, deck type superstructure with composite concrete deck and ADA compliant pedestrian and bicycle facilities. The bridge configuration would include four 12-foot-wide traffic lanes, 3-foot shoulders that also serve as bike lanes, 6-foot sidewalks, and 1'-9" wide standard concrete traffic barriers on both sides, for a total required deck width of approximately 70 feet. The Build Alternative is the basis for the BCA benefits quantified in the BIP BCA Tool.

4. BCA Parameters and General Assumptions

Table 1: BCA Parameters and General Assumptions

Parameter	Assumption / Value
Discount and dollar year	2024 dollars, consistent with USDOT BCA guidance values embedded in the BIP BCA Tool.
Discount rate	7 percent, consistent with the BIP BCA Tool results table.
Analysis period	30-year benefit period used in the BCA Tool.
Opening / first benefit year	The BCA Tool annual calculations identify 2029 as Analysis Year 1 for the Gustafson Bridge scenario.
Existing facility	One-lane, 17-ton posted railroad-flatcar bridge carrying Gustafson Road over the Truckee-Carson Canal.

Proposed facility	Four-lane replacement bridge with safe multimodal accommodations and improved load capacity.
Capital cost basis	Project cost information is based on the BIP application draft and BCA Tool cost entries; BCA results are reported as discounted costs.
Benefit categories included	Safety, travel time, vehicle operating costs, emissions, other environmental/noise, maintenance savings, and residual value.
Benefit categories not included	Resilience, health and amenity, and other monetized benefits are not included in the final BCA results table.

5. Project Costs

The application draft identifies a total project cost of $8,264,000 in current-year dollars. The BCA Tool converts project costs into real and discounted costs for economic analysis. The final BCA result for the Gustafson Bridge project reports total discounted costs of $6,324,538. The difference between the application cost and the BCA discounted cost reflects the BCA treatment of project costs over time and discounting to the analysis dollar year.

Table 2: Project Component Costs

Project Component	Cost
Environmental Permitting and Categorical Exclusion Report	$80,000
Design	$1,023,000
Construction	$5,115,000
Mobilization	$255,750
Construction, Engineering, and Inspection	$767,250
Contingency (20%)	$1,023,000
Total Project Cost	**$8,264,000**

6. Benefit-Cost Analysis Methodology

The BCA was completed using the required BIP BCA Tool. The tool compares the Build Alternative to the No-Build Alternative and monetizes benefits over the analysis period using USDOT default values in the tool, including crash monetization values, value of travel time, vehicle operating cost values, emissions values, and discounting factors. The BCA quantifies benefits directly associated with replacing the existing load-posted, one-lane bridge and avoiding future restrictions, detours, maintenance needs, and residual value loss.

6.1 Safety Benefits

Safety benefits are primarily associated with avoiding the safety exposure of detours and restrictions that would occur under the No-Build Alternative as the existing bridge remains load posted, subject to additional restrictions, or faces closure risk. The existing bridge's narrow one-lane configuration, 17-ton load posting, non-redundant steel tension member status, weld cracking, poor bearings, and

deficient channel protection contribute to the project's safety need. The BCA Tool reports $12,759,372 in discounted safety benefits for the Gustafson Bridge project.

Safety benefits are generated by avoiding the additional crash exposure that would result from continued bridge deterioration, load posting, and eventual closure under the No-Build condition. The existing bridge's load posting restricts vehicle movements today and increases the likelihood that future condition declines would require additional restrictions or full closure. If the bridge were closed, vehicles would be required to use a detour that adds approximately 3.1 miles per trip, shifting traffic from a direct local crossing onto alternate routes not intended to absorb the same travel demand. This additional out-of-direction travel would increase vehicle miles traveled, introduce more turning movements and conflict points, and add traffic to intersections and roadway segments along the detour route. As traffic volumes increase over the analysis period due to planned and anticipated development in the surrounding area, these added exposure risks would become more pronounced. By replacing the bridge before further restriction or closure occurs, the Project maintains a safer and more direct route for residents, businesses, school transportation, freight, service providers, and emergency responders, while avoiding the safety degradation associated with longer detours, increased congestion, and reduced network redundancy.

6.2 Travel Time Saving

Travel time savings are generated by avoiding the progressive operational impacts associated with continued bridge deterioration, load posting, and eventual closure under the No-Build condition. The existing bridge is already load posted, limiting its ability to reliably serve all users and creating increasing risk that additional restrictions will be required as the structure continues to age. Based on National Bridge Inventory data and the project's bridge condition assumptions, the No-Build scenario assumes the bridge would ultimately be closed by 2054. Without the Project, a closure would require vehicles to divert approximately 3.1 additional miles to reach the same destinations, increasing travel time, vehicle operating costs, emissions, and emergency response times. These impacts would become more pronounced as traffic volumes grow due to planned and anticipated development in the surrounding area. By replacing the bridge before further restriction or closure occurs, the Project preserves a direct and reliable crossing, maintains network connectivity, and avoids the delay and out-of-direction travel that would otherwise be experienced by residents, businesses, service providers, and freight and emergency vehicles.

6.3 Vehicle Operating Cost Savings

Vehicle operating cost benefits are generated by avoiding the added mileage and operating expense that would occur if continued bridge deterioration, load posting, or eventual closure under the No-Build condition required vehicles to divert to alternate routes. The existing bridge provides a direct local crossing, but its load-posted condition limits reliable use and increases the risk that additional restrictions or closure would be needed as the structure continues to age. Under the No-Build scenario, a closure would require vehicles to travel approximately 3.1 additional miles per trip to reach the same destinations. This additional travel would increase fuel consumption, tire wear, vehicle maintenance, depreciation, and other mileage-based operating costs for passenger vehicles, service vehicles, freight, school transportation, and emergency response vehicles. These costs would compound over time as

traffic volumes increase due to planned and anticipated development in the surrounding area. By replacing the bridge before further restriction or closure occurs, the Project preserves the shortest practical route across the network, reduces unnecessary vehicle miles traveled, and avoids the higher operating costs that would otherwise be borne by roadway users over the analysis period.

6.4 Emissions and Other Environmental Benefits

Emissions benefits result from avoiding the additional vehicle miles traveled and tailpipe emissions that would occur if continued bridge deterioration, load posting, or eventual closure under the No-Build condition required traffic to use longer alternate routes. While the existing bridge provides a direct local crossing, closure would add approximately 3.1 miles per trip to reach the same destinations. This added travel would increase fuel use and greenhouse gas and criteria pollutant emissions, including carbon dioxide, nitrogen oxides, particulate matter, sulfur dioxide, and volatile organic compounds. As surrounding development increases traffic volumes over the analysis period, these impacts would grow. Replacing the bridge before further restriction or closure preserves a shorter, more efficient route, reduces unnecessary vehicle miles traveled, and avoids emissions associated with detoured passenger, freight, school transportation, service, and emergency response vehicles.

Other environmental benefits result from avoiding the broader externalities of longer detours, increased congestion, and reduced network efficiency under the No-Build condition. If the existing load-posted bridge were further restricted or closed, traffic would be diverted approximately 3.1 additional miles per trip onto alternate routes, increasing roadway activity beyond the emissions effects separately captured in the BCA. This added travel would increase traffic noise, roadway wear, stormwater runoff associated with higher vehicle activity, and localized impacts along the detour network. It would also place additional traffic on facilities and intersections not intended to serve as the primary crossing for this travel pattern. By replacing the bridge before further restriction or closure occurs, the Project maintains the most direct and efficient crossing, minimizes unnecessary out-of-direction travel, supports more predictable traffic operations, and reduces environmental burdens on nearby neighborhoods, roadway corridors, and sensitive receiving environments.

6.5 Maintenance Savings

Maintenance benefits are generated by reducing the recurring inspection and maintenance burden associated with keeping the existing load-posted bridge in service under the No-Build condition. The existing bridge currently requires two inspections per year due to its condition and continued deterioration risk, increasing staff time, consultant support, documentation, and follow-up maintenance needs. As the structure continues to age, maintaining safe service would likely require continued monitoring, more frequent repair activities, and additional agency resources to manage load posting, condition assessments, and potential operational restrictions. By replacing the existing bridge with a new structure, the Project would reduce the inspection frequency to one annual inspection and provide a more durable asset with lower near-term maintenance needs. These savings reduce the ongoing burden on City maintenance and bridge inspection programs, improve asset management efficiency, and allow limited public resources to be directed toward other transportation system needs over the analysis period.

6.6 Residual Value

Residual value benefits are generated by recognizing the remaining useful life of the bridge assets beyond the 30-year BCA analysis period. The Project would replace the existing deteriorating, load-posted bridge with a new structure designed to provide long-term service and preserve the crossing well beyond the evaluation period. For purposes of the BCA, the bridge structure is assumed to have a 75-year useful life, while the bridge deck is assumed to have a 25-year useful life. At the end of the 30-year operating period, the primary bridge structure would therefore retain substantial remaining service life, while deck-related elements would be evaluated based on their shorter lifecycle and expected renewal needs. This approach appropriately captures the long-term asset value created by the Project and avoids understating benefits that extend beyond the formal analysis period.

7. Benefits Not Quantified

Several important project benefits are not fully monetized in the BCA results. These include improved emergency response reliability for areas south of the Truckee-Carson Canal, support for planned South Fernley growth, improved access to future schools and community destinations, improved multimodal comfort and ADA accessibility, reduced risk to canal operations from continued bridge deterioration, improved evacuation access during wildfire or flood events, and broader economic development benefits associated with reliable access to employment centers, industrial areas, and regional routes. These benefits are discussed qualitatively in the BIP application and support the overall public value of the project beyond the monetized BCA result.

8. BCA Results

Table 4 summarizes the discounted BCA results using a 7 percent discount rate for all costs and benefits. The Project generates approximately $31.57 million in discounted benefits and $6.32 million in discounted costs, resulting in a net present value of approximately $25.25 million and a benefit-cost ratio of 4.99. Safety, travel time, and vehicle operating cost savings represent the largest monetized benefit categories and account for most total discounted benefits, with emissions, other environmental benefits, maintenance savings, and residual value comprising the remaining quantified benefits.

Table 3: BCA Results

Category	Discounted Value	Percent of Total Benefits
Safety	$12,759,372	40.4%
Travel Time	$10,863,313	34.4%
Vehicle Operating Costs	$7,341,114	23.3%
Emissions	$175,355	0.6%
Other Environmental	$4,308	0.0%
Maintenance Savings	$48,931	0.2%
Residual Value	$379,847	1.2%
Total Discounted Benefits	**$31,572,240**	**100.0%**
Total Discounted Costs	**$6,324,538**	**N/A**
Net Present Value	**$25,247,702**	**N/A**
Benefit-Cost Ratio	**4.99**	**N/A**

9. Conclusion

The Gustafson Road at Truckee-Carson Canal Bridge Replacement Project demonstrates a strong economic return under the BIP BCA Tool. The project addresses a constrained, nonstandard, one-lane, load-posted railroad-flatcar bridge with documented structural, channel protection, approach, coating, and maintenance deficiencies. By replacing the existing bridge with a modern four-lane structure that accommodates emergency response, service vehicles, future growth, and multimodal users, the project provides substantial quantified benefits and important qualitative benefits for safety, mobility, resilience, access, and long-term state of good repair.

Based on the BIP BCA Tool results, the project has a benefit-cost ratio of 4.99 and a positive net present value of approximately $25.25 million. These results support the project's cost effectiveness and its alignment with Bridge Investment Program goals.

Benefit Visualization

Figure 1 presents the distribution of discounted project benefits used in the BCA. Safety, travel time, and vehicle operating cost savings account for the overwhelming majority of monetized project benefits.

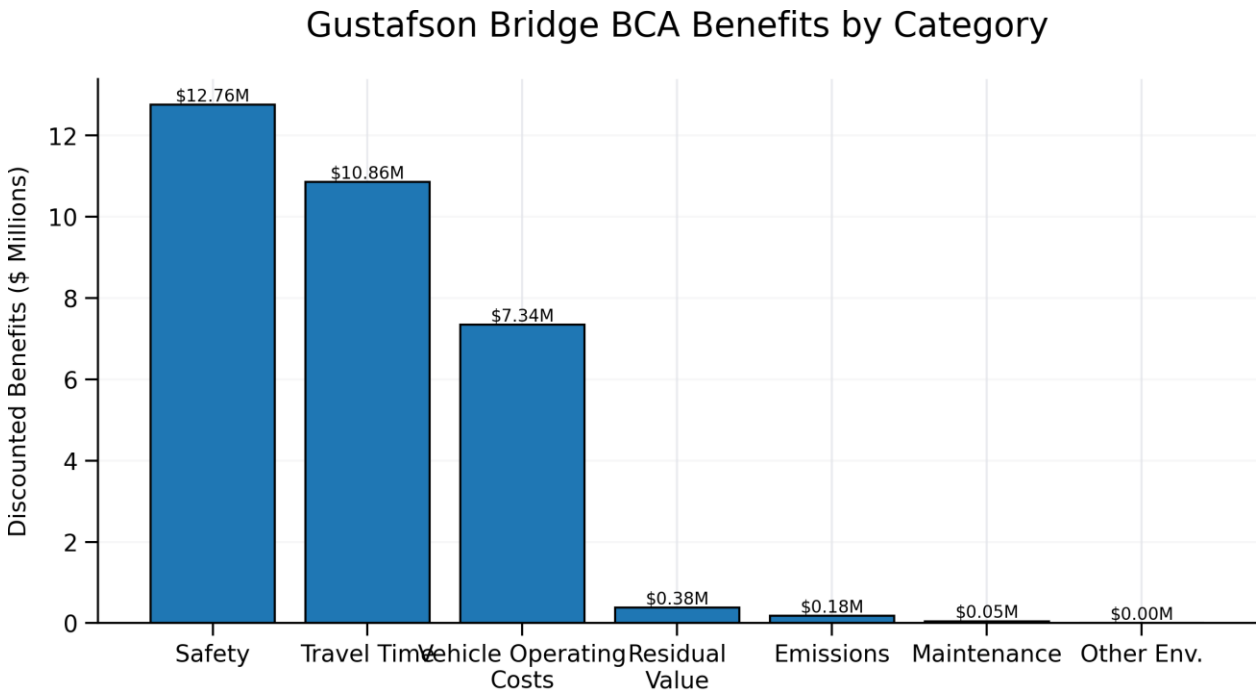

Figure 1: Discounted Benefits by Category

CITY OF FERNLEY

GUSTAFSON ROAD AT TRUCKEE-CARSON CANAL BRIDGE REPLACEMENT PROJECT

Bridge Investment Program (BIP) Bridge Project Detailed Budget

Department of Transportation - Federal Highway Administration
Funding Opportunity Number 693JJ324NF00006
Assistance Listing Number 20.264
BIP - Bridge Project
Submitted On June 29, 2026
Submitted by The City of Fernley

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Project Budget – Grant Funds, Sources, and Use of all Project Funding

Detailed Project Costs

The total cost for the Gustafson Road at Truckee-Carson Canal Bridge Replacement Project is estimated at $8,264,000 in current year dollars (**Table 1**). A detailed construction cost estimate for the Project is included as **Appendix B**.

Table 1: Project Component Costs

Project Components	Cost
Environmental Permitting and Categorical Exclusion Report	$80,000
Design	$1,023,000
Construction	$5,115,000
Mobilization	$255,750
Construction, Engineering, and Inspection (CEI)	$767,250
Contingency (20%)	$1,023,000
Total Cost	**$8,264,000**

The City of Fernley (the City) has completed foundational project development, including the Fiscal Year (FY) 2020/2021 structural assessment, the March 2022 Preliminary Engineering Report (PER) amendment, the November 2022 Final PER recommending replacement, capital planning, and a 2024 engineering/design proposal.

The Project is approximately 10% designed and will be advanced to 30% separately from this grant funding. The Project has a defined scope, known constraints, and sufficient technical basis to advance from 30% design to complete National Environmental Policy Act (NEPA) Categorical Exclusion (CE) documentation, permitting, final design, procurement, and construction. The construction phase will also include mobilization costs as well as CEI.

Funding Sources

The estimated project funding sources by project component are summarized in **Table 2**. The City is requesting 67.9% of Project costs from Bridge Improvement Program (BIP) grant funding, totaling $5,611,200 and will provide a 20% match, totaling $1,652,800. The City will also use $1,000,000 in federal Community Project Funding for the Project, or 12.1% of the total project cost.

Table 2: Project Costs by Funding Source

Project Component	Federal Share (BIP)	Federal Share (Non-BIP)	Local Share (Non-Federal)	Total
Environmental	$0	$0	$80,000	**$80,000**
Design	$0	$0	$1,023,000	**$1,023,000**
Construction	$4,000,000	$1,000,000	$115,000	**$5,115,000**
Mobilization	$0	$0	255,750	**$255,750**

Project Component	Federal Share (BIP)	Federal Share (Non-BIP)	Local Share (Non-Federal)	Total
CEI	$611,200	$0	$156,050	**$767,250**
Contingency	$1,000,000	$0	$23,000	**$1,023,000**
Total	**$5,611,200 (67.9%)**	**$1,000,000 (12.1%)**	**$1,652,800 (20%)**	**$8,264,000 (100%)**

The City's funding strategy includes $5,611,200 in BIP funds, $1,000,000 in federal Community Project Funding for construction, and a 20% local match from the City's General Fund and the Regional Transportation Commission's fuel tax and construction tax revenues. The City has also invested $59,118 in local funds for preliminary engineering and design and will commit additional needed funding to advance the project from 10% to 30% design, maintain momentum, and support timely obligation consistent with the notice of funding opportunity. Future eligible costs are reflected in **Table 2** and the BIP request, including a 20% contingency to account for potential changes in labor, materials, final design, and construction costs.

Standard Form 424C Project Cost Classifications

The following provides additional information concerning each cost breakdown included in Standard Form 424C.

1. **Administrative and Legal Expenses:** Administrative and legal expenses were bundled with other costs and were not provided as a separate cost.
2. **Land, structures, rights-of-way, appraisals, etc.:** No right-of-way acquisition costs are expected for the project.
3. **Relocation expenses and payments**: No relocation expenses and payments are associated with the project.
4. **Architectural and engineering fees**: Architectural and engineering fees projected for the project total $1,023,000 and include final design, plans, specifications, and estimate, and design support during construction, priced at 20% of the construction cost.
5. **Other architectural and engineering fees:** CEI costs for the project total $847,250 and include $80,000 in environmental permitting and $767,250 in construction administration and inspection, the former which is priced at 15% of the construction cost.
6. **Project inspection fees:** Project inspection fees are included in the Construction cost classification.
7. **Site work:** Site work costs were bundled in the Construction cost classification.
8. **Demolition and removal:** Demolition and removal costs were bundled in the Construction cost classification.
9. **Construction:** Construction costs for the project are projected to be $5,370,570 and include $5,115,000 for comparative costs, bridge removal, traffic control and construction area signs and approach slabs, plus $255,750 in mobilization and demobilization costs.
10. **Equipment:** Equipment costs were bundled with other costs and were not provided as a separate cost.
11. **Miscellaneous:** There are no projected miscellaneous costs for the project.
12. **SUBTOTAL (sum of lines 1-11):** The subtotal project cost is $7,241,000.
13. **Contingencies:** Contingency costs for the project total 1,023,000, or 20% of the project budget.

14. **SUBTOTAL**: The subtotal for total project costs is $8,264,000.
15. **Project (program) income:** No project income is anticipated to be generated as part of the project.
16. **TOTAL PROJECT COSTS (subtract #15 from #14):** The total project cost for the project is $8,264,000
17. **Federal assistance requested, calculate as follows:** The City of Fernley requests a BIP discretionary grant of $5,611,200 for construction and CEI costs of the project. This is approximately 67.9% of the total future eligible project cost.

City of Fernley
Finance Department

June 23, 2026

Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Commitment of Non-Federal Match and Cost Overrun Responsibility for the Fernley Gustafson Road Bridge Replacement

Dear Bridge Investment Program Review Team:

This letter confirms the City's commitment to provide the required non-Federal matching funds for Fernley Gustafson Road Bridge Replacement project, submitted for consideration under the Federal Highway Administration's Bridge Investment Program.

The City of Fernley commits $1,652,800 in non-federal matching funds for the project, representing 20% percent of the total eligible project cost. The total eligible project cost is $6,611,200 million.

The City commits to providing the required non-federal match from its General Fund and unrestricted fund balance. These funds will be approved and available through the City's adopted budget and established General Fund reserves and are available for obligation upon grant award and execution of the grant agreement.

The City of Fernley understands that Bridge Investment Program funds are limited to the awarded amount and that the applicant is responsible for funding any project costs that exceed the approved project budget or grant award. If cost increases occur, the City has reserves that can be allocated for potential cost overruns.

The applicant's match commitment is not contingent on future unsecured funds. Supporting documentation is attached, including the attached fiscal year 2027 approved budget for the City's general fund and capital projects fund.

The City of Fernley is committed to maintaining the required non-Federal match and any cost overrun funding through project obligation, final design, construction, and closeout. Please contact Robert Carson with any questions.

Sincerely,

Robert Carson
City Treasurer
(775) 784-9843
rcarson@cityoffernley.org

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Aaron Smith**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	2027FY CIP

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and possible approval of a contract with Olympus and Associates Inc. for the Treatment Water Reservoir 1 Rehabilitation Project in the amount of $931,750.00.

AGENDA ITEM BRIEF:

The design of the Water Treatment Plant, Treated Water Reservoir 1 is complete and went out to bid. A successful low bid was received from Olympus and Associates Inc. in the amount of $931,750.00 and the contract is ready to move forward with the approval of the Council. The project will rehabilitate the coating of the tank on the inside and the outside. There will be additional tank improvements including corroded metal replacement, crows nest, baffle curtain, ladder/ rail system, large valve installation, and corrosion protection.

RECOMMENDED MOTION:

I recommend the approval of a contract with Olympus and Associates Inc. for the Treatment Water Reservoir 1 Rehabilitation Project in the amount of $931,750.00.

BUSINESS IMPACT (per NRS Chapter 237):

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Table for discussion

BACKGROUND:

Treated Water Reservoir 1 has been in service since the plant opened in 2009. The Reservoir is in need of rehabilitation. The interior of the tank has been inspected and there is extensive corrosion. The metal needs to be treated and some needs replacing. The tank needs a baffle curtain and other appurtenances to improve operation efficiency.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 338

FINANCIAL IMPLICATIONS:

Without the approval of the rehabilitation project, the tank condition will worsen over time and the price for repairs will increase.

ATTACHMENTS:

1. !Recommendation of Award -Treated Water Reservoir 1 Rehabilitation

June 29, 2026

Mr. Aaron Smith
City of Fernley
595 Silver Lace
Fernley, NV 89408

Re: Treated Water Reservoir 1 Rehabilitation Project
Recommendation of Award

Dear Mr. Smith:

Four bids were received on June 26, 2026 for the Treated Water Reservoir 1 Rehabilitation Project. Please see the attached bid tabulations for the four bids received. The apparent low bidder is Olympus and Associates Inc., located in Reno, Nevada, with a total bid price of **$931,750.00**. Olympus and Associates Inc. has satisfactorily completed the forms associated with the bid proposal package, and in the opinion of Shaw Engineering, has submitted a responsive and responsible bid. Furthermore, Olympus and Associates Inc. is qualified to perform the work with regard to license and experience.

The Notice of Award should be contingent that upon no formal protests being filed per NRS 338.142, which allows for a formal protest within 5 Days of this letter of recommendation.

If you have any questions, please email or call.

Sincerely,
SHAW ENGINEERING

Owen Wurgler, PE, MSc.
Principal Engineer
owen@shawengineering.com

Attachments:
Bid Tabulation
List of Subcontractors
List of Suppliers
Contractor License

City of Fernley
Treated Water Reservoir 1 Rehabilitation
Bid Tabulation **6/26/2026**
PWP No. LY-2026-398

				Engineers Estimate		Olympus and Associates		Resource Development Company		Unified Field Services		Paso Robles Tank	
Item No.	Description	Unit	Qty	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount	Bid Unit Price	Bid Amount
1	Mobilization/Demobilization	LS	1	$ 45,000.00	$ 45,000.00		$ 20,000.00		$ 18,200.00		$ 50,000.00		$ 100,000.00
2	Tank Baffle Installation	LS	1	$ 88,000.00	$ 88,000.00		$ 60,000.00		$ 90,800.00		$ 85,000.00		$ 102,000.00
3	Halo Column Support Retrofit	LS	1	$ 50,000.00	$ 50,000.00		$ 45,000.00		$ 42,400.00		$ 52,800.00		$ 48,000.00
4	Liquid Level Indicator	LS	1	$ 10,000.00	$ 10,000.00		$ 7,000.00		$ 27,700.00		$ 8,800.00		$ 8,000.00
5	Exterior Ladder	LS	1	$ 80,000.00	$ 80,000.00		$ 35,000.00		$ 43,700.00		$ 44,000.00		$ 38,000.00
6	J Vents	EA	2	$ 25,000.00	$ 50,000.00	$ 9,000.00	$ 18,000.00	$ 13,700.00	$ 27,400.00	$ 4,070.00	$ 8,140.00	$ 3,700.00	$ 7,400.00
7	Perimeter Guard Rail	LS	1	$ 30,000.00	$ 30,000.00		$ 54,000.00		$ 50,600.00		$ 81,400.00		$ 74,000.00
8	Cathodic Protection System Rehab and Handhole Modifications	LS	1	$ 55,000.00	$ 55,000.00		$ 31,500.00		$ 53,200.00		$ 30,000.00		$ 34,000.00
9	Interior Coating System	LS	1	$ 450,000.00	$ 450,000.00		$ 397,750.00		$ 588,600.00		$ 769,472.00		$ 780,000.00
10	Exterior Coating System	LS	1	$ 180,000.00	$ 180,000.00		$ 96,500.00		$ 276,300.00		$ 259,872.00		$ 478,000.00
11	Install 42" Butterfly Valve and Appurtenances	LS	1	$ 25,000.00	$ 25,000.00		$ 80,000.00		$ 52,700.00		$ 38,500.00		$ 71,000.00
12	Disinfection	LS	1	$ 5,000.00	$ 5,000.00		$ 1,500.00		$ 4,200.00		$ 7,500.00		$ 5,000.00
13	Site Restoration and Construction Cleanup	LS	1	$ 10,000.00	$ 10,000.00		$ 2,500.00		$ 17,800.00		$ 1.00		$ 5,000.00
14	Environmental Controls	LS	1	$ 25,000.00	$ 25,000.00		$ 8,000.00		$ 38,700.00		$ 25,000.00		$ 45,000.00
15	Force Account	LS	1	$ 75,000.00	$ 75,000.00		$ 75,000.00		$ 75,000.00		$ 75,000.00		$ 75,000.00
				Total Base Bid	**$ 1,178,000.00**		**$ 931,750.00**		**$ 1,407,300.00**		**$ 1,535,485.00**		**$ 1,870,400.00**
				15% Construction Contingency	**$ 1,354,700.00**								

City of Fernley
Treated Water Reservoir 1 Rehabilitation
List of Subconsultants 6/26/2026
PWP No. LY-2026-398

Portion of Work	Olympus and Associates	Resource Development Company	Unified Field Services	Paso Robles Tank
Tank Surface Preparation and Coating	Olympus and Associates	Resource Development Company	Paso Robles Tank, Inc 3883 Wentworth Drive, Hemet, CA 92545 License #: 784971	Simpson Sand Blasting and Special Coatings 14665 Rancho Vista Drive, Fontan, CA 92335 License #: 72342
Tank Structural Modifications and Upgrades	Crosno Construction 819 Sheridan Road, Arroyo Grande, CA License #: 0067428	Resource Development Company	Paso Robles Tank, Inc 3883 Wentworth Drive, Hemet, CA 92545 License #: 784971	Paso Robles Tank
Tank Baffle Wall	Northwest Linings and Geotextile Products 20824 77th Avenue South, Kent, WA, 98032 License #: 53867	Northwest Linings and Geotextile Products 20824 77th Avenue South, Kent, WA, 98032 License #: 53867	Northwest Linings and Geotextile Products 20824 77th Avenue South, Kent, WA, 98032 License #: 53867	Paso Robles Tank
Cathodic Protection	Accurate Corrosion Control, Inc 7310 N. 108th Ave, Glendale, AZ 85307 License #: 74023	Accurate Corrosion Control, Inc 7310 N. 108th Ave, Glendale, AZ 85307 License #: 74023	Paso Robles Tank, Inc 3883 Wentworth Drive, Hemet, CA 92545 License #: 784971	Accurate Corrosion Control, Inc 7310 N. 108th Ave, Glendale, AZ 85307 License #: 74023

City of Fernley
Treated Water Reservoir 1 Rehabilitation
List of Suppliers 6/26/2026
PWP No. LY-2026-398

Portion of Work	Olympus and Associates	Resource Development Company	Unified Field Services	Paso Robles Tank
Coatings	Sherwin Williams	Sherwin Williams	Sherwin Williams	Sherwin Williams
Abrasive	Kleen Blast	-	Kleen Blast	-
Cathodic Protection	ACCI	-	-	ACCI/Mesa
Baffle System	Northwest Linings and Geotextile Products, Inc	-	-	Abasco
Sandblasting and Coating Equipment	Olympus and Associates	-	-	-
Steel	-	PDM Steel Service Centers, Inc	-	Paso Robles Tank
Pipe/Plumbing	-	Western Nevada Supply Company	-	-

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(http://www.nscb.nv.gov/)

License Details

Current Date: 6/29/2026 7:59:28 AM (mm/dd/yyyy)

License Number: 0051433

Business Primary Name:	OLYMPUS AND ASSOCIATES INC
DBA Name:	OLYMPUS PAINTING & SANDBLASTING
Mailing Address:	P O BOX 8015 RENO, NV 89507 (775) 322-0346
Physical Address:	4855 BURGE LANE RENO, NV 89506 (775) 322-0356
Status:	Active
Status Date:	11/29/2024 (mm/dd/yyyy)
Origin Date:	01/18/2001 (mm/dd/yyyy)
Expiration Date:	01/31/2027 (mm/dd/yyyy)
Business Type:	Corporation
Classification(s):	C-4 Painting and Decorating
Limitation:	
License Monetary Limit:	$4,100,000.00

Principal Name	Relation Description
TSIOPOS, GEORGE LAZAROS	President
TSIOPOS, LAZARUS GEORGE	Secretary/Treasurer

Qualified Individual(s)	Qualifier Type
TSIOPOS, LAZARUS GEORGE	CMS and Trade

Single Project Limit Increase (Past 5 Years Only)

Date Approved (mm/dd/yyyy)	Project Name	Project Location	Bid Date (mm/dd/yyyy)	Single project increase within the last 5 years: Approval Amount
04/30/2025	CARLTON SQUARE #3 RESERVOIR REHABILITATION	NORTH LAS VEGAS, NV	05/07/2025	$8,000,000.00

Bond

Bond Type:	Surety
Bond Number:	CS1534994
Bond Agent:	LORI J JONES
Surety Company:	GREAT AMERICAN INSURANCE COMPANY
Bond Amount:	$30,000.00
Effective Date:	02/01/2017 (mm/dd/yyyy)

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CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	520-165100

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Wastewater Department for an amount not to exceed $80,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Wastewater Department, is requesting to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division. If approved, this vehicle will be utilized in the day-to-day operations of the City's sewer system.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Wastewater Department for an amount not to exceed $80,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Wastewater Department, is requesting to replace one (1) truck that is currently assigned to the department. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard. If approved, City Staff will dispose of the current assets per the FMP Policy.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using G.L. number 520-165100 within the Sewer Enterprise Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 520 - Wastewater Service Truck
2. Quote - 2026 Chevrolet Silverado 2500 Standard Cab Utility Body

DETAIL SHEET

Title: 3/4-ton Pickup Truck with Service Body

Department: Wastewater

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Wastewater Department, is requesting one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	Sewer Enterprise Fund		$80,000				
H. Other							
Total			$80,000				

Additional Notes:

CHAMPION CHEVROLET

Item # 3.1 – ¾ Ton Full Size Standard Cab: Cab & Chassis

• Base Price -	$42,302.00
• Backup Camera Kit	$73.00
• Four Wheel Drive -	$2,485.00
• 4" Black Assist Steps	$695.00
• Full Size Spare Tire	$380.00
• Knapheide Body/Rack/Hitch	$16,698.00
Nevada DRS/Title Fee	$28.25
Grand Total	$62,661.25

Fleet Manager

Kyle M. Outland

800 Kietzke Lane • Reno, Nevada 89502-2095
P.O. Box 7277 • Reno, Nevada 89510-7277 • (775) 786-3111 • Fax (775) 786-4397
www.championchevroletreno.com

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 10-yard dump truck for the City of Fernley's Fleet Department for an amount not to exceed $250,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department is requesting the purchase of one (1) 10-yard dump truck to replace one (1) truck that is currently assigned to the division that has reached the end of its service life per the City of Fernley's Fleet Management Policy.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 10-yard dump truck for the City of Fernley's Fleet Department for an amount not to exceed $250,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department is requesting the purchase of one (1) 10-yard dump truck to replace one (1) truck that is currently assigned to the division. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 480 - Fleet 10-wheeler Dump Truck
2. Master - Sourcewell Quote Template (2026) (1)
3. Presentation Package - 2026-06-17T081052.010

DETAIL SHEET

Title: 10-wheeler Dump Truck

Department: Fleet

Description and Justification:

The City of Fernley's Fleet Department is requesting the purchase of one (1) 10-wheeler Dump Truck to replace one (1) 10-wheeler dump truck that is currently assigned to the department. This heavy equipment will be used to transport and load materials such as dirt and gravel. The current equipment is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$250,000				
H. Other							
Total			$250,000				

Additional Notes:

SOURCEWELL PETERBILT DEALER QUOTE/INVOICE TEMPLATE

PETERBILT MOTORS COMPANY SOURCEWELL CONTRACT # 032824

*DEALER TO FILL IN ALL GREY CELLS

Peterbilt Truck Parts & Equipment	City of Fernley
	INSERT CUSTOMER SOURCEWELL MEMBERSHIP NUMBER

PETERBILT MODEL	548

CHASSIS #	INSERT CHASSIS #

CAB & CHASSIS LIST PRICE	$200,773
SOURCEWELL DISCOUNT %	17.00%
SOURCEWELL DISCOUNT $	$34,131
Maximum Sourcewell Chassis Price:	$166,642
Price offered to the customer (Cab & Chassis):	$156,000
SOURCEWELL COMPLIANT PRICE VERIFICATION (Sourcewell price must be equal to or less than MAXIMUM Sourcewell contract price)	*PRICE IS COMPLIANT*
Add price of Extended Warranties	$0
Add PRICE FOR ALL OTHER SOURCED GOODS/SERVICES: (ADD'L FLOORING, DEALER INSTALLED or SUPPLIED ITEMS, Taxes & FET if applicable, Doc fee, Title, Plate)	$3,468
BODY PRICE (IF APPLICABLE)	$59,082
TOTAL PRICE FOR CAB & CHASSIS AND ALL SOURCED GOODS/SERVICES AND APPLICABLE TAXES AND FLOORING	**$218,550**

Model	Sourcewell Discount
220	5%
535	15%
536	15%
537	15%
548	17%
567	34%
579	30%
589	30%
520	28%

INSERT NOTES:

Peterbilt Trk Pts & Eq. (P400)
2272 Larkin Circle
Sparks, Nevada 89431

CITY OF FERNLEY
595 SILVER LACE BOULEVARD
Fernley, Nevada 89408
United States of America

Jay Sears
Cell Phone: 775-376-3515
Office Phone: 775-359-8840
Email: jsears@peterbilttpe.com

KIRK HUHTALA
Cell Phone: 775-302-6042
Email: khuhtala@cityoffernley.org

Vehicle Summary

Unit

Model:	Model 548
Type:	Full Truck
Description 1:	10 Wheeler
Description 2:	15' Dump Bed

Application

Intended Serv.:	Construction Dump - On/Off Highway
Commodity:	Construction Materials

Body

Type:	End Dump
Length (ft):	15
Height (ft):	12
Max Laden Weight (lbs):	5000

Trailer

No. of Trailer Axles:	0
Type:	
Length (ft):	0
Height (ft):	0
Kingpin Inset (in):	0
Corner Radius (in):	0

Restrictions

Length (ft):	40
Width (in):	102
Height (ft):	13.5

Chassis

Fr Axle Load (lbs):	14600
Rr Axle Load (lbs):	40000
G.V.W.R. (lbs):	54600
G.C.W. (lbs):	54600
Road Conditions:	
Class A (Highway)	95
Class B (Hwy/Mtn)	5
Class C (Off-Hwy)	0
Class D (Off-Road)	0
Maximum Grade:	6
Wheelbase (in):	200
Overhang (in):	55
Fr Axle to BOC (in):	69.5
Cab to Axle (in):	130.5
Cab to EOF (in):	185.5
Overall Comb. Length (in):	295

Special Req.

Approved by: _____ **Date:** _____

Note: All sales are F.O.B. designated plant of manufacture.

Sales Code	Std/ Opt	Description	Weight
Base Model			
0005481	S	**Model 548** The Model 548 meets and exceeds the demands of Class 8 specialty application markets that require a rugged workhorse for durability and a wide range of optional content. The Model 548 is available in configurations with a GVW from 33,001 to 66,000 lbs. to suit most vocational applications. The 548 also offers all-wheel-drive. From construction and crane service to utility and delivery services in Class 8 markets, the 548 is in a class of its own.	**10,860**
0091070	O	**Construction Materials**	**0**
0093060	O	**Construction Dump - On/Off Highway** Truck or tractor without liftable trailing axle which carries bulk materials (excavated earth, sand/gravel, asphalt, demolition debris, etc.) and unloads by dumping out the back, over the side of the body, or out the bottom of the trailer.	**0**
0095170	O	**End Dump**	**0**
0098170	S	**United States Registry** Canadian Registry PackageRequires Air Conditioning Excise Tax Canada, Speedometer to be KPH ipo MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	**0**
Configuration			
0200700	S	**Not Applicable** Secondary Manufacturer	**0**
Frame & Equipment			
0514000	O	**10-3/4" Steel Rails To 354"** 10.75x3.5x.375 Dimension, 2,136,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 17.8 cubic inches. Weight: 1.74 lbs/inch pair	**301**
0611300	S	**Heavy Duty 5-Piece Crossmember BOC IPO Standard** Class 5, 6, 7	**0**
0611790	S	**Aluminum Frame Rail Crossmembers** Excludes suspension	**0**
0612230	O	**Custom Wheelbase or Overhang** Engineering approval may be required.	**0**
0644090	S	**EOF Square without Crossmember** End-of-frame square without crossmember. For use with body builder installed crossmember.	**0**
0651090	O	**Omit Rear Mudflaps and Hangers**	**-25**
Front Axle & Equipment			
1011970	O	**Dana Spicer D1461I 14,600 lb, 3.5 in. Drop** Axle features an integrated air disc brake (IADB) knuckle to improve braking and reduce maintenance for IADB applications. The axles are designed for applications with a gross axle weight rating (GAWR) from 10,000 to 14,600 pounds. IADB feature eliminates separate torque plate	**80**

Sales Code	Std/ Opt	Description	Weight
		and fasteners. One piece forged design includes tie rod arm, torque plate and spindle. The forged knuckle adds reliability for turn angles and the unique design features improved durability and camber alignment.	
1112150	O	**Taper Leaf Springs, Shocks 14,600 lb** Hendrickson Taper Leaf Springs, shocks 14,6000 lb.	**56**
1243060	O	**Power Steering Sheppard SD110** The SD110 power steering gear is a compact version of the M110 power steering gear. The SD110, working with a 185 bar pump is capable of steering vocational and heavy haul vehicles with front axle ratings of 13,200 to 16,000 lbs. in single gear applications.	**44**
1250180	S	**Power Steering Reservoir Frame Mounted** The power steering reservoir is a steering system that eases drivability by applying hydraulic pressure to the steering gear.	**0**
1353550	O	**PHP10 Aluminum PreSet PLUS Hubs Air Disc** PHP10 aluminum PreSet PLUS hubs air disc have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug, with a seal and bearings. Use with Front Axle.	**14**
1380070	O	**Greasable Front Spring Pins**	**0**
1380240	O	**Dana Spicer Wide Track IPO Standard** Dana Spicer wide track front axles offer added stability and deliver greater turn angles. 71in KPI IPO 69in for E1202, E1322, E1462, D2000F front axles.	**15**
1380290	O	**Bendix Air Disc Front Brakes** Bendix air disc front brakes use a floating caliper design to provide foundation braking on all axles and complies with reduced stopping distance regulations.	**30**
1391480	O	**Pad Dust Shields for Air Disc Brakes; Front Axle** Pad dust shields for air disc brakes can increase brake life. Brake dust shields reduce the buildup of road grime, extend brake system life and prevent premature failure.	**2**
Rear Axle & Equipment			
1523300	O	**Dana Spicer DSP41 40,000 lb** Interaxle diff lock air rocker occupies space of one gauge. Laser factory axle alignment to improve handling & reduce tire wear. Magnetic rear axle oil drain plug captures & holds any metal fragments in drive axle lube to extend service life. Parking brakes on all drive axles for optimal performance. Cognis EMGARD® FE 75W-90 synthetic axle lube provides over 1% fuel economy improvement. Reduces wear & extends maintenance intervals, resulting in increased uptime. Provides improved fluid flow to protect components in extreme cold conditions & withstand the stress from high temperatures, extending component life.	**1,942**
1616295	O	**PHP10 Aluminum Preset PLUS Hubs - Air Disc**	**0**
1660040	O	**Pad Dust Shields for Air Disc Brakes,** Drive Axle(s)	**0**
1680500	S	**SBM Valve** Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve	**0**

Sales Code	Std/ Opt	Description	Weight
		and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	
1680525	O	**Pneumatic Park Brake**	**0**
1680790	O	**Diff Lock, Rear-Rear Axle** With speed interlock. Automatically disengages wheel diff lock at speeds above 25 mph.	**60**
1680950	S	**Stability System Not Selected Or Not Available**	**0**
1682430	S	**Anti-Lock Braking System (ABS) 4S4M** ABS-6. Includes air braking system.	**0**
1683245	S	**Tire Pressure Monitoring System**	**0**
1684200	S	**Synthetic Axle Lubricant All Axles** Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	**0**
1687040	O	**Air Disc Rear Brakes, Tandem Drive Axle** Includes Automatic Slack Adjusters.	**0**
1705570	O	**Ratio 5.57 Rear Axle**	**0**
1821810	O	**Peterbilt Air Trac 40,000 lbs, 54in Axle Spacing** Light Weight	**550**
1920385	O	**Air Springs, Internal Bumpers** Air Trac / Air Leaf suspensions	**0**
1922260	O	**Dash Mtd Dump Switch with Indicator Light** Dash mounted dump switch with indicator light for suspension.	**2**
Engine & Equipment			
2074809	O	**PACCAR PX-9 370@1900 GOV@2100 1250@1200** Performance (2024 Emissions) N21350 C121 64....Maximum Accelerator Pedal Ve N21370 C128 64....Maximum Cruise Speed (P059) N21460 C132 1400..Max PTO Speed (P046) N21520 C133 5.....Timer Setting (P030) N21610 C188 39....Low Ambient Temperature Thre N21620 C189 60....Intermediate Ambient Tempera N21630 C190 80....High Ambient Temperature Thr N21550 C206 35....Engine Load Threshold (P516) N21340 C209 120...Hard Maximum Speed Limit (P1 N21510 C225 YES...Enable Idle Shutdown Park Br N21450 C231 NO....Gear Down Protection (P026) N21570 C233 NO....Idle Shutdown Manual Overrul N21440 C234 NO....Engine Protection Shutdown (	**0**

Sales Code	Std/ Opt	Description	Weight
		N21480 C238 NO....Auto Engine Brake in Cruise N21470 C239 NO....Cruise Control Auto Resume (N21430 C333 0.....Reserve Speed Limit Offset (N21410 C334 0.....Maximum Cycle Distance (N202 N21590 C382 YES...Enable Hot Ambient Automatic N21500 C395 0.....Expiration Distance (N209) N21530 C396 YES...Enable Impending Shutdown Wa N21540 C397 60....Timer For Impending Shutdown N21320 C399 100...Standard Maximum Speed Limit N21400 C400 252...Reserve Speed Function Reset N21420 C401 10....Maximum Active Distance (N20 N21330 C402 0.....Expiration Distance (N207)	
2091120	S	**EMUX Electronics Architecture**	**0**
2091305	O	**Engine Idle Shutdown Timer Enabled**	**0**
2091315	O	**Enable EIST Ambient Temp Overrule**	**0**
2091372		**Eff EIST NA Expiration Miles**	**0**
2091640		**Effective VSL Setting NA**	**0**
2092015	O	**Typical Operating Speed 70 MPH**	**0**
2092032	O	**Powertrain Optimized for Performance** Best analysis for vehicles used in vocational applications or with heavy GCWRs.	**0**
2140200	O	**CARB Engine Idling Compliance** PACCAR PX-7, PX-9 and MX, Cummins X15 and ISX diesel engines will include the required factory installed serialized sticker on the drivers door to identify them as meeting the NOx idling standard.	**0**
2140460	S	**Remote PTO/Throttle, 12-Pin, 250K BOC/BOS** J1939, Remote Control Provision	**0**
2140660	O	**CARB Emission Compliant Engine**	**0**
2140700	S	**EPA Engine Idling Compliance**	**0**
2513060	S	**PACCAR 160 Amp Alternator, Brushed** PACCAR 160 AMP alternator, brushed producing 160 Amps at road speed and 100 Amps at idle.	**0**
2521090	O	**Immersion Type Block Heater 110-120V** Standard location is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	**2**
2522110	S	**PACCAR 12V Starter, N/A PACCAR MX Engines** PACCAR 12-volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded.	**0**

Sales Code	Std/ Opt	Description	Weight
2538120	O	**3 PACCAR AGM 12V Batteries 2775 CCA**	**62**
2539410	O	**Battery Jumper Terminal Mounted Under Hood** LH Frame Rail. Not available with PX-7 engines.	**4**
2539550	O	**Batteries In In-Cab Battery Box**	**0**
2539720	O	**Low Voltage Disconnect System**	**0**
2621090	S	**HORTON ON/OFF Fan Clutch**	**0**
2723210	S	**18.7 CFM Air Compressor** PX-7, PX-9, L9N, and B6.7N Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	**0**
2812140	O	**Jacobs Compression Brake, PX-9** Features a dedicated cam lobe design for optimum power and three-stage engine brake operation.	**90**
2921110	S	**PACCAR Fuel/Water Separator Standard Service** PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	**0**
2921210	S	**No Fluid Heat Option for Fuel Filter**	**0**
2921320	O	**12V Heat for Fuel Filter** Fuel filter heaters help ensure a seamless flow of diesel from the tank to the combustion chamber. Eliminating any possiblity of moisture freezing within the fuel filter while simultaneously increasing the fuel temperature for atomization within the engine.	**0**
3010400	O	**Engine Protection Shutdown w/ Label** Includes oil pressure, oil temperature, coolant temperature, and intake manifold temperature.	**0**
3114270	S	**High Efficiency Cooling System** Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. Chevron Delo Extended Life Coolant (NOAT) extends maintenance intervals reducing maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 520 1242 sq in, 579 1325 sq in, 535/536/537/548 949.3 sq in, 537/548 VOC 1000.3 sq in, 567 1440 sq in, 589 1604 sq in.	**0**
3211140	S	**(1) Air Cleaner Engine Mounted**	**0**
3367160	O	**Exhaust Single RH Side of Cab** DPF/SCR RH Under Cab, Single Module	**40**
3387870	O	**24" Ht, 5" Dia Chrome, Clear Coat Standpipe(s)**	**0**
3387880	O	**7" Dia Chrome Plated Steel Standpipe(s) IPO 5"**	**1**

Transmission & Equipment

Sales Code	Std/ Opt	Description	Weight
4052920	O	**Allison 3000 RDS-P Transmission, Gen 6** Rugged Duty Series	**459**
4211000	O	**SPL170 HD-XL Driveline, 1 Midship Bearing**	**20**
4216330	O	**SPL170 XL Driveline Interaxle** Dana Spicer Life Series heavy-duty drive shafts are built for heavy loads over the long haul. For tandem rear axles.	**-110**
4230080	O	**PTO F/O Chelsea**	**0**
4233510	O	**Park Brake Interlock** For use with transmission mounted PTO	**2**
4233910	O	**(1) Dash Mounted Single Acting EOH PTO Control** Electric-over-hydraulic, spec'ing PTO switch does not ensure the PTO will fit. Sends signal to Allison to engage PTO.	**1**
4240010	O	**Allison Transmission Oil Cooler** Aero with Allison 4000 or high torque PX-9	**13**
4252890	O	**Allison FuelSense Not Desired** Dynamic Shift Sensing	**0**
4252940	O	**Allison Neutral At Stop** Neutral at Stop features and benefits: Reduces or eliminates the load on the engine when vehicle is stopped, can help lower fuel consumption and C02 emissions, and is included in FuelSense 2.0 Plus and Max packages only.	**0**
4256640	O	**Allison 6-Speed Configuration, Close Ratio Gears** 3000 Series Transmissions.	**0**
4256920	O	**Dash Mounted Push Button Shifter** Available with Allison transmissions	**3**
4257110	O	**LH Mounted Trans PTO Provisions**	**0**
Air & Trailer Equipment			
4510210	O	**Bendix AD-HF EP Air Dryer, Heater** Coalescing filter, extended purge. Bendix AD-HF air filters protects the life of your engine system and components. Proven PuraGuard oil coalescing technonlgy in the the air dryer catridge. This oil coalescing filter ensures the removal of oil and oil aerosols before they can contaminate the moisture removing desiccant.	**0**
4520420	O	**Pull Cords All Air Tanks**	**0**
4540420	S	**Nylon Chassis Hose**	**0**
4543340	O	**Aluminum Painted Air Tanks** All air tanks are aluminum with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	**-45**

Sales Code	Std/ Opt	Description	Weight
4543530	O	**Clear Outside Frame of All Air System Components** LH BOC	**0**
4543540	O	**Clear Outside Frame of All Air System Components** RH BOC	**0**
4610890	O	**Body Lighting Junction Box, With Wiring** Located end-of-frame	**5**
4610920	O	**Self-Returning Brake Hand Valve** Dash mounted controls	**0**
4612780	O	**AE Connection EOF, 7-Way Socket, 4' Additional** Lines coiled and strapped to frame, without gladhands	**0**
4615250	O	**Fitting For F/O Air Port** The furnished by owner fitting air port is mounted outboard of the driver's seat. This allows operators access to pressurize truck air, to maintain clean air in the cab.	**0**
Tires & Wheels			
5056510	O	**FF: MN 20ply 315/80R22.5 X Works Z** Efficiency Rating: Poor An all-position, on/off-road tire, this tire provides unsurpassed durability against road hazards.Diameter= 42.9 inches; SLR= 19.8 inches	**96**
5159150	O	**RR: MN 16ply 11R24.5 XDA5+** Efficiency Rating: Poor Diameter = 43.8 inches; SLR = 20.6 inches. Compares to Goodyear G372 and Bridestone M726 EL tread.	**248**
5190008	O	**Code-rear Tire Qty 08**	**0**
5220520	O	**FF: Alcoa 89U637 22.5 X 9.00 High Polish** Aluminum, Ultra ONE technology that saves more than 50 lbs. versus a comparable steel wheel. Built for refuse, logging, mining and other heavy haul applications that demand a tough wheel. Each wheel offers a 10,000 lbs. load rating.	**-30**
5320540	O	**RR: Alcoa 98U637 24.5X8.25 High Polish** Aluminum, Ultra ONE technology.	**-96**
5390008	O	**Code-rear Rim Qty 08**	**0**
Fuel Tanks			
5584130	O	**D-Shaped Aluminum 80 Gallon Fuel Tank LH U/C** Non-slip step LH under cab	**5**
5602080	O	**Location LH U/C 80 Gallon**	**0**
5652890	S	**DEF Tank Mounted LH BOC** Models 220 and 520 mounted left hand back-of-cab.	**0**
5652980	S	**DEF To Fuel Ratio Between 1:1 And 2:1**	**0**
5653000	O	**Polished Stainless Steel Cover For DEF Tank**	**0**
5655019	S	**DEF Tank Small, HD 14 Gal 2.1M MD 5.5 Gal**	**0**

Sales Code	Std/ Opt	Description	Weight
Battery Box & Bumper			
6010390	O	**Omit Standard Battery Box** Use with passenger seat/in-cab battery box codes only	**-44**
6040550	S	**Aftertreatment Aluminum Non-Slip Cab Entry** Aftertreatment right-hand under cab step. DPF/SCR for diesel engines, catalyst for natural gas engines. On Models 579 specifying chassis fairings, the box is aerodynamic.	**0**
6112840	O	**Steel Bumper Tapered Chromed** Two tow points. ***Warning*** Due to a new legal regulations, all New Medium Duty trucks require headlights to be located in the bumper when the chassis height is GREATER than the following chassis height: Measurement to bottom of frame at front of frame: for the 107 Aero Hood 32.6, for the 109 Aero Hood 31.4, for the 109 Vocational Hood 26.7. Work with applications if your chassis height is unacceptable.	**115**
Cab & Equipment			
6510190	O	**Peterbilt Aero 109in BBC SMC Hood** With molded charcoal crown and aluminum cab.	**15**
6540160	O	**Thermal Insulation Package in Cab** The thermal insulation package is designed to make the cab thermally efficient in extreme temperatures. The model 520 adds insulation surrounding the doghouse to reduce engine heat transmitted to the cab.	**0**
6800180	O	**Hood Crown - Bright Finish ipo Molded Gray**	**-6**
6914180	S	**Sears Driver Seat**	**0**
6924180	S	**Sears Passenger Seat**	**0**
6930500	O	**Drivers Armrest - RH Only**	**2**
6930800	O	**Black Seat Color IPO Standard Color**	**0**
6937040	O	**Cloth Driver**	**0**
6937050	O	**Cloth Passenger**	**0**
6939100	O	**Battery Box Under Passenger Seat** Only available with non-adjustable seat or no furnished passenger seat. Includes disconnect switch.	**40**
6939400	S	**Air Ride Driver**	**0**
6939430	S	**Mid Back Driver**	**0**
6939510	S	**Non-Air Ride Passenger**	**0**
6939530	S	**Mid Back Passenger**	**0**

Sales Code	Std/ Opt	Description	Weight
7001520	S	**Adjustable Steering Column - Tilt/Telescope**	**0**
7001620	S	**Steering Wheel With Peterbilt Logo** Steering Wheel with embossed Peterbilt logo over horn button.	**0**
7036130	O	**Probilt Interior Charcoal Gray - Curved Roof**	**0**
7110680	O	**Exterior Cab Entry Grabhandle** Textured; NFPA compliant. Available on Day Cab specifications only.	**0**
7210420	O	**Dark Window Tint IPO Standard Tint - Day Cab**	**0**
7210540	S	**Day Cab Rear Window** Day cab rear window flush to back of cab.	**0**
7210550	S	**1-Piece Glass Rear Cab Window Fixed**	**0**
7230060	S	**1-Piece Curved Windshield**	**0**
7230360	S	**Power Door Locks and Power Window Lifts** Standard	**0**
7322010	S	**Combo Fresh Air Heater/Air Conditioner** With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	**0**
7330880	O	**Additional Fine Particulate Filter For HVAC Syst** 3 micron filtration. For use in extreme high dust applications. Not available with Ember filter 7330890.	**1**
7410040	O	**Outside Sunvisor - Stainless Steel** Not available with 2.1M high roof sleeper.	**4**
7510060	O	**Aero Rear View Mirror Housing, Bright Finish**	**3**
7514010	O	**Peterbilt Aero Rear View Mirror, Motorized** Includes top mirror with motorized, adjustable dual axis heated glass. Bottom mirror is an integrated convex surface. Includes black textured arms with breakaway feature.	**3**
7514050	S	**Look Down Mirror Over Passenger Door** with Black Housing	**0**
7620040	O	**(2) Air Horns Round, 26" Length** Roof mounted. Round horn shield.	**8**
7722120	O	**ConcertClass, AM/FM, Weatherband, 3.5 Aux**	**11**
7725710	O	**Standard Speaker Package For Cab** (2) Speakers	**4**
7728040	O	**Bluetooth Phone and Audio Requires USB Port**	**0**
7728050	O	**USB Port**	**0**
7740180	O	**Cobra 29LX CB Radio Mounted Center Of Header** With weatherband. Mounted in center of header, sound tracker & illuminated panel. Includes wiring, microphone clip, & speaker. Must select antenna(s) option.	**10**

Sales Code	Std/ Opt	Description	Weight
7743030	O	**CB Antenna Mounting, Dual LH/RH Mirror**	**2**
7788335	S	**Global Telematics Hardware**	**0**
7850015	O	**Rear Wall Deep Record/Map Pocket**	**2**
7851480	S	**Peterbilt Electric Windshield Wipers** With Intermittent Feature.	**0**
7852020	O	**Cab Air Suspension**	**15**
7855125	O	**Internal Bugscreen - Aero Hood**	**2**
7900040	O	**Fire Extinguisher, Ship Loose** Hazmat approved UL listed/rated ABC.	**7**
7900090	O	**Triangle Reflector Kit, Ship Loose** Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	**13**
7901130	O	**Backup Alarm (107 DB)**	**3**
8011850	O	**Transmission Oil Temperature (Main)** Located in Digital Cluster Display.	**0**
8021380	S	**Air Restriction Indicator** Mounted on air cleaner, intake piping, or firewall	**0**
8021810	O	**Brake Application Air Pressure (Tractor)** Located in Digital Cluster Display.	**0**
8021860	O	**Suspension Air Pressure 1 (Load)** Located in Digital Cluster Display	**0**
8041200	O	**Dual Scale Speedometer MPH Over KPH**	**0**
8070000	O	**Disable Brake Light With Engine Brake**	**0**
8070100	O	**(4) Additional Dash Switches With Wiring** Located on dash panel C. Availability subject to dash space. Includes 4" 14 gauge wire with butt splice at rear of each additional switch.	**1**
8070390	O	**Engine Hourmeter Gauge** Located in Digital Cluster Display	**0**
8070450	O	**Engine PTO Hourmeter Gauge** Located In Digital Cluster Display	**0**
8070810	O	**Engine Manifold Pressure (Turbo Boost)** Located in Digital Cluster Display	**0**
8070820	O	**Engine Percent Torque** Located in Digital Cluster Display	**0**
8070860	S	**Main Instrumentation Panel** Digital Cluster 7" Display includes: Physical (Analog) - Speedometer, Tachometer, Oil Pressure, Coolant Temp and Display Gauges - Fuel Level, DEF Level, DPF Filter Status, Fuel Economy, Volts Telltale, OAT and Primary Air Pressure, Secondary Air Pressure for air brake trucks.	**0**
8070940	O	**Voltmeter Gauge (MD/520 Only)**	**0**

Sales Code	Std/ Opt	Description	Weight
		Located in Digital Cluster Display	
8073050	O	**(2) Additional Electric Over Air Switches** On/off only, switch has green indicator light, air connections on frame rail under cab. Two accessory solenoid bansk with plugs.	**2**
8111110	S	**Headlights Composite Fender Mounted** Integral DRL/Park, Turn, and Side Marker	**0**
8121210	O	**(5) Marker Lights, Chrome Housing** Aero LED	**0**
8133110	O	**Switch & Wiring F/O Auxiliary Light** Under cab/sleeper (15 amp max), includes switch on the dash that will power metri-pack sealed connections at the left-hand / right-hand side of cab at base of the firewall. Bundle panel light harness break outs with firewall harness.	**2**
8133450	O	**(2) Brackets F/O Beacon/Strobe, Roof Mounted** (2) brackets for furnished by owner beacon / strobe lights roof mounted. Located above each door toward rear, includes switch and wiring.	**4**
8134160	S	**Self-Canceling Turn Signal**	**0**
8134180	O	**Daytime Running Lights, Mounted In Bumper** Driven by chassis height	**0**
8140080	S	**LED Stop/Turn/Tail/Backup** Bracket mounted left-hand / right-hand end of frame	**0**
8140850	S	**Moveable EOF Crossmember For Mounting Tail Lights** Square end of frame with or without end of frame crossmember	**0**
8151170	O	**(2) Load Lights, Incandescent, Flush Mtd Low Inbd** Back of cab / back of sleeper	**4**
8153050	O	**(1) F/O Load Light, Switch, (2) 10' Wire Coils** (1) furnished by owner load light, switch, (2) 10" wire coils, under cab/sleeper.	**4**
Paint			
8500710	S	**Standard Paint Color Selection**	**0**
8530770	S	**(1) Color Axalta Two Stage - Cab/Hood** Base Coat/Clear Coat N85020 A - L0006EY WHITE N85500 CAB ROOF L0006EY WHITE N85300 FENDER L0006EY WHITE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L0006EY WHITE	**0**
Shipping Destination			
Options Not Subject To Discount			
9400091	S	**Peterbilt Class 7 Standard Coverage** 1 year/Unlimited Miles/km	**0**
9400094	S	**PACCAR PX-9 Standard Coverage** 2 yrs/250,000 mi (402,336 km)/6,250 hrs	**0**

Sales Code	Std/ Opt	Description	Weight
9408634	O	**SmartLINQ RD - 5YR Sub** PACCAR PX Engines	**0**
9408701	O	**Base Warr: Emissions (CARB Operation)** 5YR/150K MI - PX-9 Engine	**0**

Miscellaneous

9409045	S	**Aero Hood (MODEL 548)**	**0**
9409078	O	**State Of Registry: Nevada**	**0**
9409641	O	**Model Year 2026 Engine**	**0**
9409749	O	**2024 Series Emissions Engine**	**0**
9409843	O	**Peterbilt Sourcewell Program Code** Applicable with Marketing Programs Only. No CAR allowed	**0**

Promotions

Special Requirements

Special Requirement 1 0098170
Special Requirement 2
Special Requirement 3
Special Requirement 4

Fuel Efficiency Score:

Order Comments

Total Weight (lbs) 14,928

Any price increase as the result of force majeure, rising costs of components (including but not limited to material shortages) or government tariffs are not included in the quoted price and will be the financial responsibility of the customer.

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.
Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information

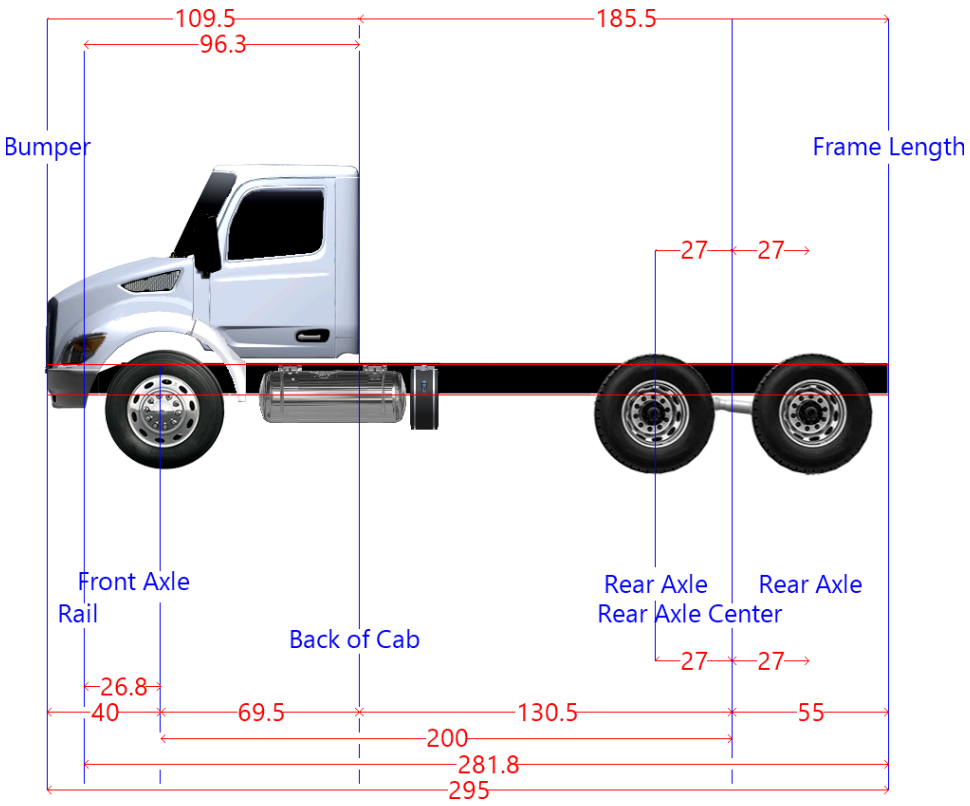
Shipping Destinations

Intermediate Destination: NONE

Final Destinations	Quantity

Requested Schedule Dates

Date	Quantity
7/2/2026	1



Dimension	Measurement	Start	End
Axle Spacing	54	173	227
Bumper to Back of Cab	109.5	-40	69.5
Bumper to Front Axle	40	-40	0
Bumper to Front Frame	13.2	-40	-26.8
Cab to End of Frame	185.5	69.5	255
Cab to Rear Axle	130.5	69.5	200
Effective Bumper to Back Of Cab	109.5	-40	69.5
Frame Length	281.8	-26.8	255
Front Axle to Back of Cab	69.5	0	69.5
Front of Frame to Axle	26.8	-26.8	0
Load Space	185.5	69.5	255
Overall Length	295	-40	255
Overhang	55	200	255
Pusher Offset #1	0	173	200
Pusher Offset #2	0	173	200
Pusher Offset #3	0	173	200
Tag Offset	0	200	227
Wheelbase	200	0	200

FRONT AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1011970	Dana Spicer D1461I 14,600 lb, 3.5 in. Drop	14,600
Springs	1112150	Taper Leaf Springs, Shocks 14,600 lb	14,600
Power Steering	1243060	Power Steering Sheppard SD110	16,000
Hubs, Drums	1353550	PHP10 Aluminum PreSet PLUS Hubs Air Disc	20,000
Brakes			
Tires	5056510	FF: MN 20ply 315/80R22.5 X Works Z	18,180
Wheels	5220520	FF: Alcoa 89U637 22.5 X 9.00 High Polish	20,000

Requested Front (Lbs): 0
Minimum: 10,000
Maximum: 14,600

The front axle weight rating cannot exceed 14600

REAR AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1523300	Dana Spicer DSP41 40,000 lb	40,000
Hubs, Drums	1616295	PHP10 Aluminum Preset PLUS Hubs - Air Disc	96,000
Service Brakes			
Spring Brakes	1680525	Pneumatic Park Brake	0
Suspension	1821810	Peterbilt Air Trac 40,000 lbs, 54in Axle Spacing	40,000
Tires	5159150	RR: MN 16ply 11R24.5 XDA5+	52,880
Wheels	5320540	RR: Alcoa 98U637 24.5X8.25 High Polish	59,200

Requested Rear (Lbs): 0
Minimum: 19,000
Maximum: 40,000

The rear axle weight rating cannot exceed 40000

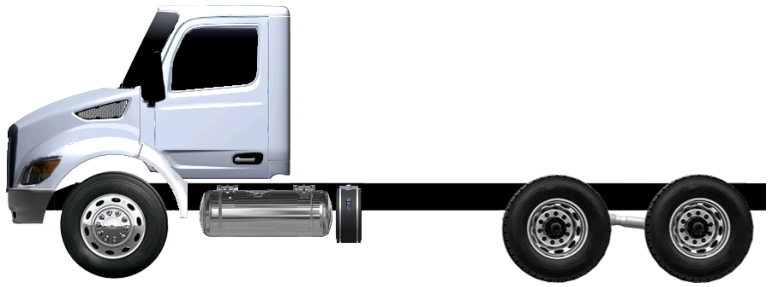
GROSS COMBINATION WEIGHT RATING

GCWR (lbs)	54,600
Min	54,600
Max	80,000

The Gross Combination Weight Rating rating cannot exceed 80000

Model: 548

Actual performance of a specific unit can be affected by your operating conditions. The performance calculations should only be used as a guideline.



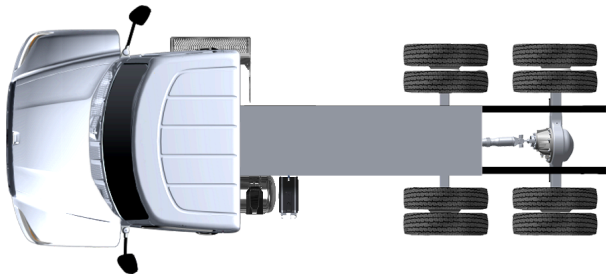
Recommended payload center of gravity to achieve specified ground loads; measured from centerline of drive axles: 31 in. from the centerline of the drive axle(s)."

Weight (lbs)	Front	Rear	Total
Chassis	7861	7067	14928
Tools/Driver	291	84	375
Fuel & DEF	458	219	677
Max Payload	5991	32629	38620
Auxiliary Payload	0	0	0
Total	14600	40000	54600
Specify Ground Load	14600	40000	

Auxiliary Payload

Item	Location from FA CL	Weight	Point Description
Load Point #1	0	0	
Load Point #2	0	0	
Load Point #3	0	0	
Component(s)	-	0	Composite Totals

Fifth wheel slide length is **0** inches
Selected rearmost setting is **0** inches
Wheelbase measurement: **200** inches
Overhang measurement: **55** inches



Note: The image displayed is representative only. It should not be construed as a layout diagram. Dimensions and components are not to scale.

Selected Options (Wheelbase: 200)

Sales Code	Description	Length	Side
6040550	Aftertreatment Aluminum Non-Slip Cab Entry	45.3	Right
5655019	DEF Tank Small, HD 14 Gal 2.1M MD 5.5 Gal	7	Left
5584130	D-Shaped Aluminum 80 Gallon Fuel Tank LH U/C	51.9	Left
6010390	Omit Standard Battery Box	12	Center

Cruise Report (Engine Fan Off)

Configuration:	Model 548 / Full Truck GCW: 54600
Quote/DTPO/CO:	QUO-1265860-H1F6M6
Engine:	2074809 PACCAR PX-9 370@1900 GOV@2100 1250@1200
Transmission:	4052920 Allison 3000 RDS-P Transmission, Gen 6
Rear Axle:	1523300 Dana Spicer DSP41 40,000 lb
Rear Tire:	5159150 RR: MN 16ply 11R24.5 XDA5+ | : 471
Operating Conditions:	0% Rolling Resistance

Startability

Transmission Ratio	Maximum Starting Grade
3.49	18.10
1.86	9.64

Engine RPM:	700	800	900	1000	1100	1200	1300	1400	1555	1600	1700	1800	1900	2000	2100
Gross Torque:	670	790	875	970	1110	1250	1250	1250	1250	1215	1143	1080	1023	971	926
Net Torque:	585	701	784	875	1008	1140	1142	1143	1145	1113	1047	989	937	890	848
Net HP:	78	107	134	167	211	260	283	305	339	339	339	339	339	339	339

RAX-Ratio: 5.57

Gear Ratios: TRN (1): 3.49															
Speed (MPH):	4.6	5.2	5.9	6.6	7.2	7.9	8.5	9.2	10.2	10.5	11.1	11.8	12.5	13.1	13.8
Grade (%):	11.0	13.4	15.1	17.0	19.8	22.6	22.6	22.7	22.7	22.0	20.6	19.4	18.3	17.3	16.4
Gear Ratios: TRN (2): 1.86															
Speed (MPH):	8.6	9.8	11.1	12.3	13.5	14.8	16.0	17.2	19.1	19.7	20.9	22.1	23.4	24.6	25.8
Grade (%):	5.5	6.7	7.6	8.6	10.0	11.4	11.5	11.5	11.5	11.1	10.4	9.7	9.2	8.6	8.2
Gear Ratios: TRN (3): 1.41															
Speed (MPH):	11.4	13.0	14.6	16.2	17.8	19.5	21.1	22.7	25.2	26.0	27.6	29.2	30.8	32.4	34.1
Grade (%):	4.0	4.9	5.6	6.3	7.4	8.4	8.4	8.4	8.4	8.1	7.6	7.1	6.6	6.2	5.9
Gear Ratios: TRN (4): 1															
Speed (MPH):	16.0	18.3	20.6	22.9	25.2	27.4	29.7	32.0	35.6	36.6	38.9	41.2	43.5	45.7	48.0
Grade (%):	2.6	3.2	3.7	4.2	4.9	5.6	5.6	5.6	5.5	5.3	4.9	4.5	4.2	3.9	3.6
Gear Ratios: TRN (5): 0.75															
Speed (MPH):	21.3	24.4	27.4	30.5	33.5	36.6	39.6	42.7	47.4	48.8	51.8	54.9	57.9	61.0	64.0
Grade (%):	1.7	2.2	2.5	2.8	3.3	3.9	3.8	3.8	3.7	3.5	3.1	2.8	2.5	2.2	1.9
Gear Ratios: TRN (6): 0.65															
Speed (MPH):	24.6	28.1	31.7	35.2	38.7	42.2	45.7	49.3	54.7	56.3	59.8	63.3	66.9	70.4	73.9
Grade (%):	1.3	1.7	2.0	2.3	2.7	3.1	3.0	3.0	2.8	2.7	2.3	2.0	1.7	1.4	1.1

Engine RPM:	700	800	900	1000	1100	1200	1300	1400	1555	1600	1700	1800	1900	2000	2100
Gross Torque:	670	790	875	970	1110	1250	1250	1250	1250	1215	1143	1080	1023	971	926
Net Torque:	585	701	784	875	1008	1140	1142	1143	1145	1113	1047	989	937	890	848
Net HP:	78	107	134	167	211	260	283	305	339	339	339	339	339	339	339

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Streets and Storm Drains Department for an amount not to exceed $100,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Streets and Storm Drains Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Streets and Storm Drains Department for an amount not to exceed $100,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Streets and Storm Drains Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 475 - Streets & Storm Drains Service Truck
2. Quote - 2026 Chevrolet Silverado 2500 Standard Cab Utility Body

DETAIL SHEET

Title: 3/4-ton Pickup Truck with Service Body

Department: Streets & Storm Drains

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Streets & Storm Drains Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with a service body to replace one (1) truck that is currently assigned to the Streets & Storm Drains Department. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$100,000				
H. Other							
Total			$100,000				

Additional Notes:

CHAMPION CHEVROLET

Item # 3.1 – ¾ Ton Full Size Standard Cab: Cab & Chassis

• Base Price -	$42,302.00
• Backup Camera Kit	$73.00
• Four Wheel Drive -	$2,485.00
• 4" Black Assist Steps	$695.00
• Full Size Spare Tire	$380.00
• Knapheide Body/Rack/Hitch	$16,698.00
Nevada DRS/Title Fee	$28.25
Grand Total	$62,661.25

Fleet Manager

Kyle M. Outland

800 Kietzke Lane • Reno, Nevada 89502-2095
P.O. Box 7277 • Reno, Nevada 89510-7277 • (775) 786-3111 • Fax (775) 786-4397
www.championchevroletreno.com

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 1-ton, four-wheel drive pickup truck with service body for the City of Fernley's Parks Department for an amount not to exceed $100,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Parks Department, is requesting the purchase of one (1) 1-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division that is beyond its service life per the City of Fernley's Fleet Management Policy.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 1-ton, four-wheel drive pickup truck with service body for the City of Fernley's Parks Department for an amount not to exceed $100,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Parks Department, is requesting the purchase of one (1) 1-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 575 - Parks Service Truck
2. Quote - 2027 Ford F350 Reg Cab XL DRW Utility Body

DETAIL SHEET

Title: 1-ton Pickup Truck with Service Body

Department: Parks

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Parks Department, is requesting the purchase of one (1) 1-ton, four-wheel drive pickup truck with a service body to replace one (1) truck that is currently assigned to the Parks Department. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$100,000				
H. Other							
Total			$100,000				

Additional Notes:

Corwin RENO | Ford PRO Commercial Vehicle Center

QUOTE: 03189

Sales • Service • Used Cars & Trucks

11111 S Virginia St.
Reno, NV 89511

Phone: 775-328-9011

Customer # CITY OF FERNLEY

Sold to:

Address:

City, State &
Zip Code

VIN	Year	Make	Model
		Ford	F250 UTILTY
Salesperson	**Deal #**		**PO #**
DENNIS TAGLIARINO			

2027 FORD REG CAB XL F350 DRW UTILITY BODY

OXFORD WHITE EXTERIOR
DARK GRAY CLOTH INT
600A EQUIPMENT PKG
7.3 LTR V8 GAS/ 10 SPEED TRANS
LT245 AT TIRES/ 50 STATE EMISSIONS
SPARE TIRE/ JACK / UPFITTER SWITCHES
RUNNING BOARDS

TOTAL COST $55,841 PLUS TITLE FEE OF $28.25
TRADEMASTER HARBOR UTILITY BODY $18,725
TOTAL COST $74,566 PLUS TITLE FEE OF $28.25

Thank you for your business!

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck for the City of Fernley's Fleet Department for an amount not to exceed $70,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department is requesting to purchase one (1) 3/4-ton, four-wheel drive pickup truck to be assigned to the division. This vehicle will be utilized by staff for the operations and maintenance of the City's public facilities and infrastructure.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 3/4-ton, four-wheel drive pickup truck for the City of Fernley's Fleet Department for an amount not to exceed $70,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department is requesting to purchase one (1) 3/4-ton, four-wheel drive pickup truck to be assigned to the division. This purchase will be utilized by staff for the operations and maintenance of the City facilities and infrastructure.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 480 - Fleet Pickup Truck
2. Quote - 2026 Chevrolet Silverado 2500 Crew Cab Pickup

DETAIL SHEET

Title: 3/4-ton Heavy Duty Pickup Truck

Department: Fleet

Description and Justification:

The City of Fernley's Fleet Department is requesting the purchase one (1) 3/4-ton, four-wheel drive heavy duty pickup truck to be assigned to the division. If approved, this vehicle will be utilized by staff for the operations and maintenance of the City's public facilities and infrastructure.

Relationship to Strategic Plan: Ensure municipal services meet the needs and expectations of the community.

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$70,000				
H. Other							
Total			$70,000				

Additional Notes:

CHAMPION
CHEVROLET

Item # 2.14 – 3/4 Ton Full Size Crew Cab: Pickup

• Base Price -	$45,664.00
• Four Wheel Drive	$2,485.00
• Summit White	$0.00
• Steps, 4" Black	$795.00
• Trailer Tow Package	STD
• Nevada DRS/Title Fee	$28.25
Grand Total	$48,972.25

Fleet Manager

Kyle M. Outland

800 Kietzke Lane • Reno, Nevada 89502-2095
P.O. Box 7277 • Reno, Nevada 89510-7277 • (775) 786-3111 • Fax (775) 786-4397
www.championchevroletreno.com

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Facilities Department for an amount not to exceed $100,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Facilities Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body for the City of Fernley's Facilities Department for an amount not to exceed $100,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Facilities Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with service body to replace one (1) truck that is currently assigned to the division. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 417 - Facilities Service Truck
2. Quote - 2026 Chevrolet Silverado 2500 Standard Cab Utility Body

DETAIL SHEET

Title: 3/4-ton Pickup Truck with Service Body

Department: Facilities

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Facilities Department, is requesting the purchase of one (1) 3/4-ton, four-wheel drive pickup truck with a service body to replace one (1) truck that are currently assigned to the Facilities Department. The current truck is beyond the service miles and age recommended for vehicle replacement per the City of Fernley Fleet Management Program (FMP) Policy, Table 4.1 Appendix 8, Replacement Standard.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$100,000				
H. Other							
Total			$100,000				

Additional Notes:

CHAMPION CHEVROLET

Item # 3.1 – ¾ Ton Full Size Standard Cab: Cab & Chassis

• Base Price -	$42,302.00
• Backup Camera Kit	$73.00
• Four Wheel Drive -	$2,485.00
• 4" Black Assist Steps	$695.00
• Full Size Spare Tire	$380.00
• Knapheide Body/Rack/Hitch	$16,698.00
Nevada DRS/Title Fee	$28.25
Grand Total	$62,661.25

Fleet Manager

Kyle M. Outland

800 Kietzke Lane • Reno, Nevada 89502-2095
P.O. Box 7277 • Reno, Nevada 89510-7277 • (775) 786-3111 • Fax (775) 786-4397
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CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 1/2-ton, four-wheel drive pickup truck for the City of Fernley's Parks Department for an amount not to exceed $60,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Parks Department, is requesting to purchase one (1) 1/2-ton, four-wheel drive pickup truck to be assigned to the division. This purchase is for the recently approved Parks & Recreation Superintendent position.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 3/4-ton, four-wheel drive pickup truck for the City of Fernley's Parks Department for an amount not to exceed $60,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Parks Department, is requesting to purchase one (1) 1/2-ton, four-wheel drive pickup truck to be assigned to the division. This purchase is for the recently approved Parks & Recreation Superintendent position.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 575 - Parks Pickup Truck
2. Quote - 2026 Chevrolet Silverado 1500 Crew Cab

DETAIL SHEET

Title: 1/2-ton Pickup Truck

Department: Parks

Description and Justification:

The City of Fernley's Fleet Department is requesting to purchase, on behalf of the Parks Department, one (1) 1/2-ton, four-wheel drive heavy duty pickup truck to be assigned to the division. If approved, this vehicle will be for the recently approved position for a Parks & Recreation Superintendent.

Relationship to Strategic Plan: Ensure municipal services meet the needs and expectations of the community.

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$70,000				
H. Other							
Total			$70,000				

Additional Notes:

CHAMPION
CHEVROLET

Item # 2.7 –1/2 Ton Full Size Crew Cab: Short Bed

• Base Price -	$36,723.00
• Four Wheel Drive -	$2,697.00
• Integrated Brake Controller	$275.00
• Steps 4" Black Round	$750.00
• Towing Package	$425.00
• Swing Out Boxes Curb/Street Side	$595.00
Nevada DRS/Title Fee	$28.25
Grand Total	$41,493.25

Fleet Manager

Kyle M. Outland

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P.O. Box 7277 • Reno, Nevada 89510-7277 • (775) 786-3111 • Fax (775) 786-4397
www.championchevroletreno.com

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	510-165100

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) 10-yard dump truck for the City of Fernley's Water Distribution Department for an amount not to exceed $223,141.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Water Distribution Department, is requesting to purchase one (1) 10-yard dump truck which will be utilized by City staff to repair and maintain the city's water delivery infrastructure.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) 10-yard dump truck for the City of Fernley's Water Distribution Department for an amount not to exceed $223,141."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Water Distribution Department, is requesting to purchase one (1) 10-yard dump truck to be assigned to the department. If approved, this vehicle will be utilized by City staff to repair and maintain the city's water delivery infrastructure.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using G.L. number 510-165100 within the Water Enterprise Fund portion of the FY 26-27 Budget.

ATTACHMENTS:

1. 510 - Water Distribution 10-wheeler Dump Truck
2. QR-065534 Peterbilt 567 6x4 Dsl 16 ft OSW OSW16X483-16DB 100_04633 (tow package option)(Sourcewell)

DETAIL SHEET

Title: 10-yard Dump Truck

Department: Water Distribution

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Water Distribution Department, is requesting one (1) 10-yard dump truck to be assigned to the division. This vehicle will be utilized to haul materials for water leak repairs, asphalt excavation, and infrastructure maintenance & construction.

Relationship to Strategic Plan: City of Fernley Fleet Management Program

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	Water Enterprise Fund		$223,141				
H. Other							
Total			$223,141				

Additional Notes:

PETERBILT 567 6X4 STANDARD CAB DIESEL

16’ OSW OSW16X483/16DB

CUSTOM TRUCK SOURCE

16’ OSW OSW16X483/16DB

Peterbilt 567 6x4 Standard Cab Diesel

Item Number: 100_04633

City of Fernley
Customer Sourcewell # 112067
CTOS Sourcewell Contract: 091125-CUK
QR-065534

Confirm CA registration ability prior to purchase.

CUSTOM TRUCK ONE SOURCE™
(888) 684-8146 | www.customtruck.com

Chassis Specifications	
Chassis	Peterbilt 567
Axle Configuration	6x4
Cab Type	Standard Cab
Engine	PACCAR MX-13
Fuel Type	Diesel
Engine Horsepower	510 hp
Transmission	Allison 4500 RDS-P, Automatic
Engine Block Heater	Included
Auxiliary Brake System	Engine Brake
Brakes	Air
Air Dryer	Included
Fuel Tank Capacity	90 gal

Axles & Suspension	
Front Axle	20000 lbs
Front Tires & Wheels	425/65R22.5, Aluminum
Front Suspension	Taper-Leaf Spring 20000 lbs
Rear Axle	46000 lbs
Rear Axle Configuration	Tandem Axle
Rear Axle Ratio	4.56
Rear Locking Differential	Driver-Controlled
Rear Tires & Wheels	11R24.5, Aluminum
Rear Suspension	Hendrickson HMX EX 460 46000 lbs
Drop Axle(s)	Not Included
Drop Axle Tires & Wheels	Not Applicable
GVWR	66000 lbs

Cab Features	
Heated Mirrors	Included
Door Locks	Power
Windows	Power
Interior	Sterling Gray, Cloth & Vinyl
Seats	Air Ride Driver, Toolbox Passenger
Rear Camera	Not Included
Cab Color	White

General Safety	
Backup Alarm	Included
Fire Extinguisher	Included
First Aid Kit	Included
Strobe Lights	Not Included

Body Specifications	
Body	OSW OSW16X483/16DB
Body Type	Square
Body Color	Black

Dimensions & Capacity	
Approximate Capacity	17 cy
Length	16’
Side Height	48”
Cab Shield	20”, Full-Width
Tailgate Height	52”

Construction & Design	
Understructure	Crossmemberless
Longsill	8” Formed Channel
Front Material	3/16” GR50 Steel
Side Material	3/16” AR450 Steel
Floor Material	3/16” AR450 Steel
Tailgate Material	3/16” AR450 Steel
Front Style	Straight
Side Style	Straight
Rear Style	Straight
Boards	Not Included
Board Pockets	Not Included

Dump Body Features	
Hoist	Telescopic, Pin-to-Pin
Hydraulic System	Power Take-Off
Dump Apron	8”
Asphalt Taper	Not Included
Tarp	Mesh, Electric
Fender	Steel
Vibrator	Not Included
Plow	Not Included
Spreader	Not Included
Toolbox	Not Included

Controls & Accessories	
Controls	Center Console Control Package
Shovel Holders	Included
Ladder	Not Included

Tailgate & Coal Chute	
High Lift Cylinder	External
Tailgate Operation	Electric Over Air
Tailgate Latch	Air
Coal Chute(s)	Not Included
Sludge Locks	Not Included
Spreader Chains	Included

Trailering & Towing	
Hitch	Not Included
Trailer Receptacle	Not Included
Trailer Brake Controller	Not Included
Rear D-Rings	Not Included
Gladhands	Not Included

Available Options - Option pricing NOT included in base price below	
4-Corner LED Strobe Light Package	$1,500.00
Back Up Camera Kit	$1,250.00
Electric Vibrator	$2,400.00
Coal Chute	$450.00

Option Included
50 Ton Pintle Hitch w/ Air and Electric

Open Market Price: $221,841.00
Freight From CTOS Sacramento to Fernley, NV. $1,300
Total Price: $223,141.00

Modified By: Justin Stakes
Modified: 5/18/2026 1:38pm

Disclaimer: Specifications are believed to be correct, but may contain errors and/or omissions. Pictures are representative and may not be identical.
Price is subject to change without notice and is not guaranteed due to fluctuation in material or component prices, including manufacturer’s surcharges.

NO FET in Price
Ex Works: Fernley, NV. |
Expiration: 6/30/2026

16’ OSW OSW16X483/16DB

Peterbilt 567 6x4 Standard Cab Diesel

Item Number: 100_04633

(888) 684-8146 | www.customtruck.com

Modified By: Justin Stakes
Modified: 5/18/2026 1:38pm

Disclaimer: Specifications are believed to be correct, but may contain errors and/or omissions. Pictures are representative and may not be identical.
Price is subject to change without notice and is not guaranteed due to fluctuation in material or component prices, including manufacturer’s surcharges.

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Email: info@customtruck.com
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CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Olivia John, Deputy Public Works Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	General Fund

ACTION REQUESTED: Consent

AGENDA ITEM:

For Possible Action to purchase one (1) full-size SUV for the City of Fernley's Animal Control Department for an amount not to exceed $60,000.

AGENDA ITEM BRIEF:

The City of Fernley's Fleet Department, on behalf of the Animal Control Department, is requesting to purchase one (1) full-size SUV to be assigned to the department. This purchase is for the Animal Services Program Manager position.

RECOMMENDED MOTION:

"I move to Approve the purchase of one (1) full-size SUV for the City of Fernley's Animal Control Department for an amount not to exceed $60,000."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council may deny this purchase and provide staff with further direction.

BACKGROUND:

The City of Fernley's Fleet Department, on behalf of the Animal Control Department, is requesting to purchase one (1) full-size SUV to be assigned to the department. This purchase is for the Animal Services Program Manager position.

Every fiscal year, the State accepts bids from dealerships around Nevada for assorted makes and models of work trucks, cars and light and heavy equipment for purchase by local government agencies. Using the results of the State's competitive bid process is standard practice for municipalities because it saves time and money. The municipality does not have to assemble bid documents, advertise, and rank bidders with the intention of making a purchase.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 332.063

FINANCIAL IMPLICATIONS:

This purchase will be made using the General Fund portion of the FY 25-26 Budget.

ATTACHMENTS:

1. 525 - Animal Control Full-size SUV
2. Quote - 2027 Ford Expedition XL

DETAIL SHEET

Title: Full-size SUV

Department: Animal Control

Description and Justification:

The City of Fernley's Fleet Department, on behalf of the Animal Control Department, is requesting the purchase of one (1) full-size SUV to be assigned to the department. This vehicle will enable staff to uphold public safety and animal welfare by enforcing local and state laws, responding to injured or trapped animals, capturing stray or dangerous pets, and conducting investigations related to animal cruelty, abuse, or neglect.

Relationship to Strategic Plan: Ensure municipal services meet the needs and expectations of the community.

Relationship to Council Priorities: FY 2026/2027 Budget priorities.

RECOMMENDED FINANCING

	Source of Funds/GL	Total Five-Year Cost	Estimated Expenditures by Fiscal Year				
			FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
A. Feasibility Study							
B. Design							
C. Land Acquisition							
D. Construction							
E. Buildings							
F. Furnishings							
G. Vehicles/Equipment	General Fund		$60,000				
H. Other							
Total			$60,000				

Additional Notes:

Corwin RENO | Ford PRO Commercial Vehicle Center

QUOTE: 03187

Sales • Service • Used Cars & Trucks

11111 S Virginia St.
Reno, NV 89511

Phone: 775-328-9011

Customer # CITY OF FERNLEY

Sold to:

Address:

City, State &
Zip Code

VIN	Year	Make	Model
		Ford	Expedition
Salesperson	**Deal #**		**PO #**
DENNIS TAGLIARINO			

2027 FORD EXPEDITION XL TRIM

OXFORD WHITE EXTERIOR
DARK GRAY CLOTH INT
102A EQUIPMENT PKG
3.5 LTR ECOBOOST/ 10 SPEED TRANS
18" WHEELS/ 50 STATE EMISSIONS
CO-PILOT 360 ASSIST/ ALL TERRAIN TIRES

TOTAL COST $57,375 PLUS TITLE FEE OF $28.25

Thank you for your business!

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Robert Carson, Finance Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No:	Yes:	No:	.

ACTION REQUESTED: Motion

AGENDA ITEM:

Possible Action to Approve the Collective Bargaining Union Agreement between the City of Fernley and IBEW Local 1245 effective 7/1/26-6/30/28.

AGENDA ITEM BRIEF:

.

RECOMMENDED MOTION:

BUSINESS IMPACT (per NRS Chapter 237):

.

See attached report for background, analysis, alternatives.

ALTERNATIVES:

BACKGROUND:

.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FINANCIAL IMPLICATIONS:

ATTACHMENTS:
None

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Michele Rambo, Planning Director**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:	No: X	General Fund

ACTION REQUESTED: Ordinance
Motion

AGENDA ITEM:

(For Possible Action) Discussion and second reading of Bill #386, an Ordinance establishing the Fernley Power District as a municipal electric utility of the City of Fernley pursuant to NRS 266.290; setting forth the public utility proposed to be established, the estimated cost thereof, and the proposed manner and terms of payment; defining the initial service area within the victory logistics district; establishing the Fernley Power District board as the governing body of the district and prescribing its composition, member selection, and powers and duties; delegating to the board administrative and regulatory authority over the district; and other matters properly related thereto.

AGENDA ITEM BRIEF:

Due to the lag time expected for NV Energy to bring needed power, Mark IV Capital, the developer of the Victory Logistics District, is requesting the formation of a power utility district to encompass their development area. The proposed Ordinance to accomplish this request establishes that district and a board to oversee the district.

The first reading of this proposed Ordinance was held at the May 20, 2026 City Council meeting. The second reading of Bill #386 was continued from the June 17, 2026 meeting to July 15, 2026 to allow the City's consultant additional time to review the Ordinance and financial documents.

RECOMMENDED MOTION:

Pleasure of the Council

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is required. However, since the district will only impact the property owned by

Mark IV, they have provided a written waiver of the Business Impact Statement (attached).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Pleasure of the Council

BACKGROUND:

The establishment of the Fernley Power District is a strategic initiative by Mark IV Capital to create a specialized utility system to serve the customers within the Victory Logistics District. NV Energy does not have the infrastructure needed to service the anticipated end-users and will not for several years. The creation of this power district will allow for continued economic development within Fernley and result in direct revenues to the City and increased services to the residents. This model relies on long-established municipal utility models currently in use by Boulder City, the City of Caliente, and the City of Fallon. Lyon County is also currently considering the same type of power district model to accommodate development.

Formation costs will be paid by Mark IV Capital and their partner, Stella Power Company. The City of Fernley, including residents, will not be required to contribute to the costs of the future power plant. Instead, the estimated $600,000,000 will be paid entirely by the developers. In addition, because the only customers will be within the Victory Logistics development, customers using NV Energy will not see any increase to their rates.

A Conditional Use Permit will be required for the construction of the associated power plant that is planned as part of this power district. This permit will be approved by the Planning Commission. However, the Planning Commission decision may be appealed, in which case it would be heard by the City Council.

The Fernley Power District will also have a benefit to the City of Fernley and its residents in the form of franchise fees. The district will deliver (at full buildout) nearly $24,000,000 in annual revenue to the Fernley budget which will increase the services that the City can provide. This money could be used for things such as (but not limited to): roads, parks, recreation, and public safety.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 266.260
NRS 266.285
NRS 266.290
NRS Chapter 268
NRS Chapter 271
NRS Chapter 350
NRS Chapter 704A

FINANCIAL IMPLICATIONS:

See Bill #386, Appendix A for a full financial discussion.

ATTACHMENTS:

1. Bill #386 with Attachment (1)

2. Business Impact Statement Waiver

BILL #_____
CITY OF FERNLEY
ORDINANCE #_____

AN ORDINANCE ESTABLISHING THE FERNLEY POWER DISTRICT AS A MUNICIPAL ELECTRIC UTILITY OF THE CITY OF FERNLEY PURSUANT TO NRS 266.290; SETTING FORTH THE PUBLIC UTILITY PROPOSED TO BE ESTABLISHED, THE ESTIMATED COST THEREOF, AND THE PROPOSED MANNER AND TERMS OF PAYMENT; DEFINING THE INITIAL SERVICE AREA WITHIN THE VICTORY LOGISTICS DISTRICT; ESTABLISHING THE FERNLEY POWER DISTRICT BOARD AS THE GOVERNING BODY OF THE DISTRICT AND PRESCRIBING ITS COMPOSITION, MEMBER SELECTION, AND POWERS AND DUTIES; DELEGATING TO THE BOARD ADMINISTRATIVE AND REGULATORY AUTHORITY OVER THE DISTRICT; AND OTHER MATTERS PROPERLY RELATED THERETO

THE CITY COUNCIL OF THE CITY OF FERNLEY, hereinafter "the Council", DO HEREBY ORDAIN:

Section 1. Findings and Purpose.

The Council hereby makes the following findings in support of this Ordinance:

(a) The City of Fernley (the "City") is a general-law municipality organized under Nevada Revised Statutes ("NRS") Chapter 266, and is broadly empowered under NRS 266.285, NRS 266.290, and NRS Chapter 268 to acquire, construct, operate, and maintain public utilities to serve the needs of its residents and businesses.

(b) The City is further empowered by: NRS 266.260 to provide, by Ordinance, the manner and details necessary for the full exercise of any municipal power conferred upon it; NRS 266.390 to create any office that may be deemed necessary for the City, and regulate and prescribe the powers and duties of all such officers, except as otherwise provided by law; and NRS 266.460 to define the duties, powers and privileges of all officers, where not so defined under NRS Chapter 266, by Ordinance.

(b) The Victory Logistics District ("VLD") is an industrial and commercial development within the City, operated pursuant to that certain Development Agreement with the City of Fernley identified as DA22001.

(c) The incumbent electric public utility, NV Energy, has communicated an inability to provide sufficient electric service to VLD within a commercially reasonable timeframe.

(d) Such prolonged delays by the incumbent utility would render the continued development of VLD impractical, if not entirely impossible, thereby threatening significant planned capital investment within the City and the substantial tax revenues, franchise fees, and economic development benefits associated therewith.

(e) On April 1, 2026, the Council adopted Resolution #26-005, authorizing the formation of a working group (the "Working Group") comprised of designated representatives from the City of Fernley, Mark IV Capital, Stella Power Company, and the North Lyon Fire District, for the purpose of developing the cost estimates required by NRS 266.290(2)(b).

(f) The Working Group has prepared its written report, dated _____, 2026 (the "Working Group Report"), a copy of which is attached hereto as **Exhibit A** and incorporated herein by reference.

(g) The Council, together with the Mayor, has reviewed and hereby approves the Working Group Report as the report of a body theretofore appointed by the Council for the purpose contemplated by NRS 266.290(2)(b).

(h) The Council finds that the establishment of the Fernley Power District serves a compelling public purpose and is firmly in the economic development and public interests of the City, will produce substantial recurring franchise fee revenues for the City's general fund, and will be accomplished without any cost to, or financial obligation of, the City, its general fund, or the taxpayers of the City.

(i) The recitals set forth above are hereby adopted as findings of the Council.

Section 2. Establishment of Fernley Power District; Public Utility Proposed to be Established.

There is hereby created and established, pursuant to NRS 266.290 and the powers granted by NRS 266.010, a municipal public utility of the City of Fernley to be known as the "**Fernley Power District**" (the "**District**" or "**FPD**"), as a body corporate and instrumentality of the City. In satisfaction of NRS 266.290(2)(a), the public utility proposed to be established is described as follows: the District shall be a municipal electric utility authorized to acquire, construct, install, own, operate, maintain, repair, replace, and extend electric generation facilities, electric transmission and distribution facilities, substations, interconnection facilities, metering and control equipment, and all related real and personal property, fixtures, easements, and appurtenances reasonably necessary or convenient to provide retail electric service to End-Use Customers within the Initial Service Area defined in this Ordinance. The District shall operate as an instrumentality of the City and shall be governed by the Fernley Power District Board, established under Section 3 of this Ordinance, in accordance with this Ordinance, applicable provisions of NRS Chapters 266 and 268, and such further ordinances and resolutions as the Council may from time to time adopt.

Section 3. Estimated Cost.

In satisfaction of NRS 266.290(2)(b), and as set forth fully and in detail in the Working Group Report attached hereto as **Exhibit A** and incorporated herein by reference, the estimated cost of establishing, constructing, and placing the Fernley Power District into initial operation is approximately Six Hundred Million Dollars ($600,553,000), comprised of the following principal components:

(a) approximately Five Hundred Fifty-Three Thousand Dollars ($553,000) for initial Energy Service Company stand-up costs (including one-time equipment and materials, one-time legal, and recurring operational costs in the first year of operations); and

(b) approximately Six Hundred Million Dollars ($600,000,000) for foundational construction, equipment, labor, fuel rights, and related initial development costs.

The detailed cost estimates, including the five-year operational revenue and expense scenarios under both high-cost and low-cost assumptions, are set forth in the Working Group Report attached

as **Exhibit A**.[1] All cost figures stated in this Section and in **Exhibit A** are estimates and are subject to refinement based on final construction costs, customer load ramp, fuel availability, and the timing of permitting for subsequent stages, as more particularly described in the Working Group Report.

Section 4. Proposed Manner and Terms of Payment.

In satisfaction of NRS 266.290(2)(c), the proposed manner and terms of payment for the costs of establishing, constructing, and operating the District are as follows:

(a) ***Privately Funded Formation and Construction.*** All capital, development, construction, formation, and ongoing operational costs of the District, including without limitation the costs identified in Section 3 of this Ordinance and in **Exhibit A**, shall be borne entirely by Mark IV Capital and Stella Power (collectively, together with their respective affiliates, successors, and assigns, the "Pioneer Developers"), or by other private developers, generators, or End-Use Customers within the District. In no event shall the City, the City's general fund, or the taxpayers of the City be obligated for, or required to advance, any such cost or expense.

(b) ***Cost Recovery Through Rates.*** Recovery of the Pioneer Developers' capital outlay and ongoing operational costs shall be effectuated through electric service rates charged to End-Use Customers within the District pursuant to Power Purchase Agreements, Operational Agreements (including potential line extension agreements), and such other contractual arrangements as may be approved by the District and the Council, consistent with applicable law.

(c) ***Franchise Fee.*** The City shall receive a franchise fee equal to one percent (1%) of gross receipts from electric service provided to End-Use Customers within the District (also defined as "gross revenues from District Operations"), payable to the City's general fund. Such franchise fee shall not be subject to offset, reduction, or recoupment on account of any cost recovery owed to the Pioneer Developers and shall accrue to the City beginning on the District's in-service date.

(d) ***No Pledge of City Credit; Revenue Bonds.*** Subject to compliance with all applicable provisions of NRS Chapters 266, 268, 271, 350, and 704A, the District may issue or require revenue bonds, performance bonds or similar financial instruments secured exclusively by net revenues derived from District operations, or privately secured through at Developer or end-use customer voluntary election, or obligation, as relevant, to finance future expansion or capital improvement; provided, however, that no such bonds shall constitute general obligations of the City or pledge the full faith, credit, or taxing power of the City.

[1] For the avoidance of doubt, Exhibit A is not inclusive of all potential pre-construction, construction, equipment costs, labor contracts, legal contract review and compliance, permitting, but rather models how such foundational infrastructure costs will be structured amongst pioneer end-use customers at front-end, first-phase power purchase agreements. Overall costs, as required by NRS 266.290(2)(b) requires only the "estimated cost" of establishing the District. Therefore, many foundational costs have been aggregated based on current market rates and are subject to end-use customer requirements.

Section 5. Initial Service Area; Expansion.

(a) ***Initial Service Area.*** The initial service area of the District (the "Initial Service Area") shall consist of those portions of the Victory Logistics District, as more particularly described in Development Agreement DA22001 and any exhibits or amendments thereto, that are not, as of the effective date of this Ordinance, receiving electric utility service from NV Energy or any other certificated public utility.

(b) ***Preservation of Existing Service.*** Nothing in this Ordinance is intended to, nor shall it be construed to, displace, terminate, or otherwise impair the existing electric service provided by NV Energy to any retail residential or commercial customer within the City, or to any property within the boundaries of VLD that is receiving electric utility service from NV Energy as of the effective date of this Ordinance. Such customers and properties shall remain within the certificated service territory of NV Energy and shall not be included within the Initial Service Area of the District.

(c) ***Expansion of Service Area.*** The Council may, upon application and by subsequent ordinance or resolution adopted in accordance with applicable law, expand the service area of the District to include additional contiguous areas within the corporate limits of the City; provided, however, that no such expansion shall affect the existing certificated service territory of any other public utility except in compliance with applicable provisions of NRS Chapter 704 and the orders and regulations of the Public Utilities Commission of Nevada.

Section 6. Fernley Power District Board; Composition.

(a) *Establishment.* There is hereby created the Fernley Power District Board (the "Board"), which shall be the governing body of the District. The Board is created pursuant to the authority of the Council under NRS 266.260 and NRS 266.390 to provide by ordinance the manner and details necessary for the full exercise of municipal utility powers conferred by NRS 266.290.

(b) *Composition During Initial Stand-Up Period.* The Board shall consist of three (3) voting members appointed by the Council as follows:

(1) one (1) member nominated by Mark IV Capital, in its capacity as Pioneer Developer of the District;

(2) one (1) member nominated by Stella Power Company, in its capacity as Pioneer Generation Partner of the District; and

(3) one (1) member nominated by the Mayor and confirmed by the Council, who shall represent the City of Fernley.

(c) *Initial Stand-Up Period.* To ensure consistency, continuity, and long-term stability during the District's stand-up and early operational phases, the composition of the Board set forth in subsection (b) shall remain in effect from the effective date of this Ordinance through and including the twentieth (20th) anniversary of the In-Service Date defined in Section 9(b) of this Ordinance (the "Initial Stand-Up Period"). Prior to the expiration of the Initial Stand-Up Period, the District shall, by separate ordinance or resolution, adopt provisions governing the long-term

composition, structure, and selection of the Board. Upon approval of such ordinance, resolution, or whether contained within the Bylaws drafted and adopted by the District, the District shall provide a copy of the same to the City Clerk.

(d) *Successors and Assigns.* References in this Section to Mark IV Capital and Stella Power shall include their respective affiliates, successors, and assigns. In the event of a transfer, assignment, or change of control affecting the nomination rights of either entity, those rights shall pass to the successor or assignee, subject to ratification by the City Council, which ratification shall not be unreasonably withheld.

Section 7. Board Member Selection Process; Terms; Vacancies; Removal.

(a) *Nomination and Approval.* Each entity entitled to nominate a Board member under Section 6(b) shall submit its nominee in writing to the City Clerk, accompanied by a statement of the nominee's qualifications. The Council shall consider each nomination at the next regular meeting following submission, or at a special meeting called for that purpose, and shall approve the nominee absent compelling or direct evidence of unsuitability to serve**.** For purposes of this Section, "unsuitability to serve" means the existence of a documented felony conviction involving moral turpitude or fraud, a finding by a court or regulatory body of professional misconduct relevant to utility governance, or a violation of NRS Chapter 281A (Code of Ethical Standards). Mere policy disagreement, political affiliation, or differences of opinion shall not constitute compelling or direct evidence of unsuitability.

(b) *Terms.* Each Board member shall serve a term of three (3) years and may be re-nominated and re-approved for successive terms during the Initial Stand-Up Period. To promote staggered turnover, the initial terms shall be: three (3) years for the Mark IV Capital nominee; two (2) years for the Stella Power nominee; and one (1) year for the City of Fernley nominee. All subsequent terms during the Initial Stand-Up Period shall be three (3) years.

(c) *Holdover.* A Board member whose term has expired shall continue to serve until a successor is nominated and approved.

(d) *Vacancies.* A vacancy on the Board, whether caused by resignation, removal, death, incapacity, or expiration of term without re-nomination, shall be filled by the same nomination and approval process set forth in subsection (a) within sixty (60) days of the vacancy.

(e) *Removal.* A Board member may be removed by the City Council for cause as defined in subsection (a), upon not less than thirty (30) days' written notice and an opportunity to be heard, and in compliance with NRS 244.031. If a majority of the City Council vote for removal, the nominating entity shall thereafter submit a replacement nominee in accordance with subsection (a) and (d); ***Limited Exception for Emergencies:*** Where a Board member is removed under this subsection, to ensure continuity of District Operations, and maintain the regulatory transparency necessary for the same, the District may call an emergency meeting to consider the nomination from the entity seeking to fill vacancy due to the removal, and upon unanimous vote of all remaining members of the Board, may seat an “Interim Appointee” who is vested with all powers until such time as the City Council considers and approves the formal appointment of

such nominated member, or any such alternatively nominated member, pursuant to subsection (d). Where an alternatively nominated member is so appointed, the Interim Appointee's term shall immediately conclude.

(f) *Compensation.* Board members shall serve without compensation from the City. The Board may, by resolution, authorize reasonable per diem, stipend, or expense reimbursement to be paid by the District out of District revenues; provided, however, that no such compensation or reimbursement shall be borne by the City, the City's general fund, or the taxpayers of the City.

(g) *Officers and Quorum.* The Board shall annually elect from among its members a Chair, a Vice Chair, and a Secretary. Two (2) Board members shall constitute a quorum, and action of the Board shall require the affirmative vote of a majority of those present and voting.

Section 8. Powers and Duties of the Board.

(a) *General Authority; Delegation from Council.* The Board shall have the power and authority to govern, manage, regulate, and oversee the operations of the District, subject to the provisions of this Ordinance, applicable Nevada law. The Council hereby delegates to the Board the day-to-day operational, regulatory, and administrative oversight of the District and the activities and development conducted within the District, including without limitation the powers enumerated in subsection (b). This delegation is an express, defined delegation of administrative and regulatory authority and is not a delegation of the Council's core legislative powers, which the Council retains as set forth in subsection (c) and Section 9(g) of this Ordinance. The Board shall function as the public regulator of activities and development within the District, and its decisions shall constitute official action of a municipal instrumentality of the City.

(b) *Specific Powers.* Without limiting the generality of subsection (a), the Board is expressly authorized and empowered to:

> (1) adopt, amend, and enforce electric service rules, regulations, tariffs, standards of service, and operating procedures applicable to the District and to the End-Use Customers and other parties served by or interconnected with the District;
>
> (2) negotiate, enter into, administer, and enforce contracts for services on behalf of the District, including without limitation contracts with one or more Energy Service Companies, generation operators, transmission and distribution operators, billing and administration providers, legal counsel, accountants, auditors, engineers, and consultants;
>
> (3) approve, on behalf of the District, Power Purchase Agreements, Operational Agreements (including line extension agreements), interconnection agreements, and other contractual arrangements with End-Use Customers, generators, fuel suppliers, and other counterparties;
>
> (4) regulate the District and the conduct of business within the District, including without limitation matters of safety, reliability, interconnection, metering, customer service, billing, dispute resolution, and compliance with applicable federal, state, and local law;

(5) establish, set, modify, and approve electric service rates, as dictated by Pioneer Development costs, End-Use Customer pricing, charges, fees, deposits, and price escalators applicable within the District, consistent with the cost-recovery principles set forth in this Ordinance;

(6) accept and administer indemnification agreements, performance bonds, letters of credit, insurance, and other forms of security from Pioneer Developers, generators, End-Use Customers, and other parties as contemplated by the Working Group Report and applicable law;

(7) employ or contract for the services of a District manager, electric service company, general counsel, secretary, treasurer, and such other officers, employees, and consultants as the Board determines to be necessary or convenient for District operations, with all costs borne by the District and not by the City;

(8) adopt Bylaws governing the Board's internal operations, meeting procedures, recordkeeping, and ethical standards, consistent with this Ordinance and applicable law;

(9) recommend to the Council the expansion of the Initial Service Area, the grant of franchises, and the adoption or amendment of ordinances or resolutions affecting the District; and

(10) exercise such other powers as may be necessary or convenient to carry out the purposes of this Ordinance and the lawful operations of the District as a municipal electric utility.

(c) *Limitations.* Notwithstanding subsection (b), the Board shall not:

(1) pledge the full faith, credit, or taxing power of the City;

(2) obligate the City for any cost or expense; or

(3) Without the express approval of the City Council, or amendment to this Ordinance, as appropriate:

i. expand the Initial Service Area or extend District service outside the boundaries thereof without the approval of the City Council; or

ii. take any action inconsistent with this Ordinance, or applicable Nevada law.

(d) *Open Meeting Law.* The Board shall conduct its meetings in compliance with NRS Chapter 241, the Nevada Open Meeting Law, and shall maintain minutes and audio recordings of its proceedings as required thereunder.

(e) *Annual Report.* The Board shall provide a written annual report to the Council not later than March 31 of each calendar year, summarizing District operations, financial condition, capital

expenditures, franchise fee remittances to the City, customer additions, and material contracts entered into during the prior calendar year.

Section 9. Commencement of District Operations; In-Service Date.

(a) *Effective Date of District.* The District is created and established on the effective date of this Ordinance.

(b) *In-Service Date.* The commencement of electric service operations by the District to End-Use Customers (the "In-Service Date" or "ISD") is anticipated to occur in calendar year 2029, consistent with the timeline set forth in the Working Group Report, or as earlier achievable by Pioneer Developers. The Board shall provide written notice to the Council not less than sixty (60) days prior to the projected ISD, identifying the specific commencement date, the initial generation and distribution facilities to be placed in service, and the initial End-Use Customers to be served. The actual ISD shall be established by Board resolution and confirmed in writing to the City Clerk.

(c) *Phased Build-Out.* Following the ISD, the District shall be developed in phases consistent with End-Use Customer load ramp requirements and the operational scenarios set forth in the Working Group Report.

(d) *Franchise Fee Accrual.* Notwithstanding the formation of the District on the effective date of this Ordinance, the City's right to grant a Franchise to an electric service company within the District pursuant to NRS 268.300(1)(b) and Section 4(c) of this Ordinance, shall commence on the ISD and shall continue thereafter for the duration of District operations, and the City shall receive such franchise fee payments pursuant to the terms of any such Franchise so granted.

(e) *Schedule for Initial Board Nominations and Council Confirmation Vote.* To ensure the timely formation of the Board and commencement of District activities, the following schedule shall govern initial Board nominations and confirmation:

> (1) Each entity entitled to nominate a Board member under Section 6(b) shall submit its initial nominee in writing to the City Clerk not later than sixty (60) days following the effective date of this Ordinance (the "Nomination Deadline");
>
> (2) The City Clerk shall place the nominations on the agenda of the next regular meeting of the Council occurring not less than fifteen (15) days after the Nomination Deadline, or, if no such regular meeting is scheduled within thirty (30) days after the Nomination Deadline, on the agenda of a special meeting called for that purpose;
>
> (3) The Council shall vote on each nominee at the meeting referenced in paragraph (2), applying the standard set forth in Section 7(a) and shall approve each nominee absent compelling or direct evidence of unsuitability to serve;
>
> (4) In the event the Council declines to confirm any nominee, the affected nominating entity shall submit a replacement nominee not later than thirty (30) days following the

Council's vote, and the Council shall act on the replacement nominee at its next regular meeting occurring not less than fifteen (15) days following submission, or at a special meeting called for that purpose; and

(5) The Board shall convene its first organizational meeting within thirty (30) days after the third Board member is confirmed by the Council, at which time the Board shall elect officers as provided in Section 7(h) and shall organize itself for the conduct of District business.

(f) *Six-Month Status Report; Adoption of Bylaws and Electric Service Rules.* Not later than one hundred eighty (180) days after the date on which the Board convenes its first organizational meeting (the "Six-Month Report Date"), the Board shall appear before the Council at a regular or special meeting and shall present a written report (the "Six-Month Status Report") addressing each of the following:

(1) the status of District formation and operational progress, including without limitation the status of generation, transmission, and distribution facility planning, permitting, financing, construction, and interconnection;

(2) the status of negotiations and execution of Power Purchase Agreements, Operational Agreements, interconnection agreements, and Energy Service Company contracts;

(3) the District's projected timeline to the In-Service Date;

(4) the proposed bylaws governing the Board's internal operations, meeting procedures, recordkeeping, conflicts of interest, and ethical standards (the "Bylaws"); and

(5) the proposed electric service rules, regulations, tariffs, standards of service, and operating procedures applicable within the District (the "Electric Service Rules").

(g) *Submission to City Clerk of Bylaws and Electric Service Rules; Reservation of Authority.*

(1) *Reservation of Council Authority; No Retroactive Impairment of Contracts*. Any governing document of the District (including, but not limited to, the items referenced in subsection f(4) and f(5) of this Section shall be submitted to the City Clerk within 10 days of adoption by the Board. The Council expressly reserves the right and authority to review the Bylaws and the Electric Service Rules governing the District. The Bylaws and the Electric Service Rules, once adopted by the Board, shall constitute binding regulations of the District and shall have the force and effect of law within the City. Notwithstanding the foregoing, no amendment, supplement, repeal, or replacement of the Bylaws or the Electric Service Rules, by the Board, shall:

(A) be applied retroactively to impair, alter, diminish, or otherwise affect the rights, obligations, or remedies of any party under any Power Purchase Agreement, Operational Agreement (including any line extension agreement), interconnection agreement, indemnification agreement, financing agreement,

franchise, license, contract, or other agreement entered into by, with, or on behalf of the District prior to the effective date of such amendment, supplement, repeal, or replacement ("Existing Agreement(s)");

(B) impair the obligation of any Existing Agreement in violation of Article 1, Section 15 of the Nevada Constitution or Article I, Section 10 of the United States Constitution; or

(C) deprive any party to an Existing Agreement of a vested contractual right without due process of law.

→Each Existing Agreement shall be governed by the Bylaws and Electric Service Rules in effect as of the date such Existing Agreement was executed, except to the extent the parties to the Existing Agreement expressly agree in writing to the application of subsequently adopted Bylaws or Electric Service Rules. The Board may apply amended Bylaws and Electric Service Rules prospectively to new agreements executed on or after the effective date of the amendment, and to renewals, extensions, or material modifications of Existing Agreements to the extent the parties expressly agree.

(3) *Interim Operating Authority.* Pending the final adoption of Bylaws and Electric Service Rules, the Board may operate under interim bylaws and interim electric service rules adopted by Board resolution, so long as no such interim Bylaw or Electric Service rule violates any provision of Federal or Nevada law, or any provision of the Fernley City Code.

(4) *Public Regulatory Function.* The Board's obligation to follow the provisions of NRS 241, all requirements herein to submit adopted regulations to the City Clerk, and any confirming authorities of the City Council herein reserved (such as confirming the nomination of board members), shall not be construed to diminish, qualify, or otherwise impair the Board's delegated authority to act as the public regulator of activities and development within the District as established by this Ordinance, all Bylaws and Electric Service Rules adopted hereunder, as amended from time to time, or any other delegation of authority to the District for the purpose of effectuating its duties pursuant to NRS 266.010, NRS 266.015, NRS 266.260, and NRS 266.390.

(5) *Subsequent Amendments.* After initial adoption, the Board may from time to time recommend amendments to the Bylaws or the Electric Service Rules. Any such amendment shall be effective only upon submission of the same to the City Clerk as contemplated by Section 6(c) of this ordinance, and subject only to any other requirements under Nevada law for such similarly situated actions to take effect.

Section 10. Publication Pursuant to NRS 266.290(3).

Pursuant to NRS 266.290(3), this Ordinance shall be published in full at least once a week for four (4) successive weeks in a newspaper of general circulation published in the City prior to the Council's consideration of final passage. At the first regular meeting of the Council, or any adjournment thereof, after the completion of such publication, the Council may proceed to enact

this Ordinance, which must conform in all respects to the terms and conditions of the Ordinance as previously published, unless a petition is presented pursuant to NRS 266.290(4).

Section 11. Repealer.

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 12. Publication of Title.

In addition to the full publication required by Section 10 of this Ordinance, the City Clerk is instructed and authorized to publish the title of this Ordinance as provided by law upon final adoption.

Section 13. Effective Date.

This Ordinance shall become effective upon passage, approval, and publication, subject to the publication requirements of NRS 266.290(3).

Section 14. Liberal Construction.

The provisions of this Ordinance shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, welfare, and convenience.

Section 15. Severability.

If any subsection, phrase, sentence, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions.

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Section 16. NRS Chapter 237 Finding.

Pursuant to NRS 237.080, the Council has made a concerted effort to determine whether this Ordinance will impose a direct and significant economic burden upon a business or directly restrict the formation, operation, or expansion of a business, and finds that it will not. The Council further finds that Mark IV Capital is the only business directly affected by this Ordinance and has been provided notice and the opportunity to submit data or arguments pursuant to NRS 237.080(1). Because no direct and significant economic burden or business restriction has been identified, the preparation of a Business Impact Statement under NRS 237.090 is not required. The Council further finds that this Ordinance is exempt from NRS Chapter 237 to the extent it is adopted pursuant to NRS Chapter 350 within the meaning of NRS 237.060(2)(c), and that the Council has otherwise complied with all applicable requirements of NRS 237.030 to NRS 237.150, inclusive.

BILL #_____ BEING HEREBY PROPOSED on the _____ day of _____, 2026.

BILL #_____ BEING HEREBY PASSED, APPROVED, and ADOPTED this _____ day of _____, 2026, by the following vote of the Council:

Ayes: _____ Nays: _____ Abstentions: _____ Absent: _____

FERNLEY CITY COUNCIL

By: _____ Date: _____

Neal E. McIntyre, Mayor

Attest By: _____ Date:_____

Kim Swanson, City Clerk

EXHIBIT A

WORKING GROUP REPORT

(Estimated Costs of Establishing the Fernley Power District Pursuant to NRS 266.290(2)(b))

[The Working Group Report, including the "Fernley Power District 5-Year Operational Revenue and Expense Scenarios" workbook and all supporting documentation prepared by the Working Group pursuant to Resolution #26-005, is attached hereto and incorporated by reference.]

WORKING GROUP REPORT NARRATIVE

As adopted by Fernley City Council Resolution #26-005 for purposes of exploring and studying cost estimates related to formation of the Fernley Power District

A. Startup Costs and District Formation (Year 0: 2026-2029)

The establishment of the Fernley Power District ("**FPD**") within the Victory Logistics District ("**Victory**") is a strategic initiative designed to create a specialized, non-rate regulated utility system. By structuring the FPD outside the purview of traditional public regulatory cost-of-service reviews, the City of Fernley ("**Fernley**") becomes one of the most attractive power markets in the Nation, prioritizing speed-to-power and developer flexibility. While the incumbent Utility (NV Energy) publicly communicates inability to serve and delays in the range of 2036-2042, the FPD allows direct revenues to flow to the residents of Fernley, while creating an atmosphere for the world's most well-capitalized and funded industries to advance the interests of economic underpinnings of the 21st century.

The foundational phase (Year 0; 2026-2029) is dedicated to legal and administrative architecture, ensuring that the FPD is positioned to support industrial-scale energy demand through private agreements rather than public debt or taxpayer subsidies. This includes: (1) Fernley's approval of the FPD, a municipal utility backed by decades of law and precedent in the State of Nevada; (2) Sufficient planning and capital outlay by Pioneer Developers Mark IV Capital and Stella Power Company (collectively, **"Pioneer Developers**") in an effort to satisfy end-Customer requirements; and (3) Securing market interest and intent to develop from End-Use Customers (primarily data centers or other "large electric load" entities, such as manufacturing, artificial intelligence, and logistics-driven entities (collectively **"Developers"** or where relevant **"End-Use Customers")**. Of the foregoing, parts two and three (capital outlay and End-Use Customer interest) has been established. Fernley's approval of the FPD finalizes these preliminary measures, ensuring long-term revenue accruals to Fernley for the benefit of its residents and long-term financial stability.

Formation costs will be borne entirely by the Pioneer Developers within FPD, avoiding the need for any Fernley-dedicated or other tax-payer revenues to secure or otherwise be spent on the FPD. These foundational phase startup costs are formed based on the proposed first 300MW, and are estimated to, depending on very dynamic market prices, to be at, around, or in excess of $600,000,000.[1] This includes an estimated $553,000 in initial Energy Service Company stand-up costs, and over $599,500,000 in foundational electric generation and electric distribution equipment.[2] These foundational construction costs relate to procurement of

[1] Given NRS 266.290(2)(b) requires the "estimated cost" of establishing the FPD, numbers have been rounded up to the nearest million in most cases. For a more detailed breakdown of estimated start up costs, including the costs relative to the Energy Service Company see Exhibit A to this report "Fernley Power District 5-year Operational Revenue and Expense Scenarios." For the avoidance of doubt, Exhibit A excludes certain foundational, construction, and ancillary costs, which are based on dynamic market availability and pricing, and entirely subject to end-use customer or supplier negotiations. In any case, all such costs will be recovered as discussed herein, consistent with Good Utility Practice (currently examples of similar planning modeling include NV Energy, Overton Power District, Valley Electric Association, and Boulder City Electric Utility, among others).

[2] Estimates are subject to end-use customer needs, which will only be finalized once FPD is formed and initial Pioneer infrastructure agreements negotiated. These estimates are driven by specific design considerations that the Pioneer Developers iterate with End-Use Customers. Regardless of cost estimates, all costs will be adequately accounted for and recovered as discussed herein as required by NRS 266.290(2).

equipment and materials, construction and grading costs (including necessary federal, state, and local, permits, legal review, securing fuel for electric generation system and costs related thereto, compliance requirements related to worker and community safety), redundant power supply systems, bridge power supply options (if necessary), and other necessary ancillary costs in the development of electric utility infrastructure.

Financial assumptions adopt a strategy of fiscal insulation by excluding speculative Fernley revenue estimates prior to the 2029 operational start (also referred to as **"In-Service Date"** or **"ISD"**).[3] While the primary 1% franchise fee does not trigger until ISD, near-term revenues for Fernley in 2026 and 2027 through construction permitting fees and other ancillary permitting fees will bring immediate revenues to Fernley.[4] By focusing "Year 0" exclusively on formation costs and delaying revenue projections until ISD, premature fiscal dependency on the project is excluded, and merely accrued as a tangential financial benefit to Fernley. For clarity, such ancillary permitting costs are not within the scope of this report as required by NRS 266.290, but are discussed as necessary context and information to the Fernley City Council in determining whether formation of the FPD is in the public benefit and interest.

B. Ongoing Operational Costs and Infrastructure Development

The operational horizon from 2029 to 2034 is defined by a strategic scaling of infrastructure to match customer load. While the FPD (once created) will reach ISD in 2028,[5] load ramp estimates have been specifically modeled to be conservative. The FPD's expenditure profile is optimized for de-risking: fuel expenses are treated as pass-through costs through end-use customer agreements, while generation and delivery infrastructure capital remains the primary variable, as negotiated through Power Purchase Agreements ("**PPAs**") and Operational Agreements with End-Users, regulated by the FPD Board.[6]

The following table contrasts the expenditure profile for the first full year of operations (2029) under both High and Low cost scenarios:

Expense Category (Year 0 – 2026-2029)	High Cost Scenario	Low Cost Scenario
Generation & Delivery Infrastructure (including fuel service costs, and integrated battery energy storage system (BESS))	$164.83/MWh	$153.14/MWh
Electric Service Company Cost of Service	$553,000	
Total Price (Excluding Franchise Fee)	**$165.36 / MWh**	**$153.61 / MWh**

[3] Initial permitting and incremental tax revenues are not directly relevant to FPD finances, which are the subject of this report, and therefore excluded for that reason.
[4] Storey County provides a good example, demonstrating permitting and construction fees in the millions of dollars when the same type of large infrastructure and industrial development is made plausible.
[5] The 2028 ISD is more than a decade before NV Energy has publicly stated availability to serve such load.
[6] Power Purchase Agreements (sometimes referred to as Energy Supply Agreements) along with Operational Agreements (sometimes referred to as "Line Extension Agreements") are standard agreements for all utilities, accurately and adequately allocating cost responsibilities amongst various end-use customers benefitting from such infrastructure.

To protect Fernley's long-term revenue interest, a 2-3% annual price escalator will be integrated into End-Use Customer PPAs.[7] This market-based, and contractually obligated price escalator serves as a vital hedge against inflation, ensuring that costs of electric service, as well as costs related to fuel and power supply, track market rates as the FPD matures. When combined with Electric Service Company Costs of Service, this structure creates a predictable method of recovering investments costs, allowing the FPD to amortize such investments and appropriately allocating costs to beneficiaries, while maintaining competitive energy pricing for all end-use customers.

Infrastructure within the FPD will only be constructed as required and requested by End-Use Customers. The initial plan is for ~300MWs online by early 2029, but again this will be driven by customer needs. Stella Power Company's investment in generation infrastructure will not materialize without an End-Use Customer first executing the necessary long-term PPA's or other related infrastructure build-out agreements that would necessitate such project-specific infrastructure. Moreover, any initial and subsequent generation build-out or expansion of transmission and distribution lines will only be considered when first requested, and then financially secured and backed, by End-Use Customers, and has the requisite permits to allow for additional generation. Such scaled construction is both standard in Good Utility Practice and ensures the avoidance of projects that might be commenced, then subsequently abandoned.

C. Revenue Scenarios, Franchise Fees, and Cost Recovery

The FPD will allow for a long-touted phrase that large electric infrastructure users (including data centers) "pay their own way." FPD operations will require no funding, investment, or credit from Fernley's municipal financial reserves or other statutorily empowered municipal financing powers. Despite the lack of any investment or credit from Fernley, a 1% franchise fee on all gross receipts to End-Use Customers within the FPD will serve as a primary long-term revenue stream for Fernley. The design results in a "Net-Zero Public Risk" model: Pioneer Developers, along with other Developers (including Power Generators and End-Use Customers) assume 100% of formation and ongoing operational costs. Moreover, retail residential service for the residents of Fernley and existing businesses will continue to take service from NV Energy, leaving current utility services entirely unaffected. [8] Because FPD costs are entirely separate from NV Energy's network system costs, no resident or business within Fernley will realize any impact to current electric rates because of the FPD's creation. Instead, FPD revenues are driven exclusively by energy supply, revenues from the retail sales of that energy supply, and private customer agreements, shifting all market risk away from the public sector.

The initial projected Fernley franchise fee revenues are detailed below and are subject to change based on project, regulatory and other permitting requirements necessitating approval:

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[7] This assumption is subject both to market demands and tied to the Consumer Price Index. Specific escalator rates will be negotiated and adopted at the time such PPAs are executed, and FPD Board approval of the same

[8] Regardless of whether Fernley moves forward with creating the FPD, NV Energy will continue to serve all residents and business within Fernley currently served by NV Energy, and those future customers outside of the FPD, which will be located within NV Energy's dedicated service territory. NV Energy, as a private company, has the right, upon approval by the PUCN to seek rate increases for other projects and increases in costs of doing business. For the avoidance of doubt, any such rate increase would not be caused or plausibly argued to be based on the FPD's entirely ring-fenced cost model.

Year	Cal. Year	Peak Demand	High Price (80% Load)	Low Price (90% Load)
1	2029	150 MW	$1,738,223	$1,816,564
2	2030	600 MW	$7,072,878	$7,392,508
3	2031	1200 MW	$14,425,110	$15,077,156
4	2032	1800 MW	$22,068,603	$23,066,232
5	2033	1800 MW	$22,509,975	$23,572,557
6	2034	1800 MW	$22,960,175	$23,998,108

Cost recovery mechanisms will be structured to prioritize the reimbursement of the Pioneer Developer's upfront investment only after the FPD is operational ensuring that Pioneer Developers are made whole for the formation risks taken, while Fernley begins realizing substantial net revenues through initial permitting fees and other ancillary fees. For the avoidance of doubt, any such cost recovery will not have an impact on franchise fees, which will begin to accrue to Fernley upon FPD's ISD.

Ultimately, this working group study narrative demonstrates that the FPD is more than a utility; it is a transformative economic engine capable of delivering nearly $24 million in annual recurring revenue Fernley, for its discretionary use, at the current full build-out plan[9]. How Fernley decides to spend that money will be left to the Fernley City Council's budgeting process. Whether for schools, fire service, roads, parks, recreation centers, or any other public service, Fernley's general fund revenues will be augmented significantly by the creation of the FPD. From 2020-2024, Fernley's average annual fund revenues amounted to roughly $11,700,000 with the peak year being FY23 resulting in $14,817,275 in general fund revenues.[10] As demonstrated above, by FY30 the Fernley's General Fund budget more than doubles with revenues continuing to substantially increase resulting in an additional $20 million annually to Fernley and its taxpayers on full build-out of FPD's first phase.

Without the FPD, and relying on the current incumbent utility model, such revenues are not only rendered unobtainable, but also put entirely at risk, as other municipalities in Nevada, neighboring States, and communities across the Nation work to solve the issue of updating a bureaucratic, antiquated regulatory framework while attempting to build electric infrastructure to meet the demands necessitated by cell phones, computers, tablets, and the modern working economy. Today, Fernley has a unique "seat at the table" relative to such opportunities. As an incorporated City, Fernley's municipal powers allow the City to take advantage of unique

[9] Full build-out of the project, estimated 1.8GW (1800MW) is dependent on project tenants, such as, End-Use Customer credit, End-Use Customer committed growth, ability of project and Pioneer Developer ability to scale through equipment and labor contract purchases, and necessary and requisite governmental permitting.

[10] City of Fernley Financial Transparency Page: https://fernleynv.opengov.com/transparency#/167290/accountType=revenuesVersusExpenses&embed=n&breakdown=types&currentYearAmount=cumulative&currentYearPeriod=years&graph=bar&legendSort=desc&proration=true&saved_view=800848&selection=A13D77E515C27668EF9F4FFF5E946A8E&projections=null&projectionType=null&highlighting=null&highlightingVariance=null&year=2024&selectedDataSetIndex=null&fiscal_start=earliest&fiscal_end=latest

economic opportunities that will pay dividends for generations. Other jurisdictions within Nevada, including Lyon County, have under consideration the same type of "power district" model, with others under discussion across the State. Neighboring States like Utah, Idaho, Wyoming, and Arizona are currently working towards legislative changes to allow similar frameworks for their own States' economic benefit. Nevada's business-friendly environment, paired with unique, favorable, and existing statutory frameworks allow Fernley to seize its own financial destiny by relying on traditional American principles such as self-reliance, hard work, and ingenuity.

D. Liability Indemnification and Full Protection of Fernley and its Taxpayers

To ensure Fernley remains insulated from any legal or financial exposure, Developers will be required to agree to broad indemnification terms for FPD matters, which are aimed at protecting Fernley from any financial exposure or risk, under any circumstance related to FPD build-out and operations. In other words, Developers will be legally responsible for defending the Fernley and the FPD against any third-party claims, lawsuits, or damages arising from projects or operations within the FPD.

Because the FPD will operate as a municipal utility, Fernley can legally require and enforce such indemnification as a precondition of development activity within the FPD. In no case will Fernley, or the FPD, as an instrument of the City of Fernley, be responsible for conduct, liabilities or activities of the Developers within the FPD.

Example Indemnification Language:[11]

"[The Developers] shall, to the fullest extent permitted by law, defend, indemnify, and hold harmless the City and the FPD from and against any and all claims, losses, or liabilities, including reasonable attorney fees, arising out of or resulting from the development, construction, or operation of [District infrastructure]. This duty to defend is immediate from the date such claims, losses or liabilities arise."

E. CONCLUSION

As demonstrated throughout this Working Group report, the proposed FPD model provides a definitive roadmap for utility formation that fulfills the requirements of NRS 266.290 by outlining the estimated start-up and ongoing operational costs of establishing the FPD and also articulating the proposed manner and terms of payment for those costs. The model is not new. Rather, the model relies on long-established and well-utilized municipal utility models currently in use by municipal utilities like Boulder City, the City of Caliente, the City of Fallon, and Overton Power District, to name a few. By mandating that 100% of startup and ongoing operational costs are borne entirely by the Developers through up-front funding and securitized performance bonds, the FPD establishes a "Net-Zero Public Risk" environment that shields the Fernley from any fiscal or remediation liability. This structural insulation, combined with robust contractual step-in rights and projected $24 million in annual recurring franchise fees at full build-out, confirms that the FPD is not merely a viable utility, but a transformative economic

[11] Any contractual language provided by way of example in this working group narrative report is subject to ultimate approval by the FPD and contractual terms as negotiated between the Developers. Notwithstanding, the example language approximates or mirrors language in market-standard agreements used by other Utilities and municipalities for similar large infrastructure developments.

engine capable of doubling Fernley's General Fund without a single dollar of public investment or risk to existing resident utility rates.

Submitted by the Working Group organized pursuant to Resolution #26-005 for the purpose of developing cost estimates required by NRS 266.290(2)(b) in exploring the creation of the Fernley Power District.

Members
Barry Williams, Public Works Director, City of Fernley
Steve Kuntz, Representative from the North Lyon Fire
Rick Nelson, MIV Capital Representative
Nash Whitney, Stella Power Representative
Dated May 4, 2026.

EXHIBIT A ***to Working Group Report***

SPREADSHEET RE: WORKING GROUP REPORT

WORKING GROUP FINANCIAL PRO FORMA OF COST ESTIMATES AS REQUIRED BY NRS 266.290

Fernley Power District 5-Year Operational Revenue and Expense Scenarios

Note: City revenue estimates only include franchise fees; sales and other tax estimates to be determined but additive to city revenue in 2029 through 2034

All figures preliminary estimates and subject to change due to a host of variables not limited to final construction costs, customer load ramp, availability of natural gas, timing of emissions permitting for subsequest stages.

Year of District Operation	***0***	***1***	***2***	***3***	***4***	***5***
Calendar Year	*2029*	*2030*	*2031*	*2032*	*2033*	2034
High Franchise Fee Revenue Scenario	$1,738,223	$7,072,878	$14,425,110	$22,068,603	$22,509,975	$22,960,175
Low Franchise Fee Revenue Scenario	$1,816,564	$7,392,508	$15,077,156	$23,066,232	$23,527,557	$23,998,108

Based on MW at Year Start

Revenue Scenarios	**Notes**	**Units**	**2029**		**2030**		**2031**		**2032**		**2033**		**2034**	
			High	***Low***	***High***	***Low***	***High***	***Low***	***High***	***Low***	***High***	***Low***	***High***	***Low***
Energy Sales														
Power Plant Capacity	Based on full build out the previous year.	*MW*	150	150	600	600	1200	1200	1800	1800	1800	1800	1800	1800
Estimated Load Factor	High revenue estimate assumes 80%, low estimate assumes 90	%	80%	90%	80%	90%	80%	90%	80%	90%	80%	90%	80%	90%
Estimated Energy Sold	Estimated Annual Energy Consumed by Customer	MWh	1,051,200	1,182,600	4,204,800	4,730,400	8,409,600	9,460,800	12,614,400	14,191,200	12,614,400	14,191,200	12,614,400	14,191,200
Energy Price ($/MWh)	Based on high to low cost estimates to construct and operate generation and delivery infrastructure within the District; exclusive of franchise fee	*$/MWh*	$ 164.83	$ 153.14	$ 168.13	$ 156.20	$ 171.49	$ 159.33	$ 174.92	$ 162.51	$ 178.42	$ 165.76	$ 181.99	$ 169.08
Estimated Franchise Fee Revenue to City		$	**$ 1,732,692.96**	**$ 1,811,033.64**	**$7,069,387.28**	**$ 7,389,017.25**	**$ 14,421,550.04**	**$ 15,073,595.19**	**$ 22,064,971.57**	**$ 23,062,600.64**	**$ 22,506,271.00**	**$ 23,523,852.66**	**$ 22,956,396.42**	**$ 23,994,329.71**
Energy Service Company Startup and Operation Costs														
One-Time Equipment and Materials		$	$	150,000										
One-Time Legal		$	$	100,000										
Recurring Costs	Includes recurring costs for equipment and materials and legal, as well as other recurring costs (contract billing, admin, consultants, insurance, accounting, auditing)	$	$	303,000	$	349,060	$	356,041	$	363,162	$	370,425	$	377,834
Total District Costs	Total District Annual Costs (recovered in Energy Sales to end-customer)	$	$	553,000	$	349,060	$	356,041	$	363,162	$	370,425	$	377,834
Share of District Costs to Franchise Fee			$	5,530	$	3,491	$	3,560	$	3,632	$	3,704	$	3,778
Net Revenue/Estimated Franchise Fee to City			**$1,738,223**	**$1,816,564**	**$7,072,878**	**$7,392,508**	**$14,425,110**	**$15,077,156**	**$22,068,603**	**$23,066,232**	**$22,509,975**	**$23,527,557**	**$22,960,175**	**$23,998,108**

Core assumptions

Estimated customer load factor - Low		90%	
Estimated customer load factor - High		80%	
Franchise Fee		1%	
High price scenario - year 1 ($/MWh)	$	164.83	*Based on General Catalyst estimates of energy prices within the District associated with the construction and operation of generation and delivery infrastructure, exclusive of franchise fees. Actual prices will be negotiated directly with customers and are subject to change*
Low price scenario - year 1 ($/MWh)	$	153.14	
Price escalator		2%	

Contextual Note: *Assumptions presented are based on one of two models for FPD financing and cost recovery. The "Pioneer Model" contemplated here is an "all-in" cost recovery for both power generation and necessary transmission and distribution infrastructure, along with necessary costs for electric service company (ESCo) operations. This "Pioneer Model" contemplates a single Power Purchase Agreement with a single rate for all services provided (including infrastructure). Where additional power generation developers provide alternative electric energy services within FPD, ESCo may recover costs through this same Pioneer Model, or instead, recover such costs through more than one agreement, "Secondary Model". Under this "Secondary Model," it will be typical that a Power Purchase Agreement between a Subsequent Generator and End-Use customer will govern the costs of electric energy provided, while other agreements, like Line Extension Agreements or Electric Service Agreements, between the Franchise Electric Service Company and End-Use Customers, will govern up front-cost recovery from End-Use Customers to independently pay for their own power delivery infrastructure (like power lines and substations). Such agreements under this Secondary Model, like the Pioneer Model, will include the costs of the electric service company to operate and mantain that infrastructure, along with all other incremental operational costs of the electric service company to ensure full cost recovery for all infrastructure within the District.* **For Illustrative Purposes** the Secondary Model, even relying on the same numbers presented here, would have the effect of reducing the $/MWh price for End-Use Customers under the Power Purchase Agreement, while line item expenses for transmission, distribution, and ESCo services, would be left to separate agreements requiring up-front investments and securitization of long-term projects, or monthly billing agreements from the ESCo for an End-Use Customers proportionate share of ESCo costs.

From:	Scott Barnes
To:	Michele Rambo; Aaron Mouritsen
Cc:	Rick Nelson; Bob Sweetin
Subject:	Fernley Power District - Business Impact Statement
Date:	Wednesday, March 25, 2026 11:12:31 AM
Attachments:	image002.png

Good morning Michele and Aaron,

On behalf of Mark IV Capital, we would like to waive the Business Impact Statement requirement, as we are the only owners of the parcels to be included in the Fernley Power District at this time.

Please feel free to contact me with any questions or concerns; we appreciate your involvement and are here to assist you.

Thank you.

Scott Barnes

Vice President, Entitlements

D 775.525.9860
1740 N. Nevada Pacific Parkway, Suite 100
Fernley, NV 89408

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Treston Rodriguez**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: x	Yes:	No: x	N/a

ACTION REQUESTED: Ordinance
Motion

AGENDA ITEM:

(For Possible Action) Discussion and second reading regarding DA22002AMD1, an amendment to a Development Agreement associated with Sherwood Village requested by 890 Fremont Street, LP to reflect changes in the project form and layout of the proposed development. The subject site consists of approximately ± 26.47 acres, is designated Mixed Residential in the Master Plan and zoned MDR14 (Medium Density Residential, maximum 14 du/ac), and is generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, Nevada (APNs: 021-092-05, 021-092-23, 021-092-26, 021-092-27, 021-092-55, 021-092-58, 021-092-59, 021-092-60).

AGENDA ITEM BRIEF:

The applicant is requesting approval of DA22002AMD1, an amendment to Development Agreement DA22002 associated with the Sherwood Village project. The proposed amendment updates the existing Development Agreement to reflect changes in the form and layout of the approved development. The revised project consists of a 293-unit duplex-style residential development on approximately 26.47 acres designated Mixed Residential in the Fernley Comprehensive Master Plan and zoned MDR14 (Medium Density Residential, maximum 14 dwelling units per acre). Concurrent with this request, the applicant has submitted Conditional Use Permit CUP25004 under separate application.

On June 10, 2026, the Fernley Planning Commission conducted a public hearing on Development Agreement Amendment DA22002AMD1 and recommended approval of the request to the City Council. The City Council subsequently conducted a first reading of the proposed ordinance on June 17, 2026.

RECOMMENDED MOTION:

Based on the analysis presented in the staff report, I move to approve Bill #388 and DA22002AMD1, an amendment to Development Agreement DA22002 associated with the Sherwood Village project, as presented by staff.

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

"Based on public testimony and the facts of the case, I move to deny DA22002AMD1, an amendment to Development Agreement DA22002 associated with the Sherwood Village project because I am unable to make the following required finding(s):

(State applicable finding and supporting rationale—repeat for each applicable finding)."

BACKGROUND:

The subject site consists of approximately 26.47 acres located north of Fremont Street, south of Interstate 80, west of Wildwood Drive, and east of Vine Street in Fernley, Nevada. The site is comprised of eight parcels identified as APNs 021-092-05, 021-092-23, 021-092-26, 021-092-27, 021-092-55, 021-092-58, 021-092-59, and 021-092-60. The property is designated Mixed Residential (MR) in the Fernley Comprehensive Master Plan and is zoned MDR14 (Medium Density Residential, maximum 14 dwelling units per acre).

The subject property has previously received multiple development-related approvals, including ZMA200003, CUP200003, CUP200003EXT, DA22002, T1VAC22001, and TSM22005. The most recent approval included a 316-unit apartment-style residential development approved under Tentative Subdivision Map TSM22005. Development Agreement DA22002 was subsequently recorded to establish the obligations and responsibilities associated with implementation of the approved project.

The applicant has since revised the project and is proposing a 293-unit duplex-style residential development. Concurrent with this request, the applicant is seeking approval of Conditional Use Permit CUP25004. Because the revised project differs from the previously approved development in both form and layout, the applicant has submitted Development Agreement Amendment DA22002AMD1.

On June 10, 2026, the Fernley Planning Commission conducted a public hearing on Development Agreement Amendment DA22002AMD1 and recommended approval of the request to the City Council. The City Council subsequently conducted a first reading of the proposed ordinance on June 17, 2026.

The proposed amendment is structured as an Amended and Restated Development Agreement which supersedes the original Development Agreement in its entirety. The amendment updates project descriptions, development obligations, infrastructure responsibilities, and implementation procedures to reflect the revised development proposal.

The amended agreement establishes requirements related to construction of Fremont Street frontage

improvements, utility infrastructure, storm drainage facilities, sidewalks, and other public improvements necessary to serve the development. The agreement also establishes procedures associated with acquisition of right-of-way necessary to complete Fremont Street improvements and provides a framework for development of a secondary emergency access connection to Vine Street.

Additionally, the agreement contains provisions related to reimbursement of City costs, financial security for required public improvements, project administration, and implementation of the revised development. Staff has reviewed the proposed amendment and finds that it provides an appropriate framework for development of the project while ensuring that public infrastructure obligations and associated costs remain the responsibility of the developer.

FINDINGS

Pursuant to FMC 32.03.100(a)(6), specific findings must be made in order to approve a Development Agreement. The proposed Development Agreement Amendment request has been evaluated against the applicable review criteria contained within the Fernley Municipal Code, and the following findings can be made in support of the request:

a. Consistency with the City's Master Plan

The proposed Development Agreement Amendment is consistent with the Fernley Comprehensive Master Plan. The subject property is designated Mixed Residential (MR) and zoned MDR14 (Medium Density Residential, maximum 14 dwelling units per acre). The amended agreement facilitates development of the property in a manner consistent with the Mixed Residential land use designation and does not alter the underlying land use designation or zoning of the property.

The amended agreement updates the development obligations associated with the project, including public infrastructure improvements, right-of-way acquisition procedures, and project implementation measures necessary to support the revised development proposal. Therefore, the proposed Development Agreement Amendment is consistent with the Fernley Comprehensive Master Plan.

b. Consistency with Nevada and Federal Law

The proposed Development Agreement Amendment has been processed in accordance with the requirements of Nevada Revised Statutes and the Fernley Municipal Code. The amended agreement establishes a framework governing development of the property, allocation of responsibilities between the City and developer, construction of required public improvements, and implementation of the approved project.

Staff is not aware of any provisions contained within the proposed amendment that conflict with applicable Nevada or federal law. Therefore, the proposed Development Agreement Amendment is consistent with Nevada and federal law.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General

- Nevada Revised Statutes (NRS) Chapter 278 – Planning and Zoning
- Fernley Municipal Code (FMC) Title 32 – Development Code
- City of Fernley Comprehensive Master Plan

Specific

- NRS 278.020 – Grant of power to cities and counties for regulation of land use and development
- NRS 278.0201 through 278.0207 – Development Agreements
- NRS 278.250 – Regulations for zoning districts and uses
- NRS 278.260 – Determination, establishment, enforcement, and amendment of zoning regulations
- FMC 32.03.020 – Application review procedures, general entitlement processing, hearings, and decision-making authority
- FMC 32.03.100(a) – Development Agreements
- FMC 32.06.080 – MDR14 zoning district regulations
- Development Agreement DA22002 and proposed Amendment DA22002AMD1

FINANCIAL IMPLICATIONS:

None.

ATTACHMENTS:

1. Exhibit 1- Bill #388
2. Exhibit 2 - Amended Sherwood Development Agreement
3. Exhibit 3 - Sherwood Village TIA

BILL #388
CITY OF FERNLEY
ORDINANCE # _____

AN ORDINANCE AUTHORIZING THE CITY OF FERNLEY TO ENTER INTO AN AMENDED AND RESTATED DEVELOPMENT AGREEMENT (DA22002AMD1) WITH 890 FREMONT STREET, LP, IN ASSOCIATION WITH THE SHERWOOD VILLAGE DEVELOPMENT RELATING TO PUBLIC IMPROVEMENTS, FREMONT STREET IMPROVEMENTS, UTILITY INFRASTRUCTURE, RIGHT-OF-WAY ACQUISITION, EMERGENCY ACCESS IMPROVEMENTS, AND OTHER RELATED MATTERS ON A SITE APPROXIMATELY 26.47 ACRES IN SIZE AND GENERALLY LOCATED NORTH OF FREMONT STREET, SOUTH OF INTERSTATE 80, WEST OF WILDWOOD DRIVE, AND EAST OF VINE STREET, FERNLEY, NEVADA (APNS: 021-092-05, 021-092-23, 021-092-26, 021-092-27, 021-092-55, 021-092-58, 021-092-59, AND 021-092-60).

THE CITY COUNCIL OF THE CITY OF FERNLEY, hereinafter "the Council" DO HEREBY ORDAIN:

Based on the provisions set forth in Nevada Revised Statutes and the City of Fernley Development Code, the Council does hereby authorize the City of Fernley to enter into an Amended and Restated Development Agreement (DA22002AMD1) with 890 Fremont Street, LP, as attached.

The Amended Development Agreement involves the Sherwood Village development approved pursuant to Chapter 278 of Nevada Revised Statutes. Current APNs: 021-092-05, 021-092-23, 021-092-26, 021-092-27, 021-092-55, 021-092-58, 021-092-59, and 021-092-60.

BILL #388 BEING HEREBY PROPOSED on the 17th day of June, 2026.

BILL #388 BEING HEREBY PASSED, APPROVED and ADOPTED this 15th day of July, 2026, by the following vote of the Council:

Ayes: ____ Nays: ____ Abstentions: ____ Absent: ____

FERNLEY CITY COUNCIL

By: _____ Date: _____
Neal E McIntyre, Mayor

Attest By: _____ Date: _____
Kim Swanson, City Clerk

DRAFT AGREEMENT FOR DISCUSSION PURPOSES ONLY

When recorded, mail to:

City Clerk
City of Fernley
595 Silver Lace Boulevard
Fernley, NV 89408

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

This Amended and Restated Development Agreement (this "**Agreement**") is made by and between the City of Fernley, a municipal corporation and political subdivision of the State of Nevada (the "**City**") and 890 Fremont Street LP, a Nevada limited partnership ("**Developer**"). Notwithstanding the date of signature or acknowledgment by the parties, this Agreement shall become effective as of the date on which it is recorded in the Official Records of Lyon County, Nevada (the "**Effective Date**").

RECITALS

A. Developer is the current owner of that certain real property located in the City of Fernley, County of Lyon, State of Nevada, more particularly described as Exhibit "A" attached hereto ("**Project Property**").

B. A prior developer and the City previously entered into that certain Development Agreement dated on or about February 1, 2023, and recorded February 10, 2023 as Document 666751 ("**Original Development Agreement**") in the Official Records of Lyon County, Nevada ("**Official Records**"). This Agreement shall supersede the Original Development Agreement in its entirety.

C. The Original Development Agreement set forth the mutual understanding of the City and the prior developer regarding the orderly development of the Project Property for a 316-unit multifamily residential development known as Sherwood Villages ("**Project**"), subject to the conditions of approval for a conditional use permit (CUP20003) approved by the Planning Commission on May 12, 2021.

D. Developer has applied for a new conditional use permit (CUP_____) ("**Entitlement**") to make modifications to the Project, and to reduce the overall unit count from 316 dwelling units to 293 dwelling units, among other changes. On _____, 2026, the Planning Commission approved the Entitlement, subject to the conditions of approval attached hereto as Exhibit "B" ("**Conditions**").

E. The development of the Project, including the Project Property, must be conducted pursuant to the provisions of the Nevada Revised Statutes ("**NRS**"), the Entitlement, the Conditions, and the City's Municipal Code ("**Code**").

F. The City is authorized, pursuant to NRS 278.0201 through 278.0207, inclusive, and Code §32.03.100(a), to enter into binding development agreements with any person having a legal or equitable interest in land concerning the development of that land provided that such agreement is consistent with the City of Fernley Comprehensive Master Plan August 2018 ("**Master Plan**").

G. The Master Plan includes the following goals:

- Enhance Fernley's vitality as a community by providing a variety of housing types, density and costs that accommodate the needs, desires and financial abilities of the current and future households. Master Plan §HP.1.1.

- Encourage housing that supports sustainable development patterns by promoting the efficient use of land […and] easy access to services and public facilities […]. Master Plan §HP.1.2.

- Strive for viable mixed income neighborhoods throughout Fernley that collectively reflect the diversity of housing types and tenure (rental and ownership). Master Plan §HP.1.3.

- Provide opportunities for high-density residential development near the downtown core and elsewhere in the community where appropriate. Master Plan §HP.1.4.

- Encourage new development in areas where adequate public services and facilities can be provided efficiently. Master Plan §LU.1.1

- Encourage new development to be in accordance with the Comprehensive Master Plan land use category. Master Plan §LU.1.2.

- Promote infill development. Master Plan §LU.1.5.

H. By entering into this Agreement, the City will ensure the orderly development of the Project in accordance with the Conditions, and consistent with the City's goals set forth in the Master Plan as identified in Recital F above. As such, approval of this Agreement is consistent with the Master Plan, as required by NRS 278.0203 and Code §32.03.100(A)(6)(a).

I. Acknowledging the foregoing, the parties desire to enter into this Agreement to provide for the matters set forth herein.

NOW, THEREFORE, in exchange for mutual considerations, the sufficiency of which is hereby acknowledged, the parties agree as follows:

ARTICLE 1
DEVELOPMENT MATTERS.

Section 1.1 Development Standards. The permitted uses of the Project Property, the density or intensity of its use, the maximum height and size of the proposed buildings, and any dedication of any portion of the Project Property to the City for public use shall be as provided in this Agreement, the Entitlements, the Conditions, the Code, and any future entitlements or approvals issued by the City for the Project or the Project Property, as the same may hereafter be revised, modified or amended from time to time in accordance with applicable law.

A. The density of the Project Property is approximately 11.1 dwelling units per acre.

B. The permitted uses of the Project Property are those approved in the Entitlement.

C. As of the Effective Date, Chapter 32.09 of the Code of Ordinances for the City of Fernley, Nevada, shall be the applicable development standards for the Project Property, except as otherwise provided by the Conditions or this Agreement.

D. Modifications to the Project that would qualify as "minor modifications" under Code §32.06.140(f), governing modifications to Planned Unit Developments (the "**Minor Modification Standards**") may be approved administratively by the Administrator without further public hearing, subject to the procedures and limitations set forth herein. The Minor Modification Standards are incorporated herein by reference and shall be applied to the Project as if the Project were a Planned Unit Development for purposes of this Agreement. The Director's determination shall be based on whether the proposed modification satisfies the Minor Modification Standards and is otherwise consistent with the conditions of the Entitlement, this Agreement, and applicable provisions of the Code. Notwithstanding anything in this Section to the contrary, no modification shall be approved administratively if it would reduce required open space, landscaping, parking, or buffers below applicable Code minimums or the standards approved under the Entitlement.

Section 1.2 Limitation. The provisions of NRS 278.0201 apply to this Agreement.

Section 1.3 Improvements related to Fremont Street.

A. Prior to the issuance of the certificate of occupancy for the first building in the Project, the Developer shall construct the following in accordance with the Conditions (collectively, the "**Fremont Street Improvements**"):

(i) back-of-curb to back-of-curb and all underground water, sanitary and storm facilities within the right-of-way as shown on Exhibit "C",

(ii) sidewalks on the northside of Fremont Street in areas of Developer acquired right-of-way as shown on "Exhibit C".

(iii) storm water facilities will utilize the methodology of the Fremont Street Drainage Improvements shown on Exhibit "D".

B. The parties acknowledge that Developer must acquire certain rights-of-way or easements from various third parties in order to construct the Fremont Street Improvements. If Developer is not able to acquire all necessary rights-of-way or easements for the Fremont Street Improvements, the City may, in its sole and absolute discretion, elect to exercise the power of eminent domain to acquire all or a portion of the remaining rights-of-way that the Developer is not able to acquire (the "**Remaining Fremont ROW**"); provided, however, that nothing in this Agreement shall be construed to require the City to condemn the Remaining Fremont Row. Developer shall provide legal descriptions prepared by a licensed surveyor in accordance with NRS 645.340 for each segment or section of the Remaining Fremont ROW concurrently with Developer's submission of plans for construction of the Fremont Street Improvements.

C. If the City does not acquire the Remaining Fremont ROW or obtain an order permitting immediate occupancy of the Remaining Fremont ROW within eighteen (18) months after the issuance of permits for construction of the Fremont Street Improvements, then: (i) Developer shall not be required to construct the improvements within those portions of the Remaining ROW, and (ii) any Conditions related to improvements in the Remaining ROW shall be deemed waived.

Section 1.4 Secondary Access Road. The parties acknowledge that Developer must provide emergency access to the Project as shown on Exhibit "E" ("**Vine ROW**"). Developer shall construct the improvements to the Vine ROW in accordance with the City's emergency access standards, including a minimum width of 20 feet and a surface load rating of 75,000 pounds. If, despite Developer's good faith efforts, Developer is unable to acquire the Vine ROW, the City shall exercise the power of eminent domain to acquire the Vine ROW. The City's obligation to commence the acquisition of the Vine ROW shall arise upon: (i) Developer's satisfaction of the requirements set forth in Section 2.1(A) and 2.1(B), and (ii) written notice from Developer that efforts to acquire the Vine ROW through direct negotiations have failed.

ARTICLE 2
RIGHT-OF-WAY ACQUISITIONS

Section 2.1 Acquisition of ROW on Fremont Street. If the City elects to commence a condemnation action to acquire all or a portion of the Remaining Fremont ROW or the Vine ROW (collectively, the "**Unacquired ROW**"), Developer shall comply with the requirements set forth in this Article 2.

A. For each segment of the Unacquired ROW that the City elects to condemn, Developer shall, at its sole cost and expense, provide the following to the City: (i) a preliminary title report, (ii) a legal description prepared by a licensed surveyor (if not already provided), and (iii) an appraisal of the estimated fair market value of such segment, prepared by a Nevada licensed appraiser selected by Developer.

B. Prior to the initiation of any condemnation action for the Unacquired ROW, Developer shall deposit with the City a cash amount (the "**Acquisition Deposit**") equal to the sum

of: (a) thirty thousand dollars ($30,000); plus (b) the fair market value of each segment of the Unacquired ROW the City has elected to condemn, as determined by the appraisal(s). The Acquisition Deposit shall be used by the City to pay costs and expenses incurred in connection with the acquisition of the Unacquired ROW, including but not limited to actual appraisal costs, title costs, escrow fees, expert fees, court costs, litigation expenses, attorneys' fees, settlement payments, judgments, and condemnation awards ("**Costs**"); provided, however, Developer's obligation shall not exceed the appraised fair market value of all Unacquired ROW plus $75,000 in Costs.

C. If, at any time, expenditures by the City reduce the balance of the Acquisition Deposit below $15,000, Developer shall, within ten (10) business days after written notice from the City, deposit additional funds in an amount sufficient to restore the balance of the Acquisition Deposit to not less than $30,000, unless the City expressly agrees in writing to a lesser balance. The City shall have no obligation to continue acquisition or condemnation activities if Developer fails to timely replenish the Acquisition Deposit as required by this Section. Upon completion of all condemnation actions and acquisition of the Unacquired ROW, and after payment of actual Costs incurred by the City (not to exceed $75,000), any remaining balance of the Acquisition Deposit shall be refunded to Developer, without interest.

Section 2.2 Security for Public Improvements. Prior to commencing construction within the Unacquired ROW, Developer shall furnish to the City a performance bond, letter of credit, or other form of security acceptable to the City (the "**Improvement Security**") guaranteeing the timely construction and completion of all required street improvements for the Project. The Improvement Security shall be in an amount equal to one hundred fifty percent (150%) of the total estimated cost to construct and complete the required street improvements, including any required contingency, as determined by a cost estimate provided by Developer's contractor subject to the reasonable review and approval of the City Engineer or other authorized City official. The Improvement Security shall remain in full force and effect until the City has determined that the street improvements have been completed in accordance with approved plans and applicable standards.

Section 2.3 Reimbursement. Notwithstanding anything to the contrary contained in this Agreement, Developer shall reimburse the City for any and all actual costs and expenses incurred by the City in: (a) acquiring the Unacquired ROW, whether by negotiation or condemnation; provided, however, the amount shall not exceed the Developer's appraisal and $75,000 in Costs unless specifically agreed to in writing by Developer; and (b) constructing, completing, repairing, or correcting the required street improvements, to the extent such costs and expenses are incurred as a result of Developer's failure to timely deposit required funds, replenish the Acquisition Deposit, construct the improvements, or otherwise perform its obligations under this Agreement and the Conditions. Such reimbursement obligation shall be independent of, and in addition to, any security provided by Developer and shall survive any termination of this Agreement.

ARTICLE 3
GENERAL TERMS.

Section 3.1 Effective Date; approved by ordinance. This Agreement is not effective until it has been approved by ordinance and recorded.

Section 3.2 Term; Cancellation. This Agreement shall continue in full force and effect until the earlier of (i) the date upon which a certificate of occupancy has been issued for all buildings in the Project, or (ii) twenty (20) years with an automatic one-year extension, unless cancelled in accordance with the terms NRS 278.0205. A cancellation of this Agreement is not effective or binding until approved by ordinance of the City Council and recorded in accordance with NRS 278.0205.

Section 3.3 Modifications and Amendments. Modifications and amendments to this Agreement are not effective or binding until approved by ordinance of the City Council and recorded in accordance with NRS 278.0205.

Section 3.4 Breach. A violation of this Agreement by a party hereto shall be a breach of this Agreement by that party if, within 60 days after receipt of notice of such violation delivered in accordance with Section 3.7 below by the non-violating party, the violating party fails to cure such violation, provided, however, that the violating party shall not be in breach of this Agreement if such party commences to cure the alleged violation within said sixty (60) day period and proceeds diligently to cure such default and does cure the alleged violations. If the violation is not cured, the breaching party shall be in default hereunder, and the party alleging the breach may elect any one or more of the following courses:

A. Amendment or Termination by City. After proper notice and the expiration of the above-referenced period for Developer to correct the alleged material breach, the City may give notice of intent to amend or terminate this Agreement as authorized by NRS Chapter 278. Following any such notice of intent to amend or terminate, the matter shall be scheduled and noticed as required by law for consideration and review solely by the City Council. Following consideration of the evidence presented before the City Council and a finding that a material breach has occurred by Developer and remains uncured, City many amend or terminate this Agreement.

B. Termination by Developer. In the event City materially defaults under this Agreement, Developer shall have the right to terminate this Agreement after providing notice and an opportunity to cure as set forth in this Section. Developer shall have the option, in its discretion, to maintain this Agreement in effect and seek to enforce all of City's obligations by pursuing an action for specific performance or other appropriate judicial remedy.

Section 3.5 Entire Agreement. With respect to the matters addressed herein (including the recitals), this Agreement integrates all of the terms and conditions mentioned herein or incidental hereto and supersedes all negotiations or previous agreements between the parties.

Section 3.6 Assignments; Transfer of rights. Developer acknowledges and agrees that the rights and obligations created by and resulting from this Agreement run with the land comprising the Property and may not be transferred nor assigned separate and apart from

ownership of the land comprising the Property. Further, the land comprising the Property may not be transferred free of the obligations and rights created by and under this Agreement. Developer further agrees and acknowledges that City's willingness to enter into this Agreement is based in substantial part on Developer developing the Project or being involved in the development of the Project. Therefore, City and Developer agree to the following restrictions on assignment and transfer:

A. The Project Property may be freely transferred or assigned to an affiliate of Developer, provided that such entity shall assume in writing all obligations of Developer hereunder and provide substitute security in form and amount acceptable to the City for any security previously provided by Developer in compliance with this Agreement or the Code, if any.

B. The Project Property may be transferred or assigned, either in its entirety or in a series of transactions, to a qualified developer which is reasonably acceptable to the City Manager, provided that such entity shall assume in writing all obligations of Developer hereunder, and provide substitute security in form and amount acceptable to the City for any security previously provided by Developer in compliance with this Agreement or the Code, if any.

C. Developer shall not sell or transfer all of the Project Property in its entirety to any other third person (other than as provided herein) without the written consent of the City. Any transfer in violation of this prohibition shall be deemed a default by Developer of this Agreement. Any transfer of more than forty (40%) percent of the ownership interests in Developer to a third person other than as provided herein shall be considered a transfer of the Project Property; provided, however, the following transfers of ownership interests shall be expressly permitted (a) transfers of ownership interests between the existing owners of the Developer; (b) for the Developer's Tax Credit Investor (as defined below) to transfer its investor limited partner interest in the Developer nor for the Investor Member to remove the Developer's general partner in accordance with the terms of the Developer's limited partnership agreement; or (c) assignment made by the Developer or its owners as security in connection with obtaining financing from any Designated Lenders (as defined below) and the exercise of lender remedies with respect thereto, including but not limited to, any transfer of the Project to such lender upon foreclosure, deed in lieu or similar event or any transfer by the lender after such foreclosure, deed in lieu or similar event.

D. No transfer of any portion of the Project Property shall relieve Developer of its obligations hereunder as to the portion of the Project Property so assigned or transferred, and such assignment or transfer shall be subject to all of the terms and conditions of this Agreement. This sub-section shall have no effect upon the validity of obligations recorded as covenants, conditions, restrictions or liens against parcels of the Project Property.

E. Developer has full discretion and authority to transfer, assign or encumber the Project Property or portions thereof, in connection with financing transactions, including without limitation to the size or nature of any such transaction, the amount of land involved or the use of the proceeds there from, and the ability to foreclose on and take title to the Project Property and may enter into such transactions at any time and from time to time without permission of or notice

to City. All such financing transactions shall be subject to the terms and conditions of this Agreement.

Section 3.7 Notices; when deemed sufficiently given.

A. Formal notices, demands and communications between the City and Developer must be in writing and sent to the following addresses:

If to Developer: 890 Fremont Street LP

_____

_____

If to City: City of Fernley, Attention: City Manager
595 Silver Lace Boulevard
Fernley, NV 89408

B. If notice is sent by registered or certified mail to the correct address, postage prepaid, it will be deemed sufficiently given the earlier of when actually received by the addressee or three business days after it is received by the U.S. Post Office as indicated on the receipt.

C. If notice is sent by courier, or overnight delivery service (Federal Express, UPS Overnight, U.S. Postal Priority Mail), and is properly addressed, it will be deemed sufficiently given when delivered as indicated in the records of the courier or service.

D. Either party may change its address by giving notice in writing to the other and thereafter notices, demands and other correspondence shall be addressed and transmitted to the new address.

Section 3.8 Further documents. Each party agrees to honor any reasonable requests by the other party to complete, execute, and deliver any document necessary to accomplish the purposes hereof.

Section 3.9 Attorney's fees and costs. If any party hereto institutes any action or proceeding (including arbitration, if authorized or mutually agreed upon) against the other or others arising out of or relating to this Agreement, the prevailing party shall be awarded reasonable attorneys' fees and costs by the non-prevailing party.

Section 3.10 Time of Essence. Time is of the essence in the performance of this Agreement.

Section 3.11 Governing law. The laws of the State of Nevada, without regard to conflicts of law principles, shall govern the interpretation and enforcement of this Agreement.

Section 3.12 Severability of invalid or unenforceable provisions. If any provision contained in this Agreement is held to be unenforceable by a court of law or equity, this Agreement shall be construed as if such provision did not exist and the non-enforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

Section 3.13 Binding effect; successors and assigns; assignment/delegation. This Agreement shall be binding upon and inure to the benefit of the heirs, executors, administrators, and permitted successors and assigns of the parties hereto. To the extent that any assignment of any right under this Agreement changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Agreement, attempts to operate as novation, or includes a waiver or abrogation of any defense to payment by the City, such offending portion of the assignment shall be void, and shall be a breach of this Agreement.

Section 3.14 No third-party beneficiaries intended. Unless otherwise specifically identified in this Agreement, there are no third-party beneficiaries intended by this Agreement and no third parties have any standing to enforce any of the provisions of this Agreement.

Section 3.15 Representation and warranties by persons who sign this Agreement. Each person who signs this Agreement represents and warrants to each other person who signs this Agreement that he or she is an authorized agent of and has actual authority to execute this Agreement on behalf of the party for whom he or she is signing, and that all required approvals and actions have been taken to authorize the execution of this Agreement with the intent and effect of binding the party to this Agreement.

Section 3.16 Counterparts. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original; and such counterparts shall constitute one and the same Agreement. Any signature page of the Agreement may be detached from any counterpart without impairing the legal effect of any signatures, and may be attached to another counterpart identical in form. This Agreement may be executed by signatures provided by facsimile or email, and such signatures shall be as binding and effective as original signatures.

Section 3.17 Construction. This Agreement is the product of joint collaboration and negotiations among the parties and their counsel. The terms and conditions of this Agreement shall be construed as a whole according to their fair meaning, and not strictly for or against any party. Further, any ambiguities are to be resolved according to their fair meaning, and not construed against the drafting party.

Section 3.18 Developer Financing. The City is aware that the Developer may obtain financing for the acquisition, development and/or construction of the real property and/or improvements to be constructed on the Project in whole or in part, from time to time, by one or more third parties (individually a "**Lender**", and collectively the "**Lenders**"). Copies of all notices provided to the Developer shall simultaneously be provided to any Lenders previously designated by the Developer to receive such notice (the "**Designated Lenders**") whose names and addresses are provided by written notice to the City in accordance with Section 3.7, including but not limited to any notices of breach or default. The City shall give the Developer copies of any such notice provided to such Designated Lenders. Each Lender shall have the right (but not the obligation) hereunder to cure a breach or default and/or to assume the breaching the Developer's position with respect to this Agreement and the City hereby agrees to recognize such rights of the Lender and to otherwise permit the Lender to assume all of the rights and obligations of the Developer under this Agreement. In addition to the foregoing, the Developer or its permitted assign may admit a limited partner or non-managing or investor member (the "**Tax Credit Investor**"), as applicable, in order

to facilitate an investment by the Tax Credit Investor of capital contributions which will be utilized to develop the Project. Copies of all notices provided to the Developer shall simultaneously be provided to any Tax Credit Investor previously designated by the Developer to receive such notice (the "**Designated Tax Credit Investor**") whose names and addresses are provided by written notice in accordance with Section 3.7, including but not limited to any notices of breach or default. Any Designated Tax Credit Investor shall have the right (but not the obligation) hereunder to cure a breach or default of the Developer, and the City agrees to accept any such cure tendered by a Designated Tax Credit Investor as if such cure was tendered by the Developer.

[Signature Pages Follows]

EXECUTED on the dates indicated:

City:

CITY OF FERNLEY,

a Nevada municipal corporation

Dated _____, 2026

By: _____

Name _____

Its: _____

Attest: _____

_____

City Clerk

State of Nevada
County of Lyon

This instrument was acknowledged before me on _____ by _____ as _____ of City of Fernley, a Nevada municipal corporation.

_____
(Signature of notarial officer)

(Seal, if any)

Developer: **890 Fremont Street LP,**
a Nevada limited partnership

Dated _____, 2026

By: _____

Name _____

Its: _____

Attest: _____

State of _____
County of _____

This instrument was acknowledged before me on _____ by _____ as _____ of 890 Fremont Street LP, a Nevada limited partnership.

_____
(Signature of notarial officer)

(Seal, if any)

EXHIBIT "A"

LEGAL DESCRIPTION

The Land referred to herein below is situated in the County of Lyon, State of Nevada, and is described as follows:

TRACT 1:

PARCEL A AS SHOWN ON THE PARCEL MAP FOR KENNETH D. HORTON & JIMMIE DALE HORTON, FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF LYON COUNTY, NEVADA, ON JUNE 13, 1995, AS FILE NO. 183107.

TOGETHER WITH THAT PORTION OF DOLORES COURT AS VACATED IN THAT CERTAIN DOCUMENT RECORDED FEBRUARY 16, 2023 AS INSTRUMENT NO. 666931 OF OFFICIAL RECORDS.

TRACT 2:

PARCEL B AS SHOWN ON THE PARCEL MAP FOR KENNETH D. HORTON & JIMMIE DALE HORTON, FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF LYON COUNTY, NEVADA, ON JUNE 13, 1995, AS FILE NO. 183107.

TOGETHER WITH THAT PORTION OF DOLORES COURT AS VACATED IN THAT CERTAIN DOCUMENT RECORDED FEBRUARY 16, 2023 AS INSTRUMENT NO. 666931 OF OFFICIAL RECORDS.

TRACT 3:

A PARCEL OF LAND LOCATED IN A PORTION OF SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE DOLORES COURT RIGHT OF WAY, AS SHOWN ON THE HORTON PARCEL MAP, FILE NO. 183107, LYON COUNTY RECORDS; THENCE NORTH 86°21'14" WEST A DISTANCE OF 328.92 FEET TO THE POINT OF BEGINNING; THENCE NORTH 03°38'46" EAST A DISTANCE OF 50.00 FEET; THENCE NORTH 55°24'20" WEST A DISTANCE OF 365.79 FEET; THENCE SOUTH 00°20'58" WEST A DISTANCE OF 238.51 FEET; THENCE SOUTH 03°54'16" WEST A DISTANCE OF 283.24 FEET; THENCE SOUTH 84°45'19" EAST A DISTANCE OF 138.94 FEET; THENCE NORTH 11°52'26" EAST A DISTANCE OF 239.84 FEET; THENCE AROUND A CURVE TO THE LEFT, CONCAVE NORTHEASTERLY, HAVING A RADIAL BEARING OF NORTH 11°53'20" EAST, AN ARC LENGTH OF 71.6 FEET, A CENTRAL ANGLE OF 82°02'39" AND A RADIUS OF 50.0 FEET; THENCE SOUTH 86°21'14" EAST A DISTANCE OF 170.90 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF DOLORES COURT AS VACATED IN THAT CERTAIN DOCUMENT RECORDED FEBRUARY 16, 2023 AS INSTRUMENT NO. 666931 OF OFFICIAL RECORDS.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON JANUARY 13, 2022, AS INSTRUMENT NO. 651337 OF OFFICIAL RECORDS.

TRACT 4:

A PARCEL OF LAND SITUATE IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS, TO-WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., AND RUNNING THENCE ALONG THE NORTH AND SOUTH CENTER LINE OF SAID SECTION 12 AT A BEARING OF NORTH 1°23'40" EAST, FOR A DISTANCE OF 596 FEET TO A POINT AND THENCE SOUTH 85°14'30" EAST, FOR A DISTANCE OF 434.96 FEET TO A POINT AND THENCE SOUTH FOR A DISTANCE OF 26 FEET TO A POINT AND THENCE SOUTH 87° EAST, FOR A DISTANCE OF 628.85 FEET TO A POINT WHICH SAID POINT IS THE SOUTHWEST CORNER OF THIS PARCEL AND THE TRUE POINT OF BEGINNING AND THENCE AROUND THE PARCEL AS FOLLOWS:

NORTH FOR A DISTANCE OF 643.06 FEET TO THE NORTHWEST CORNER; SOUTH 87°30' EAST FOR A DISTANCE OF 337.15 FEET TO THE NORTHEAST CORNER; SOUTH FOR A DISTANCE OF 646.00 FEET TO THE SOUTHEAST CORNER; NORTH 87° WEST FOR A DISTANCE OF 337.15 FEET TO THE SOUTHWEST CORNER; THE POINT OF BEGINNING.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON JANUARY 13, 2022, AS INSTRUMENT NO. 651337 OF OFFICIAL RECORDS.

TRACT 5:

A PARCEL OF LAND SITUATE IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS, TO-WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., AND RUNNING THENCE ALONG THE NORTH AND SOUTH CENTER LINE OF SAID SECTION 12 AT A BEARING OF NORTH 1°23'40" EAST, FOR A DISTANCE OF 596 FEET TO A POINT AND THENCE SOUTH 85°14'30" EAST, FOR A DISTANCE OF 434.96 FEET TO A POINT AND THENCE SOUTH FOR A DISTANCE OF 26 FEET TO A POINT AND THENCE SOUTH 87° EAST, FOR A DISTANCE OF 291.70 FEET TO A POINT WHICH SAID POINT IS THE SOUTHWEST CORNER OF THIS PARCEL AND THE TRUE POINT OF BEGINNING AND THENCE AROUND THE PARCEL AS FOLLOWS:

NORTH FOR A DISTANCE OF 640.12 FEET TO THE NORTHWEST CORNER; SOUTH 87°30' EAST FOR A DISTANCE OF 337.15 FEET TO THE NORTHEAST CORNER; SOUTH FOR A DISTANCE OF 643.06 FEET TO THE SOUTHEAST CORNER; NORTH 87° WEST FOR A DISTANCE OF 337.15 FEET TO THE SOUTHWEST CORNER; THE POINT OF BEGINNING.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON JANUARY 13, 2022, AS INSTRUMENT NO. 651337 OF OFFICIAL RECORDS.

TRACT 6:

A PARCEL OF LAND SITUATE IN THE NORTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT AN IRON BOLT SET IN PAVEMENT WHICH MARKS THE SOUTHEAST CORNER OF THE WEST ½ OF THE SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M.; AND RUNNING THENCE NORTH ALONG THE EAST SIDE OF SAID WEST ½ OF THE SOUTHEAST ¼ FOR A DISTANCE OF 1786.03 FEET TO A POINT WHICH SAID POINT IS THE SOUTHEAST CORNER OF THIS PARCEL AND THE TRUE POINT OF BEGINNING, AND THENCE AROUND THE PARCEL AS FOLLOWS:

NORTH 87°30’00” WEST FOLLOWING GENERALLY PARALLEL TO AN EXISTING FENCE LINE FOR A DISTANCE OF 632.70 FEET TO THE SOUTHWEST CORNER; THENCE NORTH 0°17’34” EAST FOR A DISTANCE OF 354.20 FEET TO THE NORTHWEST CORNER; THENCE NORTH 86°58’00” EAST FOR A DISTANCE OF 352.49 FEET TO A POINT; AND THENCE NORTH 23°03’00” WEST FOR A DISTANCE OF 37.85 FEET TO THE SOUTH RIGHT OF WAY LINE OF HIGHWAY NO. 80; AND THENCE FOLLOWING SAID SOUTH LINE AT A BEARING OF SOUTH 79°42’05” EAST, FOR A DISTANCE OF 298 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THE NORTHWEST ¼ OF THE SOUTHEAST ¼ AFORESAID AND THENCE RUNNING SOUTH ALONG SAID EAST LINE OF A DISTANCE OF 382 FEET TO THE POINT OF BEGINNING,

AND ALSO THE RIGHT OF INGRESS AND EGRESS TO THE ABOVE PROPERTY OVER A 30 FOOT ROAD FOLLOWING GENERALLY PARALLEL TO THE NORTH RIGHT OF WAY LINE OF FERNLEY DRAIN NUMBER ONE, FROM THE EXISTING COUNTY ROAD TO THE SOUTHWEST CORNER OF THIS PARCEL.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON JANUARY 13, 2022, AS INSTRUMENT NO. 651337 OF OFFICIAL RECORDS.

TRACT 7:

A PARCEL OF LAND LOCATED IN A PORTION OF THE SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE DOLORES COURT RIGHT OF WAY, AS SHOWN ON THE HORTON PARCEL MAP, FILE NO. 183107, LYON COUNTY RECORDS, THE POINT OF BEGINNING; THENCE NORTH 86°21'14" WEST A DISTANCE OF 328.92 FEET; THENCE NORTH 03°38'46" EAST A DISTANCE OF 50.00 FEET; THENCE NORTH 55°24'20" WEST A DISTANCE OF 365.79 FEET; THENCE NORTH 00°20'58" EAST A DISTANCE OF 69.64 FEET; THENCE SOUTH 89°15'15" EAST A DISTANCE OF 633.22 FEET; THENCE SOUTH 01°14'53" WEST A DISTANCE OF 339.97 FEET; TO THE POINT OF BEGINNING.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON JANUARY 13, 2022, AS INSTRUMENT NO. 651337 OF OFFICIAL RECORDS.

TRACT 8:

A PARCEL OF LAND LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M., BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE QUARTER SECTION CORNER BETWEEN SECTIONS 12 AND 13, TOWNSHIP 20 NORTH, RANGE 24 EAST, M.D.B.&M.; THENCE NORTH 89°24' EAST ALONG THE SECTION LINE BETWEEN SECTIONS 12 AND 13, TO THE SOUTHEAST CORNER OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12; THENCE NORTH ALONG THE EASTERLY LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, A DISTANCE OF 28.0 FEET; THENCE WEST PARALLEL TO THE SECTION LINE BETWEEN SECTIONS 12 AND 13, A DISTANCE OF 290.0 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH PARALLEL TO THE EASTERLY LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, A DISTANCE OF 475.0 FEET TO A POINT; THENCE NORTH 87°24' WEST, A DISTANCE OF 183.53 FEET TO A POINT; THENCE SOUTH PARALLEL TO THE EASTERLY LINE OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, A DISTANCE OF 489.0 FEET TO A POINT; THENCE EAST PARALLEL TO THE SECTION LINE BETWEEN SECTIONS 12 AND 13, A DISTANCE OF 183.0 FEET TO THE POINT OF BEGINNING.

NOTE: THE ABOVE METES AND BOUNDS DESCRIPTION APPEARED PREVIOUSLY IN THAT CERTAIN DOCUMENT RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LYON COUNTY, NEVADA ON DECEMBER 9, 2021, AS INSTRUMENT NO. 649464 OF OFFICIAL RECORDS.

EXHIBIT "B"

CONDITIONS OF APPROVAL FOR CUP_____

EXHIBIT "C"

RIGHTS-OF-WAY

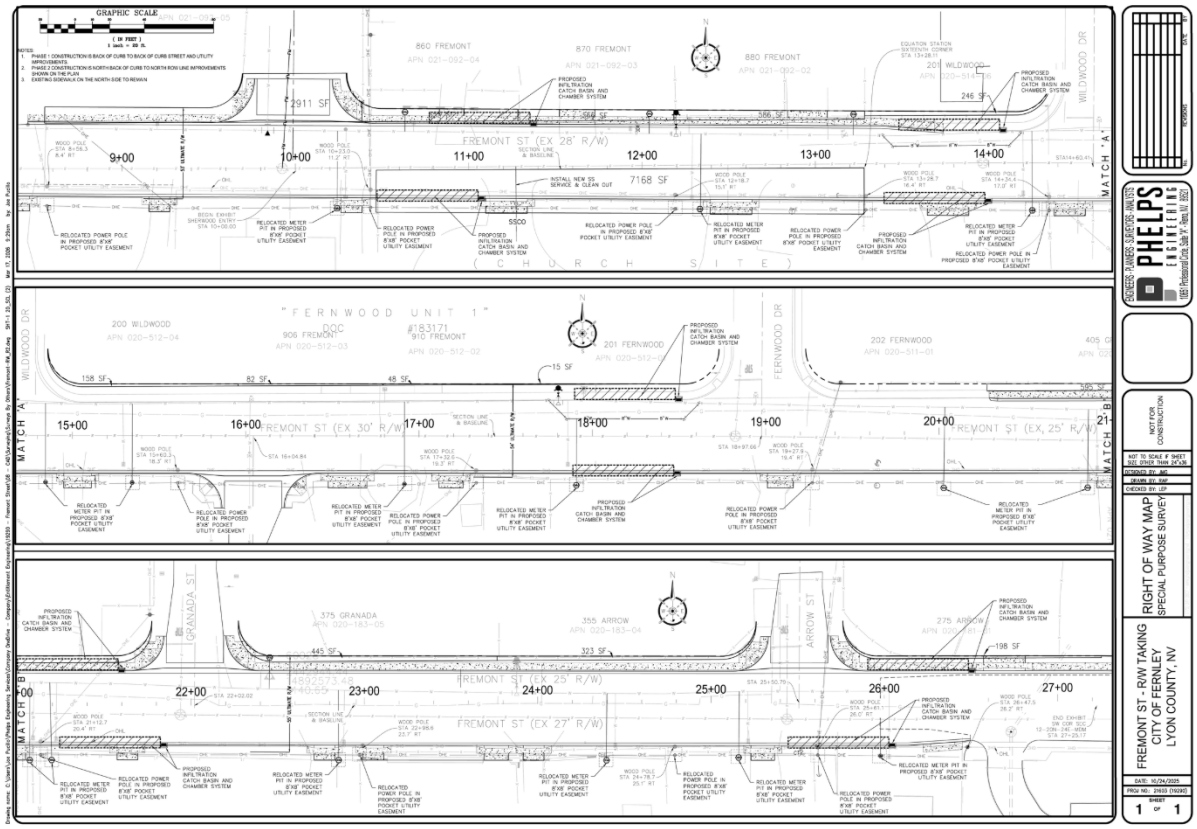

EXHIBIT "D"

FREMONT STREET DRAINAGE IMPROVEMENTS

PHELPS ENGINEERING
DESIGN & DEVELOPMENT SERVICES

Memo: Fremont Street Drainage Improvements

To: File

From: Joel McGuire, Senior Water Resource Engineer

Subject: Freemont Street Stormwater Mitigation

Date: 11/19/2025

Purpose

As a part of the Sherwood Village Apartments/Fernwood Duets project, Phelps Engineering Services (PES) has developed an improvement plan for a portion of Freemont Street in Fernley, NV (Figure 1).

Figure 1. Site Location

The plan includes widening approximately 1,850 LF of Freemont Street and relocating associated utilities. Traditional design methodology to mitigate the effects of increased runoff from the project area included sizing retention ponds in various locations and piping runoff from the street to be infiltrated in the basin. These efforts failed to produce a design which would fit within available project area.

Alternative Methodology

An alternative method to the traditional approach was developed to capture direct runoff in inlets designed to infiltrate excess runoff.

Figure 2. Inlet Calculations

These inlets, coupled with stormwater retention chambers produced a solution which will mitigate excess runoff and infiltrate the volume below street grade.

The required mitigation volume was first calculated by comparing existing runoff potential for the 100 Year storm to the proposed conditions. The volume required to insure adequate runoff is captured to meet required flow spread

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(303) 630-9048

ENGINEERS

ANALYSTS
10651 Professional Circle
Suite A
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standards by the City of Fernley was then calculated and compared to the 100 Year mitigation requirements (Figure 2). The larger, 100-Year increase in runoff volume was then used to size the system.

The system is comprised of standard street inlets placed at intervals to satisfy flow spread requirements. (Figures 3, 4). Each inlet would be fitted with a baffle to capture debris. This interior baffle will be situated so as to provide a pathway into a series of infiltration chambers to be infiltrated (Figure 5). The required runoff volume was then divided by inlet catchment and apportioned to find the appropriate number of chambers needed for each system. In this way, both the street flow spread for the minor storm and the volume required for 100 Year mitigation runoff can be met.

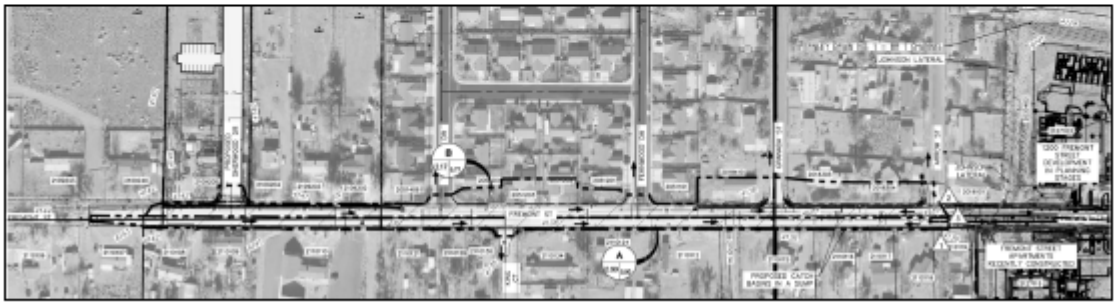


Figure 3. Drainage Catchments

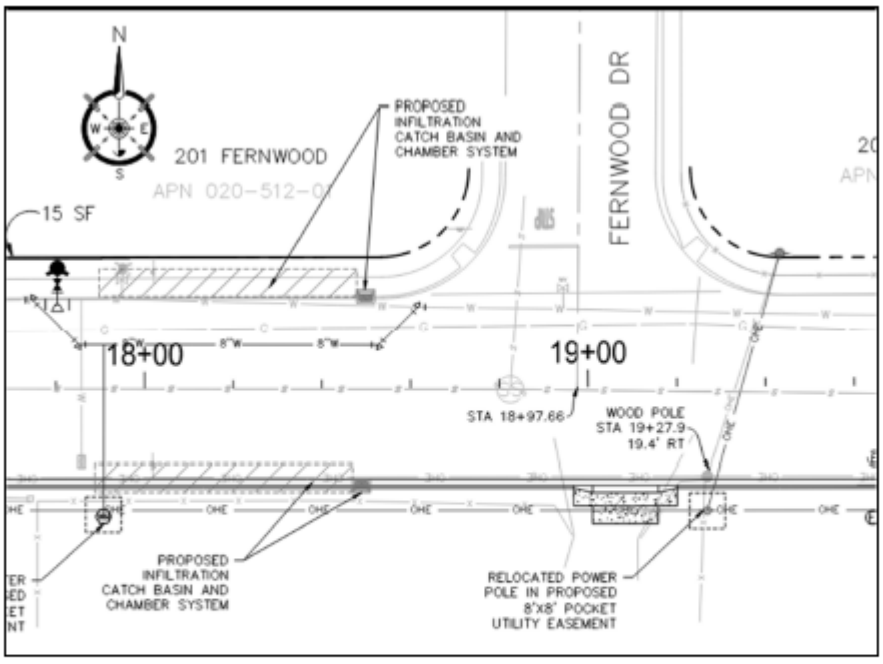


Figure 4. System Layout

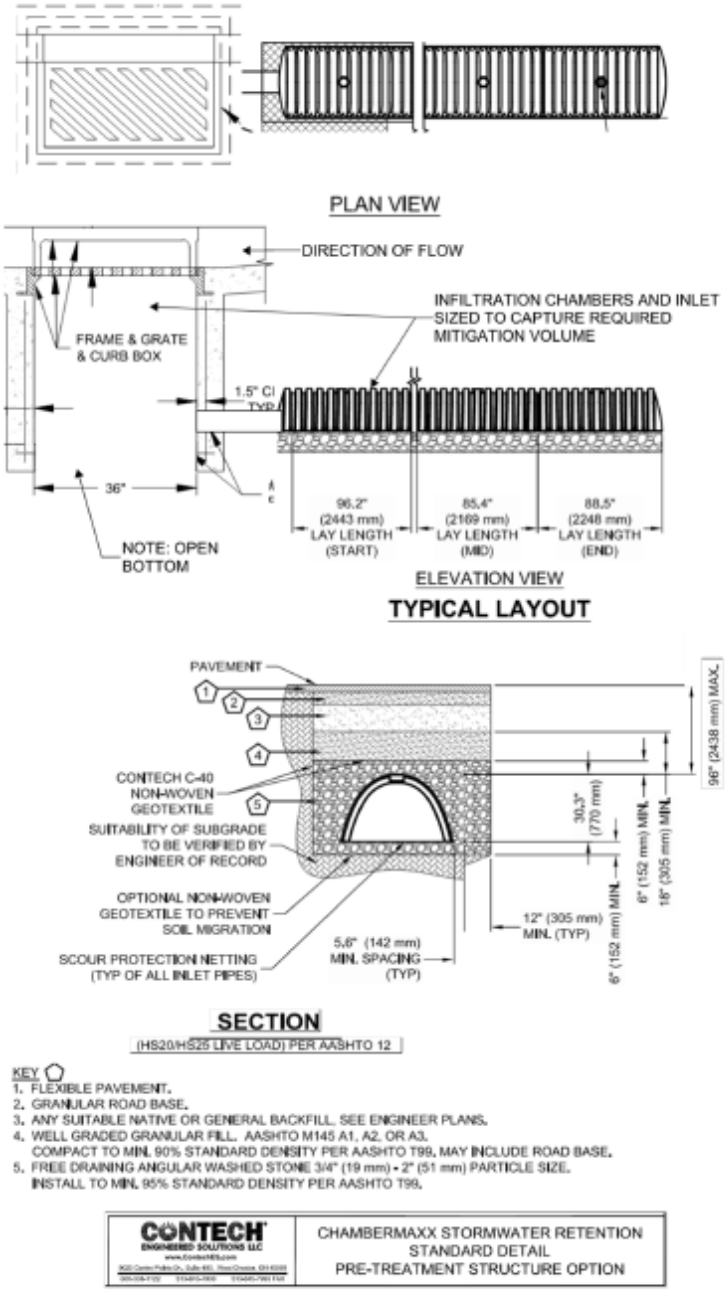
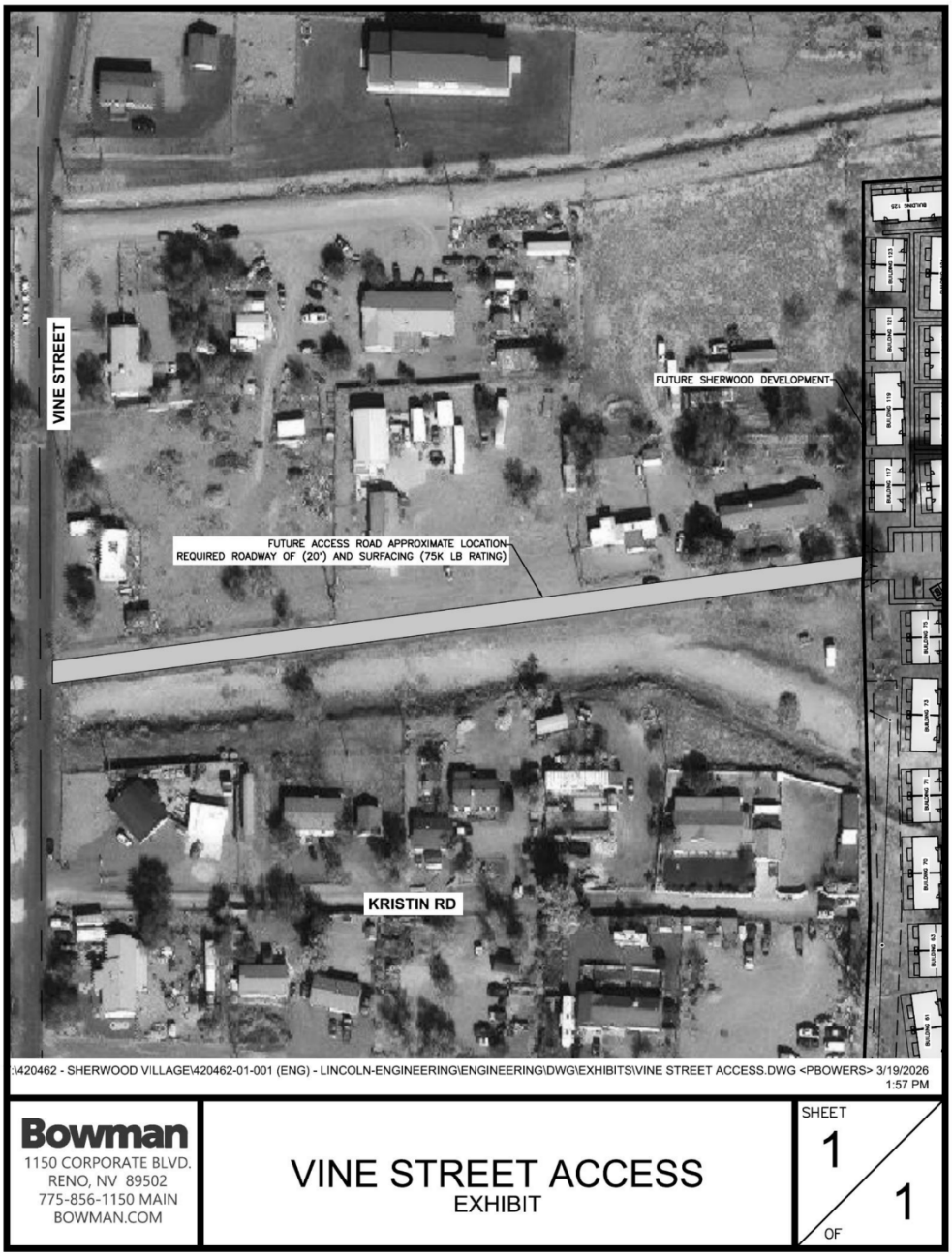


Figure 5. System Details

EXHIBIT "E"

SECONDARY ACCESS ROAD



Executive Summary

This report presents the findings of the Traffic Impact Analysis (TIA) prepared by Bowman for the proposed Sherwood Village development located in Lyon County, within the City of Fernley, Nevada.

The purpose of this evaluation is to determine the potential impact (if any) on the existing traffic operations immediately adjacent to the proposed development.

Description of Proposed Development

The proposed Sherwood Village development is to be located south of I-80, north of Fremont Street, west of US-95A, and east of Vine Street in Lyon County, within the City of Fernley, Nevada.

The site was most recently approved in 2022 for a 316-unit apartment complex, for which a Traffic Impact Analysis (TIA) was previously prepared and submitted. This report reflects a revision associated with a change in the development program; the site is now proposed for development as a 293-unit single-family attached residential complex.

Access to the proposed development is expected to be provided via one (1) primary full-access driveway connecting to Fremont Street.

Scope of Work

This Traffic Impact Analysis (TIA) report focuses on three key intersections, in accordance with the most recent TIA dated January 20, 2020.

- US-95A and Fremont Street/Chisholm Trail (Signalized)
- US-95A and Newlands Drive (Signalized)
- Fremont Street and proposed Site Driveway (Future Intersection, Unsignalized)

The City of Fernley and Bowman mutually agreed to apply an annual background growth rate factor of 0.5% within the study area to project turning movement counts for future conditions.

It is anticipated that the proposed Sherwood Village development will be constructed and fully operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- Existing Conditions (2025)
- Build-out conditions without the proposed development (2028 No-Build)
- Build-out conditions with the proposed development (2028 Build)
- Future Conditions (build-out year + 20 years) without the proposed development (2048 No-Build)

- Future Conditions (build-out year + 20 years) with the proposed development (2048 Build)

Trip Generation

Trip generation for the proposed Sherwood Village development was calculated based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*.

The proposed Sherwood Village development is expected to generate 158 trips (39 in and 119 out) during the AM peak hour, 159 total trips (91 in and 68 out) during the PM peak hour, and 1,917 total trips (958 in and 959 out) during an average weekday.

Capacity Analysis Summary

To evaluate the traffic operations with the proposed development in place, capacity analyses were completed at the three (3) study intersections included in this report. The purpose of this analysis was to compare the results of the No-Build and Build Conditions to identify any areas impacted by the proposed development.

The capacity analysis indicates that during the projected year 2028, levels of service (LOS) are expected to remain unchanged for all turning movements, with acceptable overall intersection LOS at all three intersections under both the no-build and build scenarios.

During the projected year 2048, all three intersections are expected to operate at acceptable LOS under both the no-build and build scenarios; LOS are expected to remain unchanged between the two scenarios. However, the capacity analysis results indicate projected changes in LOS for some turning movements during the PM peak hour only at the intersection of US-95A and Fremont Street/Chisholm Trail.

These projected changes in LOS were evaluated for improvement and operational performance. Accordingly, Bowman evaluated potential improvements at the following intersection:

- Intersection of US-95A and Fremont Street/Chisholm Trail
    - Configure the eastbound right-turn movement as a permitted-plus-overlap phase.
    - Optimize traffic signal timings to effectively manage increased traffic volumes, with particular consideration for northbound left-turn and eastbound right-turn movements, including those generated by the site. A cycle length of 135 seconds has been implemented to improve overall traffic operations.

Conclusion

The capacity analysis results indicate that turning movements and approaches are not projected to experience changes in LOS between the 2028 No-Build and Build Conditions and the 2048 No-Build and Build Conditions. Although minor changes are anticipated, the LOS remains acceptable, with only minimal increases in delays.

Under the 2048 Build PM peak-hour conditions, the intersection of US-95A and Fremont Street/Chisholm Trail is expected to benefit from configuring the eastbound right-turn movement as a permitted-plus-overlap phase, with signal timings optimized accordingly.

Recommendations

Formal mitigation measures are not recommended for the 2048 PM peak hour conditions, as the additional trips generated by the proposed Sherwood Village development located within the City of Fernley, Nevada, are projected to have minimal impact. However, it is suggested that the intersection of US-95A and Fremont Street/Chisholm Trail be evaluated for the installation of an overlap phase for the eastbound right-turn movement, with signal timings optimized accordingly.

Introduction

This report presents the findings of the Traffic Impact Analysis (TIA) prepared by Bowman for the proposed Sherwood Village development located in Lyon County, within the City of Fernley, Nevada.

The purpose of this evaluation is to determine the potential impact, if any, on the existing traffic operations immediately adjacent to the proposed development.

Background Information

The proposed Sherwood Village development is to be located south of I-80, north of Fremont Street, west of US-95A, and east of Vine Street in Lyon County, within the City of Fernley, Nevada. **Figure 1** depicts the site location.

Figure 1. Site Location

The site was most recently approved in 2022 for a 316-unit apartment complex; it is now proposed for development as a 293-unit single-family attached complex.

The conceptual plan for the proposed site is depicted in **Figure 2** and contained in **Appendix A.**

Figure 2. Conceptual Plan

Access to the proposed development is expected to be provided via one (1) primary full-access driveway connecting to Fremont Street.

Scope of Work

Intersections Analyzed

This Traffic Impact Analysis (TIA) report focuses on three key intersections, in accordance with the most recent TIA dated January 20, 2020 (included in **Appendix B**).

- US-95A and Fremont Street/Chisholm Trail (Signalized)
- US-95A and Newlands Drive (Signalized)
- Fremont Street and proposed Site Driveway (Future Intersection, Unsignalized)

Background Developments in the Study Area

At the City's request, the associated developments and their corresponding Traffic Impact Analysis (TIA) information were incorporated. The following projects are located in close proximity to the proposed Sherwood Village development site:

- Sunrise Trails
- Fernley Village Hotel

- Panda Express

According to Google Maps, Panda Express at 1400 E Newlands Dr, Fernley, NV 89408 is currently operational. Consequently, the associated traffic will be reflected in the existing traffic data collected on December 18, 2025.

It is Bowman's understanding that, according to the Sunrise Trails and Fernley Village Hotel Traffic Impact Analyses, these developments were planned for completion in 2019 and 2022, respectively. However, based on a review of Google Maps Street View from July 2024, no construction activity or evidence of project completion was observed. Accordingly, it is assumed that both projects will be completed and operational by 2028, and the associated site trips have been included in the background traffic volumes.

Background development traffic reports are included in **Appendix C.**

Study Periods

It is anticipated that the proposed Sherwood Village development will be constructed and fully operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- Existing Conditions (2025)
- Build-out conditions without the proposed development (2028 No-Build)
- Build-out conditions with the proposed development (2028 Build)
- Future Conditions (build-out year + 20 years) without the proposed development (2048 No-Build)
- Future Conditions (build-out year + 20 years) with the proposed development (2048 Build)

Arrival/Departure Distribution

The anticipated arrival/departure distribution is in accordance with the most recent TIA dated January 20, 2020:

- 20% to/from the North on US-95A
- 60% to/from the South on US-95A
- 10% to/from the East on Newlands Drive
- 8% to/from Chisholm Trail
- 2% to/from the adjacent Shopping Center

Background Traffic Growth

The City of Fernley and Bowman mutually agreed to apply an annual background growth rate factor of 0.5% within the study area to project turning movement counts for future conditions.

Existing Roadway Network

US-95A, within the study area, is a four-lane (two in each direction), divided roadway with auxiliary turning lanes. The roadway is equipped with curbs, gutters, sidewalks, and bike lanes on both sides. According to NDOT's Functional Classification, it is classified as a Minor Arterial. According to NDOT's 2024 traffic data, this corridor carries an Annual Average Daily Traffic (AADT) volume of 29,100 vehicles. The posted speed limit is 35 mph.

Fremont Street, within the study area, is a two-lane (one in each direction), undivided roadway with auxiliary turning lanes. According to NDOT's Functional Classification, it is classified as a Minor Collector. NDOT does not have available ADT or AADT data for this segment. The posted speed limit along this corridor is 25 mph.

E Newlands Drive, within the study area, is a four-lane (two in each direction), divided roadway with auxiliary turning lanes. The roadway is equipped with curbs, gutters, and sidewalks on both sides. According to NDOT's Functional Classification, it is classified as a Minor Arterial. According to NDOT's 2024 traffic data, this corridor carries an Annual Average Daily Traffic (AADT) volume of 1,250 vehicles. The posted speed limit is 35 mph.

W Newlands Drive, within the study area, is a two-lane (one in each direction), undivided roadway with auxiliary turning lanes. The roadway is equipped with curbs, gutters, sidewalks, and bike lanes on both sides. According to NDOT's Functional Classification, it is classified as a Minor Collector. NDOT does not have available ADT or AADT data for this segment. The posted speed limit along this corridor is 25 mph.

Chisholm Trail, within the study area, is a two-lane (one in each direction), undivided dead-end roadway with an auxiliary turning lane at the study intersection. According to NDOT's Functional Classification, it is classified as a Local Road. NDOT does not have available ADT or AADT data for this segment. The speed limit is not posted, but it is assumed to be 25 mph.

Historical Crash Data

Crash data were collected from the NDOT Traffic Safety Map between the years 2019–2023. During this timeframe, two crashes were reported along US-95A south of the Fremont Street/Chisholm Trail intersection. The first crash occurred in 2020 and resulted in three injuries with no fatalities; it was a rear-end collision involving vehicles traveling northbound. The second crash occurred in 2021 and resulted in one injury with no fatalities; it was also a rear-end collision, involving vehicles traveling southbound.

Existing Intersection Configuration

Intersection of US-95A and Fremont Street/Chisholm Trail (Signalized)

This intersection is a four-legged signalized intersection where Fremont Street/Chisholm Trail has an east-west alignment, and US-95A has a north-south alignment, as shown in **Figure 3.**

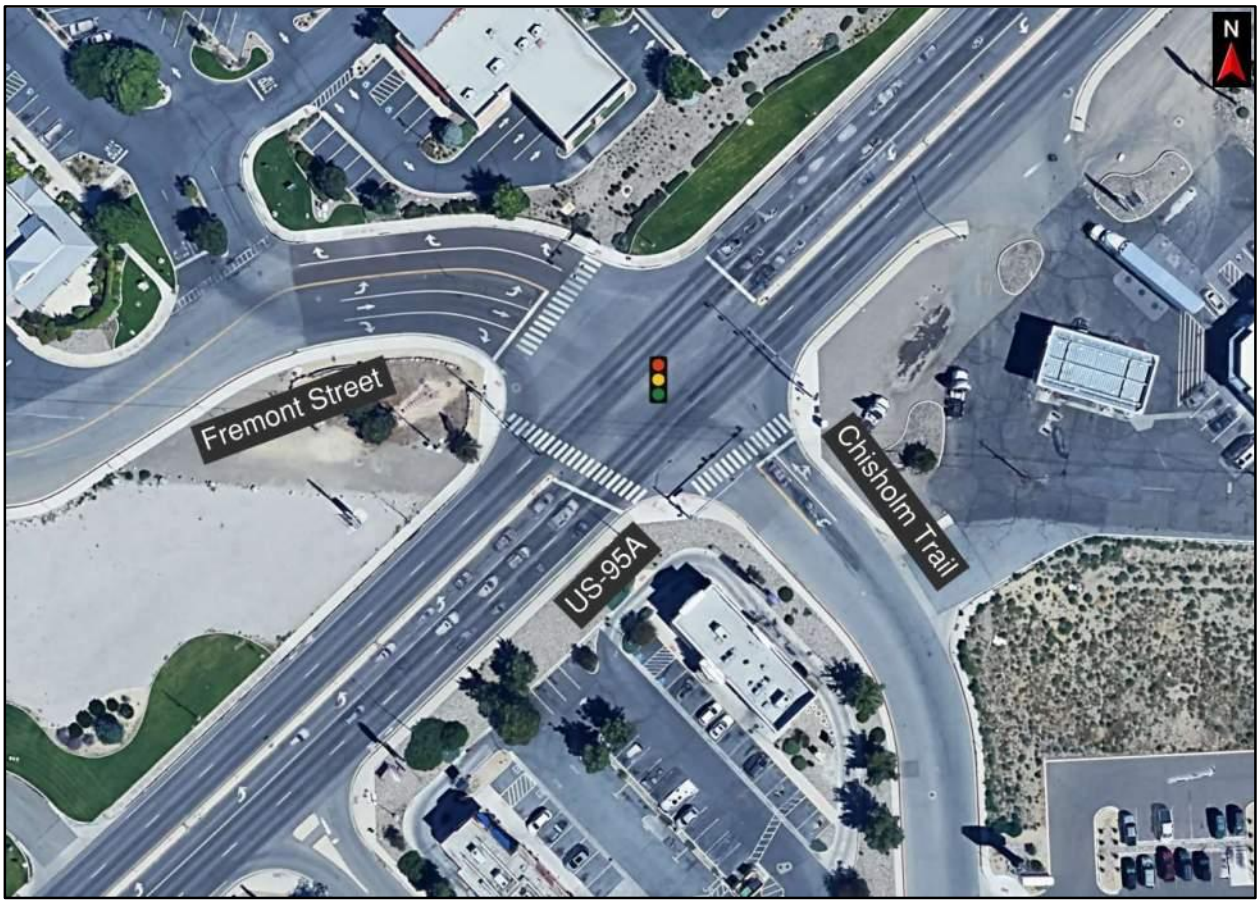


Figure 3. Intersection of US-95A and Fremont Street/Chisholm Trail

The northbound and southbound approaches consist of one exclusive left-turn lane, two through lanes, and the right-most through lane also accommodates right-turn movements. The eastbound approach consists of one exclusive left-turn lane, one through lane, and one exclusive right-turn lane. The westbound approach consists of one exclusive left-turn lane and one shared through/right-turn lane.

Intersection of US-95A and Newlands Drive (Signalized)

This intersection is a four-legged signalized intersection where Newlands Drive has an east-west alignment, and US-95A has a north-south alignment, as shown in **Figure 4.**

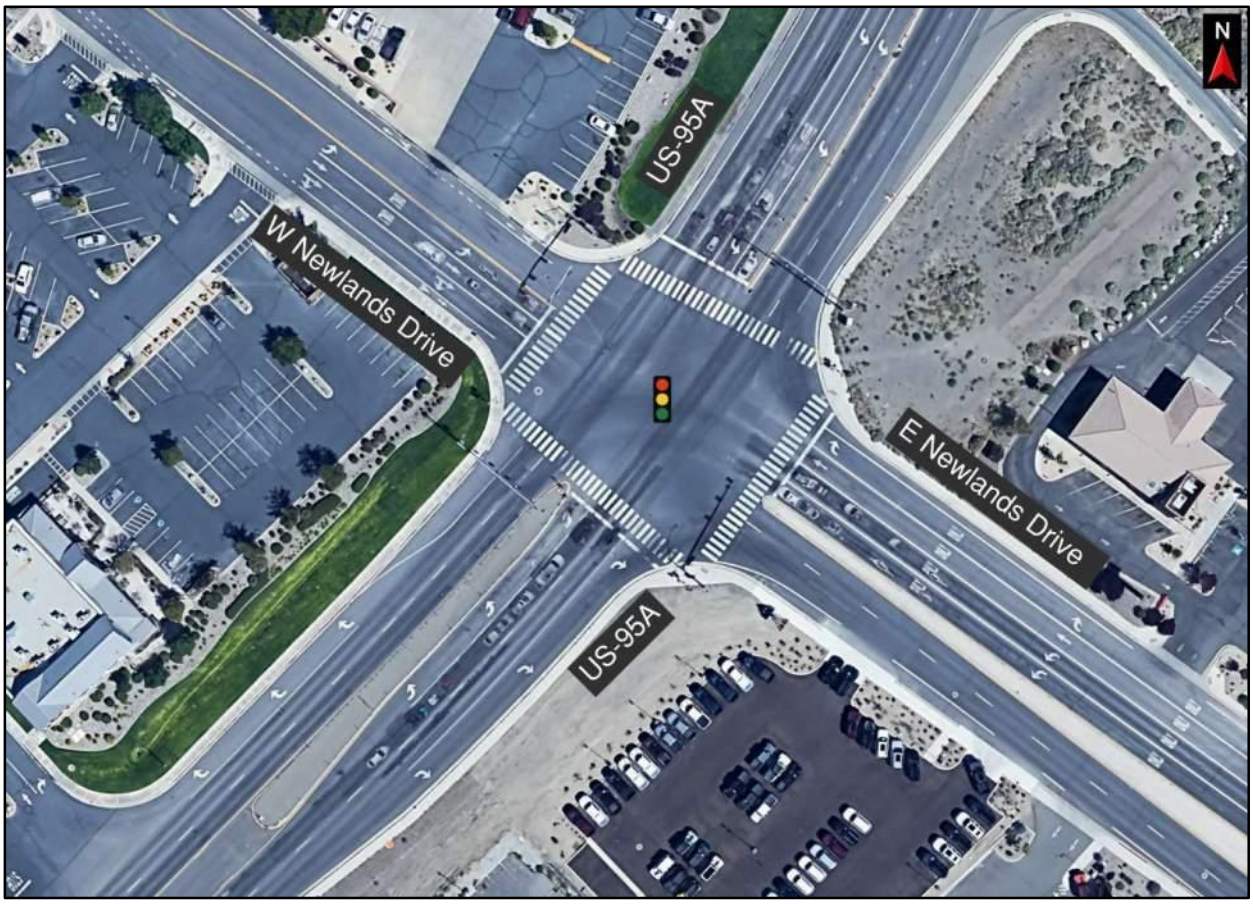


Figure 4. Intersection of US-95A and Newlands Drive

The northbound approach consists of one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. The southbound approach consists of two exclusive left-turn lanes, two through lanes, and the right-most through lane also accommodates right-turn movements. The eastbound approach consists of one exclusive left-turn lane, one through lane, and one shared through/right-turn lane. The westbound approach consists of two exclusive left-turn lanes, one through lane, and one exclusive right-turn lane.

Data Collection

Turning Movement Counts

Turning movement counts at the study intersections were conducted on **Thursday, December 18, 2025**, representing typical weekday conditions. Data were collected during the AM peak period (7:00 AM–9:00 AM) and the PM peak period (4:00 PM–6:00 PM).

As the intersection of Fremont Street and proposed site driveway does not currently exist, directional traffic counts were collected on Fremont Street near the proposed intersection over a 24-hour period on Thursday, December 18, 2025.

A copy of the traffic counts is provided in **Appendix D**.

Proposed Development

The proposed Sherwood Village development is to be located south of I-80, north of Fremont Street, west of US-95A, and east of Vine Street in Lyon County, within the City of Fernley, Nevada.

The site was most recently approved in 2022 for a 316-unit apartment complex, for which a Traffic Impact Analysis (TIA) was previously prepared and submitted. This report reflects a revision associated with a change in the development program.

Now, the Applicant is proposing to develop the site with a 293-unit single-family attached complex. Access to the proposed development is expected to be provided via one (1) primary full-access driveway connecting to Fremont Street.

Compared to the previous land use reported in the Sherwood Village TIA dated January 20, 2020 (included in **Appendix B**), the current land use reflects a *decrease* of 61 total trips during the AM peak hour (12 in and 49 out) and a *decrease* of 114 total trips during the PM peak hour (80 in and 34 out).

A trip generation comparison prepared by Bowman for the proposed Sherwood Village development, dated November 6, 2025, is included in **Appendix E**.

Trip Generation and Trip Distribution

Trip generation for the proposed Sherwood Village development was calculated based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*.

The projected trip generation for the proposed development during the AM and PM peak hours is presented in **Table 1**.

Table 1. Site Trip Generation

Development [1]	Land Use Code	Size	Units	Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.			Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.			Average Weekday		
				In	Out	Total	In	Out	Total	In	Out	Total
Sherwood Village (Single-Family Attached Housing)	215	293	Dwelling Units	39	119	**158**	91	68	**159**	958	959	**1,917**

(1) Trips based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

The proposed Sherwood Village development is expected to generate 158 trips (39 in and 119 out) during the AM peak hour, 159 total trips (91 in and 68 out) during the PM peak hour, and 1,917 total trips (958 in and 959 out) during an average weekday.

Traffic Forecast and Background Traffic

For the purposes of this study, it is anticipated that the proposed Sherwood Village development will be constructed and fully operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- Existing Conditions (2025)
- Build-out conditions without the proposed development (2028 No-Build)
- Build-out conditions with the proposed development (2028 Build)
- Future Conditions (build-out year + 20 years) without the proposed development (2048 No-Build)
- Future Conditions (build-out year + 20 years) with the proposed development (2048 Build)

Please note that all exhibits referenced below are included in **Appendix F**.

- **The 2025 Existing Peak Hour Traffic Volumes** are depicted in **Exhibit 1**.
- As noted, for the purpose of this analysis, a background growth rate factor of **0.5%** per year was agreed upon to project existing traffic volumes to Build and Future Conditions.
- **2028 Total Background development Site Trips** are presented in **Exhibit 2**.
- The 0.5% growth rate factor was applied to the 2025 Existing Peak Hour Traffic Volumes over a three (3) year period. Subsequently, 2028 Total Background development Site Trips were added to develop the **2028 No-Build Peak Hour Traffic Volumes** presented in **Exhibit 3.**
- The proposed Sherwood Village development **trip distribution** and the corresponding distributed **site trips** are illustrated in **Exhibits 4 and 5**, respectively.
- The proposed Sherwood Village development site trips were subsequently added to the 2028 No-Build Peak Hour Traffic Volumes to generate the **2028 Build Peak Hour Traffic Volumes**, presented in **Exhibit 6**.
- **2048 Total Background development Site Trips** are presented in **Exhibit 7**.
- The 0.5% growth rate factor was applied to the 2025 Existing Peak Hour Traffic Volumes over a twenty-three (23) year period. Subsequently, 2048 Total Background development Site Trips were added to develop the **2048 No-Build Peak Hour Traffic Volumes** presented in **Exhibit 8.**

- The proposed Sherwood Village development site trips were subsequently added to the 2048 No-Build Peak Hour Traffic Volumes to generate the **2048 Build Peak Hour Traffic Volumes**, presented in **Exhibit 9**.

Capacity Analysis

The study intersections were analyzed for each scenario following the Highway Capacity Manual (HCM 7th Edition) methodologies using the computer software package Synchro 12 for conventional intersections. The analysis uses capacity, Level of Service (LOS), and control delay as criteria for the performance of the intersections.

Capacity, as defined by the Highway Capacity Manual (HCM), is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. Level of Service (LOS) ranges from LOS A, indicative of free-flow conditions, to LOS F, indicative of breakdown conditions. **Table 2** presents the HCM-defined Level of Service (LOS) criteria for intersections.

Table 2. HCM Level of Service Criteria

Unsignalized Intersections		Signalized Intersections	
Level of Service	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤10	A	≤10
B	>10-15	B	>10-20
C	>15-25	C	>20-35
D	>25-35	D	>35-55
E	>35-50	E	>55-80
F	≥50	F	≥80

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 2** shows the amount of control delays (in seconds per vehicle) that corresponds to the level of service for signalized and unsignalized intersections.

The reported queues for the intersections in this study are the 95th percentile queues reported by SimTraffic after 10 runs of 60 minutes each with a 15-minute seeding time. They are reported to ensure that the storage lengths of lanes at the intersections are of adequate length and that queued vehicles will not interfere with free flow vehicles or adjacent intersections.

It is anticipated that the proposed development will be constructed and fully operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- Existing Conditions (2025)
- Build-out conditions without the proposed development (2028 No-Build)

- Build-out conditions with the proposed development (2028 Build)
- Future Conditions (build-out year + 20 years) without the proposed development (2048 No-Build)
- Future Conditions (build-out year + 20 years) with the proposed development (2048 Build)

Please note that the term "*acceptable level of service (LOS),*" as used in capacity analysis and other sections of this report, refers to *level of service (LOS) D or better*.

City of Fernley

The City of Fernley, NV Comprehensive Master Plan (August 15, 2018, page 98) establishes the following level of service policy: "*T.1.1.1 The minimum Level of Service on all city maintained roadways shall be LOS D. The City will work with representatives from NDOT to ensure timely improvements are planned when NDOT roadways are forecast to fall below LOS D*."

Capacity Analysis – Existing Conditions (Year 2025)

A capacity analysis for the study intersections was conducted under Existing Year 2025 Conditions. The detailed results of the Existing Conditions capacity analysis are provided in **Appendix G**.

Intersection of US-95A and Fremont Street/Chisholm Trail

Based on the results of the capacity analysis under existing conditions, this intersection currently operates at an acceptable overall LOS B during the AM peak hour and an acceptable overall LOS C during the PM peak hour.

All turning movements and approaches currently operate at an acceptable LOS D or better during both peak hours. The capacity analysis results are summarized in **Table 3**.

Table 3. 2025 Existing Conditions Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				2025 Existing Conditions					
				AM Peak Hour			PM Peak Hour		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2025 Existing Conditions)	EB	Left	130	16.7	B	55	21.9	C	77
		Thru	1000+	21.2	C	48	28.0	C	181
		Right	130	24.0	C	73	39.4	D	152
		Approach	----	*22.0*	*C*		*35.2*	*D*	
	WB	Left	75	17.6	B	82	23.7	C	91
		Thru/Right	1000+	20.2	C	105	26.6	C	204
		Approach	----	*18.6*	*B*		*24.7*	*C*	
	NB	Left	490	11.1	B	92	21.3	C	212
		Thru	1000+	17.3	B	166	19.2	B	213
		Thru/Right	1000+	17.3	B	184	19.2	B	279
		Approach	----	*16.3*	*B*		*19.7*	*B*	
	SB	Left	250	11.4	B	72	13.4	B	220
		Thru	750	16.4	B	145	27.6	C	412
		Thru/Right	750	16.4	B	153	27.5	C	416
		Approach	----	*15.9*	*B*		*26.3*	*C*	
	Intersection LOS			***16.9***	***B***		***25.0***	***C***	

Intersection of US-95A and Newlands Drive

Based on the results of the capacity analysis under existing conditions, this intersection currently operates at an acceptable overall LOS C during both AM and PM peak hours.

All turning movements and approaches currently operate at an acceptable LOS D or better during both peak hours. The capacity analysis results are summarized in **Table 4**.

Table 4. 2025 Existing Conditions Capacity Analysis – Intersection of US-95A and Newlands Drive

INTERSECTION (Signalized)				2025 Existing Conditions					
				AM Peak Hour			PM Peak Hour		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #2: US-95A and Newlands Drive (2025 Existing Conditions)	EB	Left	190	31.4	C	59	38.8	D	89
		Thru	1000+	23.7	C	51	30.9	C	72
		Thru/Right	1000+	23.7	C	37	31.1	C	64
		Approach	----	*27.5*	*C*		*34.2*	*C*	
	WB	Left	1000+	28.4	C	148	36.8	D	388
		Thru	1000+	20.8	C	40	23.2	C	192
		Right	390	21.4	C	56	23.4	C	92
		Approach	----	*27.0*	*C*		*32.4*	*C*	
	NB	Left	195	33.9	C	62	38.8	D	85
		Thru	750	19.7	B	202	23.1	C	192
		Right	215	19.1	B	125	28.3	C	189
		Approach	----	*19.8*	*B*		*26.1*	*C*	
	SB	Left	475	28.1	C	119	35.6	D	143
		Thru	1000+	14.6	B	130	23.7	C	212
		Thru/Right	1000+	14.6	B	79	23.7	C	182
		Approach	----	*17.7*	*B*		*25.9*	*C*	
	Intersection LOS			***20.7***	***C***		***28.6***	***C***	

Capacity Analysis Comparison – No-Build vs Build Conditions (Year 2028)

It is anticipated that the proposed development will be fully operational by the year 2028. The purpose of this analysis was to compare the results of the 2028 No-Build and Build Conditions to identify any areas impacted by the proposed development.

The capacity analysis results are included in **Appendices H and I**.

Intersection of US-95A and Fremont Street/Chisholm Trail

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, this intersection is projected to operate at an acceptable overall LOS B under both no-build and build conditions, with an increase in delay of 0.7 seconds.

All approach and turning-movement levels of service are projected to remain unchanged under both no-build and build conditions.

All turning movements and approaches are projected to operate at an acceptable LOS C or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 5**.

Table 5. 2028 AM Peak Hour Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				AM Peak Hour					
				2028 No-Build			2028 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2028 Build out Conditions)	EB	Left	130	16.6	B	55	17.1	B	85
		Thru	1000+	21.5	C	50	21.7	C	70
		Right	130	24.2	C	81	28.1	C	99
		Approach	----	*22.2*	*C*		*24.5*	*C*	
	WB	Left	75	18.0	B	89	18.0	B	89
		Thru/Right	1000+	20.4	C	148	22.0	C	146
		Approach	----	*18.9*	*B*		*19.6*	*B*	
	NB	Left	490	11.3	B	108	11.7	B	112
		Thru	1000+	17.8	B	196	17.8	B	212
		Thru/Right	1000+	17.7	B	207	17.8	B	225
		Approach	----	*16.7*	*B*		*16.7*	*B*	
	SB	Left	250	11.7	B	81	11.7	B	75
		Thru	750	16.5	B	155	16.8	B	161
		Thru/Right	750	16.5	B	154	16.8	B	177
		Approach	----	*16.0*	*B*		*16.3*	*B*	
	Intersection LOS			***17.3***	***B***		***18.0***	***B***	

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, this intersection is projected to operate at an acceptable overall LOS C under both no-build and build conditions, with an increase in delay of 8.1 seconds.

All turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 6**.

Table 6. 2028 PM Peak Hour Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				PM Peak Hour					
				2028 No-Build			2028 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2028 Build out Conditions)	EB	Left	130	22.4	C	72	25.6	C	93
		Thru	1000+	29.7	C	196	33.3	C	233
		Right	130	41.6	D	150	50.9	D	153
		Approach	----	*37.0*	*D*		*44.1*	*D*	
	WB	Left	75	24.7	C	89	27.9	C	90
		Thru/Right	1000+	27.4	C	236	30.9	C	238
		Approach	----	*25.6*	*C*		*29.0*	*C*	
	NB	Left	490	23.4	C	217	41.9	D	417
		Thru	1000+	20.5	C	234	22.0	C	303
		Thru/Right	1000+	20.4	C	299	22.0	C	331
		Approach	----	*21.1*	*C*		*27.5*	*C*	
	SB	Left	250	14.8	B	230	16.4	B	280
		Thru	750	30.6	C	424	42.5	D	633
		Thru/Right	750	30.5	C	435	42.4	D	631
		Approach	----	*28.9*	*C*		*39.8*	*D*	
	Intersection LOS			***26.9***	***C***		***35.0***	***C***	

Intersection of US-95A and Newlands Drive

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, this intersection is projected to operate at an acceptable overall LOS C under both no-build and build conditions, with the delay remaining unchanged.

All approach and turning-movement levels of service are projected to remain unchanged under both no-build and build conditions.

All turning movements and approaches are projected to operate at an acceptable LOS C or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 7**.

Table 7. 2028 AM Peak Hour Capacity Analysis – Intersection of US-95A and Newlands Drive

INTERSECTION (Signalized)				AM Peak Hour					
				2028 No-Build			2028 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #2: US-95A and Newlands Drive (2028 Build out Conditions)	EB	Left	190	31.9	C	60	32.4	C	67
		Thru	1000+	24.0	C	50	24.4	C	52
		Thru/Right	1000+	24.1	C	34	24.5	C	37
		Approach	----	*28.0*	*C*		*28.4*	*C*	
	WB	Left	1000+	29.4	C	154	30.0	C	156
		Thru	1000+	21.2	C	35	21.6	C	37
		Right	390	22.2	C	67	22.7	C	72
		Approach	----	*27.7*	*C*		*28.3*	*C*	
	NB	Left	195	34.5	C	63	34.9	C	61
		Thru	750	19.9	B	217	19.9	B	226
		Right	215	19.7	B	140	19.7	B	150
		Approach	----	*20.2*	*C*		*20.1*	*C*	
	SB	Left	475	28.7	C	133	29.2	C	130
		Thru	1000+	14.6	B	129	14.5	B	124
		Thru/Right	1000+	14.6	B	85	14.5	B	84
		Approach	----	*18.1*	*B*		*18.1*	*B*	
	Intersection LOS			***21.2***	***C***		***21.2***	***C***	

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, this intersection is projected to operate at an acceptable overall LOS C under both no-build and build conditions, with an increase in delay of 0.4 seconds.

All turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 8**.

Table 8. 2028 PM Peak Hour Capacity Analysis – Intersection of US-95A and Newlands Drive

INTERSECTION (Signalized)				PM Peak Hour					
				2028 No-Build			2028 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #2: US-95A and Newlands Drive (2028 Build out Conditions)	EB	Left	190	40.4	D	92	41.0	D	97
		Thru	1000+	32.3	C	76	32.8	C	74
		Thru/Right	1000+	32.6	C	62	33.1	C	63
		Approach	----	*35.7*	*D*		*36.3*	*D*	
	WB	Left	1000+	39.7	D	467	40.9	D	572
		Thru	1000+	23.9	C	292	24.2	C	405
		Right	390	24.4	C	118	24.7	C	164
		Approach	----	*34.6*	*C*		*35.5*	*D*	
	NB	Left	195	40.2	D	84	40.7	D	83
		Thru	750	23.2	C	207	23.3	C	198
		Right	215	29.0	C	201	29.1	C	198
		Approach	----	*26.5*	*C*		*26.6*	*C*	
	SB	Left	475	38.1	D	157	38.7	D	151
		Thru	1000+	23.8	C	214	24.1	C	232
		Thru/Right	1000+	23.8	C	185	24.1	C	193
		Approach	----	*26.8*	*C*		*27.0*	*C*	
	Intersection LOS			***29.8***	***C***		***30.2***	***C***	

Intersection of Fremont Street and proposed Site Driveway

Please note that this is not an existing intersection; therefore, the no-build capacity analysis results have been intentionally left blank in the capacity analysis tables.

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, the southbound approach is projected to operate at an acceptable LOS A under build conditions. The capacity analysis results are summarized in **Table 9**.

Table 9. 2028 AM Peak Hour Capacity Analysis – Intersection of Fremont Street and proposed Site Driveway

INTERSECTION (Unsignalized)				AM Peak Hour					
				2028 No-Build			2028 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #3: Fremont Street and proposed Site Driveway (2028 Build out Conditions)	SB	Approach	----				9.6	A	54

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, the southbound approach is projected to operate at an acceptable LOS A under build conditions. The capacity analysis results are summarized in **Table 10**.

Table 10. 2028 PM Peak Hour Capacity Analysis – Intersection of Fremont Street and proposed Site Driveway

INTERSECTION (Unsignalized)				PM Peak Hour					
				2028 No-Build			2028 Build		
Intersection #3:	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Fremont Street and proposed Site Driveway (2028 Build out Conditions)	SB	Approach	----				9.7	A	50

Capacity Analysis Comparison – No-Build vs Build Conditions (Year 2048)

For the purposes of this study, a 20-year horizon scenario (2028 plus 20 years, resulting in 2048) was evaluated as the Future Conditions. Accordingly, this analysis compares the 2048 No-Build and Build Conditions to identify areas impacted by the proposed development.

The capacity analysis results are included in **Appendices J and K**.

Intersection of US-95A and Fremont Street/Chisholm Trail

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, this intersection is projected to operate at an acceptable overall LOS B under both no-build and build conditions, with an increase in delay of 1.3 seconds.

All approach and turning-movement levels of service are projected to remain unchanged under both no-build and build conditions.

All turning movements and approaches are projected to operate at an acceptable LOS C or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 11**.

Table 11. 2048 AM Peak Hour Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				AM Peak Hour					
				2048 No-Build			2048 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2048 Future Conditions)	EB	Left	130	18.3	B	62	18.9	B	86
		Thru	1000+	23.6	C	52	23.8	C	74
		Right	130	27.2	C	85	31.3	C	107
		Approach	----	*24.8*	*C*		*27.2*	*C*	
	WB	Left	75	20.0	B	89	19.9	B	89
		Thru/Right	1000+	22.7	C	167	24.1	C	185
		Approach	----	*21.0*	*C*		*21.6*	*C*	
	NB	Left	490	11.3	B	114	12.2	B	137
		Thru	1000+	18.1	B	209	18.8	B	241
		Thru/Right	1000+	18.1	B	223	18.7	B	269
		Approach	----	*17.0*	*B*		*17.6*	*B*	
	SB	Left	250	12.0	B	87	12.5	B	99
		Thru	750	16.3	B	167	17.4	B	195
		Thru/Right	750	16.3	B	172	17.4	B	198
		Approach	----	*15.8*	*B*		*16.9*	*B*	
	Intersection LOS			***17.8***	***B***		***19.1***	***B***	

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, this intersection is projected to operate at an acceptable overall LOS D under both no-build and build conditions, with an increase in delays of 16.8 seconds.

The eastbound right-turn movement and overall approach are projected to operate at an acceptable LOS D under no-build conditions and at an unacceptable LOS E under build conditions, with delays increasing by 13.6 and 10.1 seconds, respectively

The northbound left-turn movement is projected to operate at an acceptable LOS D under no-build and at an unacceptable LOS E under build conditions, with an increase in delay of 27.0 seconds.

All southbound movements and the overall approach, excluding the left-turn movement, are projected to operate at acceptable LOS D under no-build conditions and at unacceptable LOS E under build conditions, with delays increasing by 28 to 32 seconds.

All other turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 12**.

Table 12. 2048 PM Peak Hour Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				PM Peak Hour					
				2048 No-Build			2048 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2048 Future Conditions)	EB	Left	130	25.8	C	82	29.5	C	103
		Thru	1000+	34.1	C	219	37.2	D	241
		Right	130	51.4	D	153	65.0	E	152
		Approach	----	*45.2*	*D*		*55.3*	*E*	
	WB	Left	75	28.8	C	87	32.5	C	88
		Thru/Right	1000+	31.3	C	255	35.0	C	261
		Approach	----	*29.6*	*C*		*33.4*	*C*	
	NB	Left	490	41.0	D	314	68.0	E	575
		Thru	1000+	22.8	C	284	24.3	C	1,055
		Thru/Right	1000+	22.7	C	344	24.3	C	959
		Approach	----	*27.1*	*C*		*36.2*	*D*	
	SB	Left	250	17.4	B	282	18.7	B	299
		Thru	750	45.9	D	627	77.3	E	815
		Thru/Right	750	45.8	D	629	77.6	E	808
		Approach	----	*42.9*	*D*		*71.5*	*E*	
	Intersection LOS			***36.3***	***D***		***53.1***	***D***	

Intersection of US-95A and Newlands Drive

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, this intersection is projected to operate at an acceptable overall LOS C under both no-build and build conditions, with an increase in delay of 0.1 seconds.

All approach and turning-movement levels of service are projected to remain unchanged under both no-build and build conditions.

All turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 13**.

Table 13. 2048 AM Peak Hour Capacity Analysis – Intersection of US-95A and Newlands Drive

INTERSECTION (Signalized)				AM Peak Hour					
				2048 No-Build			2048 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #2: US-95A and Newlands Drive (2048 Future Conditions)	EB	Left	190	33.5	C	67	34.1	C	65
		Thru	1000+	25.6	C	56	26.1	C	53
		Thru/Right	1000+	25.7	C	39	26.2	C	40
		Approach	----	*29.5*	*C*		*30.0*	*C*	
	WB	Left	1000+	31.4	C	155	31.9	C	164
		Thru	1000+	22.6	C	42	23.1	C	41
		Right	390	23.8	C	75	24.2	C	72
		Approach	----	*29.6*	*C*		*30.1*	*C*	
	NB	Left	195	35.9	D	78	36.5	D	81
		Thru	750	20.2	C	243	20.3	C	245
		Right	215	19.8	B	163	19.9	B	177
		Approach	----	*20.4*	*C*		*20.5*	*C*	
	SB	Left	475	30.6	C	133	31.2	C	141
		Thru	1000+	14.7	B	142	14.7	B	144
		Thru/Right	1000+	14.7	B	103	14.7	B	99
		Approach	----	*18.5*	*B*		*18.6*	*B*	
	Intersection LOS			***21.8***	***C***		***21.9***	***C***	

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, this intersection is projected to operate at an acceptable overall LOS C under both no-build and build conditions, with an increase in delay of 0.7 seconds.

All approach and turning-movement levels of service are projected to remain unchanged under both no-build and build conditions.

All turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build conditions.

The capacity analysis results are summarized in **Table 14**.

Table 14. 2048 PM Peak Hour Capacity Analysis – Intersection of US-95A and Newlands Drive

INTERSECTION (Signalized)				PM Peak Hour					
				2048 No-Build			2048 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #2: US-95A and Newlands Drive (2048 Future Conditions)	EB	Left	190	44.8	D	96	45.1	D	106
		Thru	1000+	35.7	D	77	36.0	D	78
		Thru/Right	1000+	36.1	D	63	36.4	D	66
		Approach	----	*39.6*	*D*		*39.9*	*D*	
	WB	Left	1000+	49.2	D	1,027	52.3	D	1,040
		Thru	1000+	26.1	C	1,103	26.4	C	1,146
		Right	390	26.6	C	415	26.9	C	449
		Approach	----	*41.6*	*D*		*43.9*	*D*	
	NB	Left	195	43.5	D	84	43.7	D	108
		Thru	750	24.0	C	240	24.0	C	268
		Right	215	30.6	C	215	30.8	C	232
		Approach	----	*27.8*	*C*		*27.9*	*C*	
	SB	Left	475	41.2	D	163	41.4	D	170
		Thru	1000+	24.9	C	239	25.0	C	265
		Thru/Right	1000+	24.9	C	205	24.9	C	230
		Approach	----	*28.2*	*C*		*28.2*	*C*	
	Intersection LOS			***33.2***	***C***		***33.9***	***C***	

Intersection of Fremont Street and proposed Site Driveway

Please note that this is not an existing intersection; therefore, the no-build capacity analysis results have been intentionally left blank in the capacity analysis tables.

AM Peak Hour

Based on the results of the capacity analysis during the AM peak hour, the southbound approach is projected to operate at an acceptable LOS A under build conditions. The capacity analysis results are summarized in **Table 15**.

Table 15. 2048 AM Peak Hour Capacity Analysis – Intersection of Fremont Street and proposed Site Driveway

INTERSECTION (Unsignalized)				AM Peak Hour					
				2048 No-Build			2048 Build		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #3: Fremont Street and proposed Site Driveway (2048 Future Conditions)	SB	Approach	----				9.7	A	55

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, the southbound approach is projected to operate at an acceptable LOS A under build conditions. The capacity analysis results are summarized in **Table 16**.

Table 16. 2048 PM Peak Hour Capacity Analysis – Intersection of Fremont Street and proposed Site Driveway

INTERSECTION (Unsignalized)				PM Peak Hour					
				2048 No-Build			2048 Build		
Intersection #3: Fremont Street and proposed Site Driveway (2048 Future Conditions)	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	SB	Approach	----				9.7	A	50

Capacity Analysis Comparison – No-Build vs Build (Improved) Conditions (2048)

As noted in the 2048 Capacity Analysis Comparison between no-build and build conditions during the PM peak hour, the analysis indicates that minor variations in turning movements and approach levels of service (LOS) are anticipated. However, the analysis results identify projected changes in levels of service from no-build and build conditions at the Intersection of US-95A and Fremont Street/Chisholm Trail.

These projected changes in LOS were evaluated for improvement and operational performance. Accordingly, Bowman evaluated potential improvements at the following intersection:

- Intersection of US-95A and Fremont Street/Chisholm Trail
  - Configure the eastbound right-turn movement as a permitted-plus-overlap phase.
  - Optimize traffic signal timings to effectively manage increased traffic volumes, with particular consideration for northbound left-turn and eastbound right-turn movements, including those generated by the site. A cycle length of 135 seconds has been implemented to improve overall traffic operations.

The optimized signal timings and corresponding capacity analysis results are provided in **Appendix L**.

Intersection of US-95A and Fremont Street/Chisholm Trail

PM Peak Hour

Based on the results of the capacity analysis during the PM peak hour, the intersection is projected to operate at an acceptable overall LOS D under no-build conditions and at an acceptable overall LOS C under build (improved) conditions, with a *decrease* in delay of 1.3 seconds.

All turning movements and approaches are projected to operate at an acceptable LOS D or better under both no-build and build (improved) conditions.

The capacity analysis results are summarized in **Table 17**.

Table 17. 2048 Build (Improved) PM Peak Hour Capacity Analysis – Intersection of US-95A and Fremont Street/Chisholm Trail

INTERSECTION (Signalized)				PM Peak Hour					
				2048 No-Build			2048 Build (Mitigated)		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
Intersection #1: US-95A and Fremont Street/Chisholm Trail (2048 Mitigated Conditions)	EB	Left	130	25.8	C	82	31.7	C	112
		Thru	1000+	34.1	C	219	36.7	D	253
		Right	130	51.4	D	153	32.3	C	155
		Approach	----	*45.2*	*D*		*32.7*	*C*	
	WB	Left	75	28.8	C	87	37.7	D	82
		Thru/Right	1000+	31.3	C	255	37.6	D	263
		Approach	----	*29.6*	*C*		*37.7*	*D*	
	NB	Left	490	41.0	D	314	51.0	D	447
		Thru	1000+	22.8	C	284	20.1	C	469
		Thru/Right	1000+	22.7	C	344	20.1	C	433
		Approach	----	*27.1*	*C*		*28.5*	*C*	
	SB	Left	250	17.4	B	282	15.3	B	266
		Thru	750	45.9	D	627	43.5	D	561
		Thru/Right	750	45.8	D	629	43.5	D	567
		Approach	----	*42.9*	*D*		*40.7*	*D*	
	Intersection LOS			***36.3***	***D***		***35.0***	***C***	

Summary

The proposed Sherwood Village development is to be located south of I-80, north of Fremont Street, west of US-95A, and east of Vine Street in Lyon County, within the City of Fernley, Nevada.

The site was most recently approved in 2022 for a 316-unit apartment complex, for which a Traffic Impact Analysis (TIA) was previously prepared and submitted. This report reflects a revision associated with a change in the development program; the site is now proposed for development as a 293-unit single-family attached residential complex.

Access to the proposed development is expected to be provided via one (1) primary full-access driveway connecting to Fremont Street.

The proposed Sherwood Village development is expected to generate 158 trips (39 in and 119 out) during the AM peak hour, 159 total trips (91 in and 68 out) during the PM peak hour, and 1,917 total trips (958 in and 959 out) during an average weekday.

Compared to the previous land use reported in the Sherwood Village TIA dated January 20, 2020, the current land use reflects a *decrease* of 61 total trips during the AM peak hour (12 in and 49 out) and a *decrease* of 114 total trips during the PM peak hour (80 in and 34 out).

To evaluate the traffic operations with the proposed development in place, capacity analyses were completed at the three (3) study intersections included in this report. The purpose of this analysis was to compare the results of the no-build and build conditions to identify any areas impacted by the proposed development.

The capacity analysis indicates that during the projected year 2028, levels of service (LOS) are expected to remain unchanged for all turning movements, with acceptable overall intersection LOS at all three intersections under both the no-build and build scenarios.

During the projected year 2048, all three intersections are expected to operate at acceptable LOS under both the no-build and build scenarios; LOS are expected to remain unchanged between the two scenarios. However, the capacity analysis results indicate projected changes in LOS for some turning movements during the PM peak hour only at the intersection of US-95A and Fremont Street/Chisholm Trail.

These projected changes in LOS were evaluated for improvement and operational performance. Accordingly, Bowman evaluated potential improvements at the following intersection:

- Intersection of US-95A and Fremont Street/Chisholm Trail
    - Configure the eastbound right-turn movement as a permitted-plus-overlap phase.
    - Optimize traffic signal timings to effectively manage increased traffic volumes, with particular consideration for northbound left-turn and eastbound right-turn movements, including those generated by the site. A cycle length of 135 seconds has been implemented to improve overall traffic operations.

Conclusion

The capacity analysis results indicate that turning movements and approaches are not projected to experience changes in LOS between the 2028 No-Build and Build Conditions and the 2048 No-Build and Build Conditions. Although minor changes are anticipated, the LOS remains acceptable, with only minimal increases in delays.

Under the 2048 Build PM peak-hour conditions, the intersection of US-95A and Fremont Street/Chisholm Trail is expected to benefit from configuring the eastbound right-turn movement as a permitted-plus-overlap phase, with signal timings optimized accordingly.

Recommendations

Formal mitigation measures are not recommended for the 2048 PM peak hour conditions, as the additional trips generated by the proposed Sherwood Village development located within the City of Fernley, Nevada, are projected to have minimal impact. However, it is suggested that the intersection of US-95A and Fremont Street/Chisholm Trail be evaluated for the installation of an overlap phase for the eastbound right-turn movement, with signal timings optimized accordingly.

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Treston Rodriguez**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: x	Yes:	No: x	N/a

ACTION REQUESTED: Resolution
Motion

AGENDA ITEM:

(For Possible Action) Discussion and Possible Action Regarding Resolution No. 26-016, a Resolution declaring the City's intent to acquire certain real property interests by eminent domain for public street improvements to Fremont Street and a public emergency access road (Vine ROW) associated with the Sherwood Village development. APNs: 020-181-01, -04, -05, 021-092-16, -17, -22, -51, -52, -53.

AGENDA ITEM BRIEF:

(For Possible Action) Discussion and possible action on a Resolution of the City Council declaring the City's intent to acquire by eminent domain certain real property interests necessary for public street improvements to Fremont Street and for a public emergency access road connecting to Vine Street; finding that the acquisitions are for a public use and are necessary; and authorizing the commencement of condemnation and related proceedings under Chapter 37 of the Nevada Revised Statutes. The interests are associated with the Sherwood Village development (DA22002AMD1 / CUP25004), generally located north of Fremont Street, south of Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, Nevada.

RECOMMENDED MOTION:

"Based on the analysis presented in the staff report, I move to adopt Resolution No. 26-016, declaring the City's intent to acquire the described property interests by eminent domain, finding that the acquisitions are for a public use and are necessary, and authorizing the City Attorney and the City's special counsel to commence condemnation and related proceedings under NRS Chapter 37."

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule.

See attached report for background, analysis, alternatives.

ALTERNATIVES:

"I move to not adopt Resolution No. 26-016 and provide direction to staff." Council should be aware that, under the Amended and Restated Development Agreement, the City has agreed to use the power of eminent domain to acquire the Vine ROW if the developer is unable to acquire it by negotiation. Declining to proceed may delay the development's required emergency access and the Fremont Street improvements.

BACKGROUND:

The Sherwood Village project is an approved 293-unit residential development on approximately 26.47 acres, zoned MDR14 (Medium Density Residential), generally located north of Fremont Street, south of Interstate 80, west of Wildwood Drive, and east of Vine Street. The Sherwood Village project is an approved 293-unit residential development on approximately 26.47 acres, zoned MDR14 (Medium Density Residential), generally located north of Fremont Street, south of Interstate 80, west of Wildwood Drive, and east of Vine Street. On June 10, 2026, the Planning Commission approved Conditional Use Permit CUP25004 and recommended approval of the Amended and Restated Development Agreement (DA22002AMD1) to the City Council. On June 17, 2026, the City Council conducted the first reading of the Amended and Restated Development Agreement (DA22002AMD1). Following the second reading on July 15, 2026, the City Council approved the Amended and Restated Development Agreement (DA22002AMD1).

Primary access to the development is from Fremont Street, with secondary emergency access connections to Vine Street and Wildwood Drive. The Development Agreement requires the developer to construct Fremont Street frontage improvements and to provide a secondary emergency-access connection to Vine Street, and it establishes procedures for the City to acquire any right-of-way needed to complete those improvements — by eminent domain if necessary — with the developer bearing the cost. Two interests now require acquisition: (1) the remaining Fremont Street right-of-way and easements (the "Remaining Fremont ROW"); and (2) the Vine emergency access road easement (the "Vine ROW").

DISCUSSION

1. What the Council is being asked to approve. The Resolution declares the City's intent to acquire the two property interests, makes the findings of public use and necessity required by Nevada law, and authorizes staff and special counsel to proceed under NRS Chapter 37. The Resolution does not itself take anyone's property. The City will continue to seek a negotiated purchase and will pay just compensation; eminent domain is the back-up tool if a voluntary agreement cannot be reached.

2. Why eminent domain is necessary to serve the public interest. Both interests are needed for public improvements: a safe, connected public street along Fremont Street, and a reliable second way in and out for emergency vehicles. These are public uses, and the City is authorized to acquire them by eminent domain (NRS 37.0095; NRS 37.010). Authorizing the process now ensures the public-safety and street improvements can be completed on a defined timeline and prevents a single property from blocking improvements that benefit the whole development and the traveling public. The interests acquired will be owned by and held for the City for public use; they will not be transferred to the developer (NRS 37.010(2); Nevada Constitution, Article I, Section 22).

3. The Vine access road is required for fire safety. The North Lyon County Fire Protection District requires the development to provide adequate emergency access, to the approval of the Fire Marshal (CUP25004, Condition 31). The Vine ROW is the secondary emergency-access road that gives fire apparatus a second route to and from

the development and a route for residents to evacuate. Without it, the development would not satisfy the Fire District's emergency-access requirements.

4. Road width — 24 feet standard; 20 feet approved by the Fire Department here. The City's standards normally require a minimum travel width of 24 feet for this type of access. That standard may be reduced where the Fire Department approves a narrower width. For the Vine emergency access road, the North Lyon County Fire Protection District has determined that a 20-foot width is acceptable. The Development Agreement reflects this, requiring the Vine ROW to be built to the City's emergency-access standards with a minimum width of 20 feet and a surface load rating of 75,000 pounds (sufficient to carry a loaded fire engine).

5. Fremont Street dedications for curb, gutter, and sidewalk. To build the Fremont Street frontage improvements — curb, gutter, and sidewalk — to City standards, the City needs right-of-way and easement dedications along Fremont Street from certain abutting properties. These dedications provide the room, in the proper location, to install the public improvements and complete the Fremont Street frontage as required by the Development Agreement and the City's design standards.

The gravel-road "gap" — in plain terms. The Vine emergency access road already exists as a gravel road. When ownership of the land under the road was researched, a licensed surveyor found that the narrow strip the gravel road sits on was never included in the legal description of any of the neighboring properties. It is a small leftover "gap" between two older parcel maps that were surveyed separately around 1979–1980 and did not line up with each other. Because no current owner clearly holds title to this strip, the City cannot simply buy it from a known owner. Handling it through the eminent domain action — and naming any unknown owners so the court can resolve the matter — is the cleanest and most certain way for the City to obtain clear public rights to the road.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

- NRS Chapter 37 – Eminent Domain (including NRS 37.0095, 37.010, 37.100, 37.115, and 37.160)
- NRS 241.034 – Written notice to affected property owners before the meeting
- Article I, Section 22, Nevada Constitution – Public use; just compensation
- NRS 278.0201–278.0207 – Development Agreements
- Amended and Restated Development Agreement (DA22002AMD1); CUP25004 Conditions of Approval (Condition 31 – North Lyon County Fire Protection District)
- City of Fernley DPW Design Standards & Review Guidelines (March 2024)

FINANCIAL IMPLICATIONS:

None to the City. Under the Development Agreement, the developer funds the acquisition and is responsible for the City's related costs (appraisal, title, legal, court costs, and the condemnation award), subject to the caps stated in the agreement. The City's costs are reimbursed by the developer.

ATTACHMENTS:

1. Exhibit A - Remaining Fremont ROW
2. Exhibit B - Vine ROW
3. Exhibit C - RESOLUTION NO. 26-016 - Sherwood Eminent Domain Resolution

Exhibit A

NOTES:
1. PHASE 1 CONSTRUCTION: BACK OF CURB TO BACK OF CURB STREET AND UTILITY IMPROVEMENTS.
2. PHASE 2 CONSTRUCTION: NORTH BACK OF CURB TO NORTH ROW LINE IMPROVEMENTS SHOWN ON THE PLAN.
3. ROW HIGHLIGHTED IN GREEN - ROW ACQUIRED, DEED RECORDED.
4. ROW HIGHLIGHTED IN RED - ROW NOT YET ACQUIRED.
5. ROW HIGHLIGHTED IN YELLOW - SIDEWALK IN PLACE, DEED NOT REQUIRED.

860 FREMONT
APN 021-092-04
870 FREMONT
APN 021-092-03
880 FREMONT
APN 021-092-02
201 WILDWOOD
APN 020-514-06
WILDWOOD DR
2911 SF
525 SF
560 SF
586 SF
246 SF
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
EQUATION STATION SIXTEENTH CORNER STA 13+28.11
WOOD POLE STA 8+56.3 8.4' RT
WOOD POLE STA 10+23.0 11.2' RT
55' ULTIMATE R/W
9+00
10+00
11+00
12+00
13+00
14+00
FREMONT ST (EX 28' R/W)
SECTION LINE & BASELINE
INSTALL NEW SS SERVICE & CLEAN OUT
7168 SF
WOOD POLE STA 12+18.7 15.1' RT
WOOD POLE STA 13+28.7 16.4' RT
WOOD POLE STA 14+34.4 17.0' RT
STA14+60.3
MATCH "A"
OHL
SSCO
BEGIN EXHIBIT SHERWOOD ENTRY STA 10+00.00
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
APN 021-101-21
(C H U R C H S I T E)
GRAPHIC SCALE
(IN FEET)

200 WILDWOOD
APN 020-512-04
"FERNWOOD UNIT 1"
DOC #183171
906 FREMONT
910 FREMONT
APN 020-512-02
201 FERNWOOD
APN 020-512-0
202 FERNWOOD
APN 020-511-01
FERNWOOD DR
158 SF
82 SF
48 SF
15 SF
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
15+00
16+00
17+00
18+00
19+00
20+00
FREMONT ST (EX 30' R/W)
FREMONT ST (EX 25' R/W)
54' ULTIMATE R/W
STA 16+04.84
STA 18+97.66
WOOD POLE STA 15+60.3 18.3' RT
WOOD POLE STA 17+32.6 19.3' RT
WOOD POLE STA 19+27.9 19.4' RT
MATCH "B"
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT

PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
375 FREMONT ST
APN 020-183-03
355 FREMONT ST
APN 020-183-04
275 FREMONT ST
APN 020-183-05
GRANADA ST
ARROW ST
445 SF
323 SF
198 SF
22+00
23+00
24+00
25+00
26+00
27+00
FREMONT ST (EX 25' R/W)
FREMONT ST (EX 27' R/W)
STA 22+02.02
STA 25+50.79
WOOD POLE STA 21+12.7 20.4' RT
WOOD POLE STA 22+98.6 23.7' RT
WOOD POLE STA 24+78.7 25.1' RT
WOOD POLE STA 25+61.1 26.0' RT
WOOD POLE STA 26+47.5 26.2' RT
END EXHIBIT SW COR SEC 12-20N-24E-MDM STA 27+25.17
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
PROPOSED INFILTRATION CATCH BASIN AND CHAMBER SYSTEM
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED POWER POLE IN PROPOSED 8'X8' POCKET UTILITY EASEMENT
RELOCATED METER PIT IN PROPOSED 8'X8' POCKET UTILITY EASEMENT

No.	REVISIONS	DATE	BY

ENGINEERS · PLANNERS · SURVEYORS · ANALYSTS
PHELPS ENGINEERING
10351 Professional Circle, Suite M · Reno, NV 89521

NOT FOR CONSTRUCTION

NOT TO SCALE IF SHEET SIZE OTHER THAN 24"x36
DESIGNED BY: JMG
DRAWN BY: RAP
CHECKED BY: LEP

RIGHT OF WAY MAP
SPECIAL PURPOSE SURVEY

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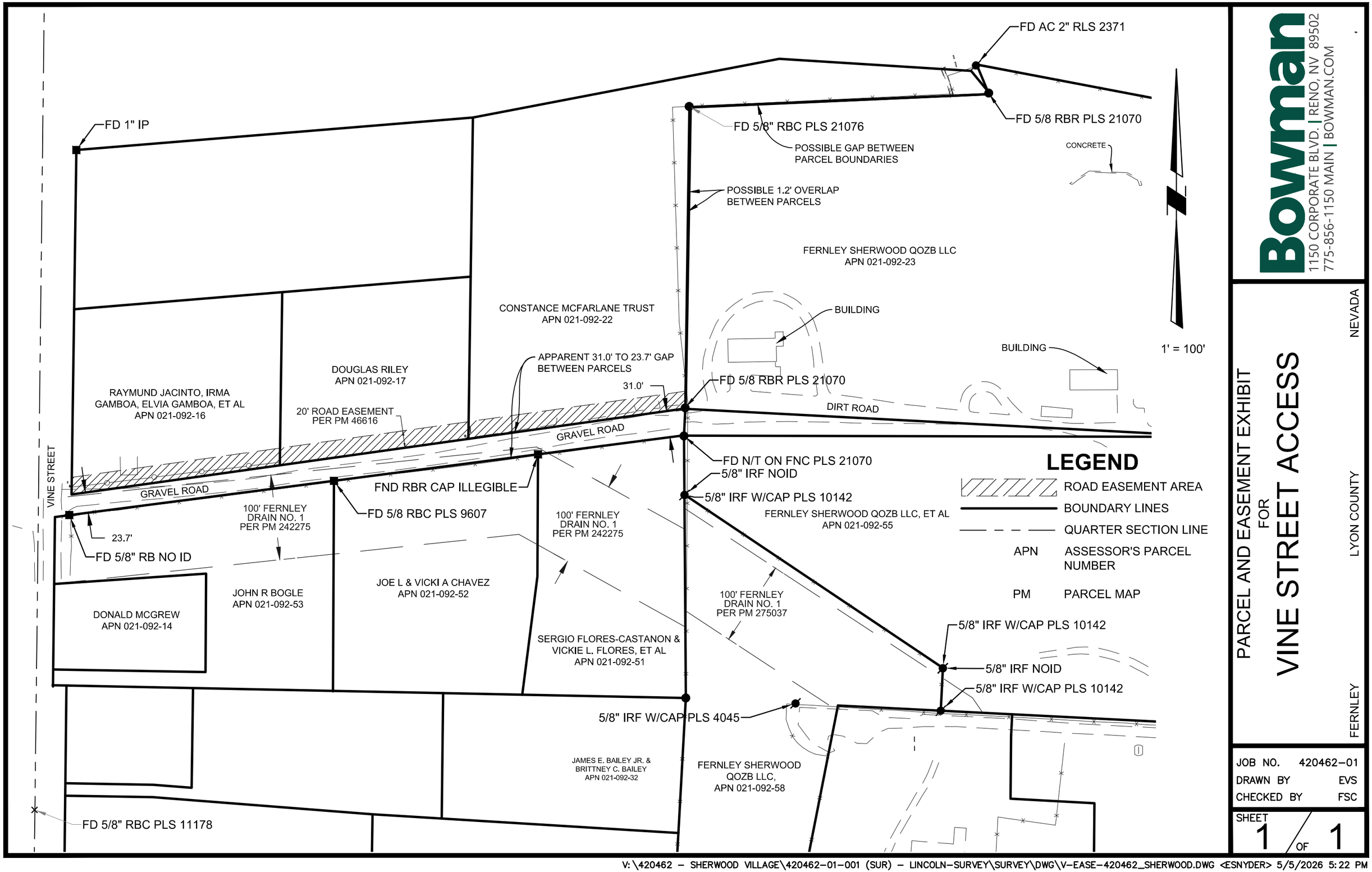
FREMONT ST - R/W TAKING
CITY OF FERNLEY
LYON COUNTY, NV

DATE: 7/2/2026
PROJ NO.: 21603 (19290)
SHEET 1 OF 1

Drawing name: C:\Users\Joel McGuire\Phelps Engineering Services\Company OneDrive - Company\Entitlement Engineering\19290 - Fremont Street\08 - CAD\Surveying\Survey By Others\Fremont-R/W_R2.dwg Fremont ROW Exhibit Jul 02, 2026 4:48pm by: Joel McGuire

Exhibit B



Bowman
1150 CORPORATE BLVD. | RENO, NV 89502
775-856-1150 MAIN | BOWMAN.COM

PARCEL AND EASEMENT EXHIBIT
FOR
VINE STREET ACCESS
FERNLEY LYON COUNTY NEVADA

JOB NO.	420462-01
DRAWN BY	EVS
CHECKED BY	FSC

SHEET 1 OF 1

V:\420462 - SHERWOOD VILLAGE\420462-01-001 (SUR) - LINCOLN-SURVEY\SURVEY\DWG\V-EASE-420462_SHERWOOD.DWG <ESNYDER> 5/5/2026 5:22 PM

RESOLUTION NO. 26-016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FERNLEY DECLARING THE CITY'S INTENT TO ACQUIRE BY EMINENT DOMAIN CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC STREET IMPROVEMENTS TO FREMONT STREET AND FOR A PUBLIC EMERGENCY ACCESS ROAD, FINDING THAT THE ACQUISITIONS ARE FOR A PUBLIC USE AND ARE NECESSARY, AND AUTHORIZING THE COMMENCEMENT OF CONDEMNATION AND RELATED PROCEEDINGS UNDER CHAPTER 37 OF THE NEVADA REVISED STATUTES.

WHEREAS, the City of Fernley (the "City") is an incorporated city and political subdivision of the State of Nevada and a "public agency" authorized to exercise the power of eminent domain **under** NRS 37.0095; and

WHEREAS, NRS 37.010(1)(c) authorizes the exercise of eminent domain on behalf of city activities, including the establishment and improvement of public streets, public rights-of-way, and public access roads; and

WHEREAS, the City has determined that public improvements to Fremont Street and the establishment of a public emergency access road (collectively, the "Public **Improvements**") are needed to serve the public and to meet the City's street-connectivity and emergency-access standards; and

WHEREAS, the Public Improvements require the acquisition of certain real property interests, namely: (a) easements and rights-of-way for public street improvements along Fremont Street, identified as the 'Remaining Fremont ROW' and depicted on **Exhibit A**; and (b) an easement for a public emergency access road meeting the City's emergency-access standards, including a minimum width of twenty (20) feet and a minimum surface load rating of 75,000 pounds, identified as the 'Vine ROW' and depicted on **Exhibit B** (the Remaining Fremont ROW and the Vine ROW, collectively, the 'Property Interests'); and

WHEREAS, the City Council finds and determines, as its own independent determinations, that:

1. The uses to which the Property Interests are to be applied—public street improvements and a public emergency access road—are public uses within the meaning of NRS 37.010 and Article I, Section 22 of the Nevada Constitution;

2. The acquisition of the Property Interests is necessary to those public uses;

3. The Property Interests will be acquired by and vested in the City and held for public use, and this acquisition does not involve, and the Property Interests will not be transferred to, any private party in violation of NRS 37.010(2) or Article I, Section 22(1) of the Nevada Constitution; and

WHEREAS, with respect to the Vine ROW, the City has been advised that, as a result of an apparent survey or legal-description discrepancy in the chain of title, the fee ownership of all or a portion of the Vine ROW is presently undetermined, such that the acquisition may require naming and serving unknown owners and all other persons claiming any right, title, estate, lien, or interest therein; and

WHEREAS, the City has undertaken or will undertake good-faith efforts to acquire the Property Interests by negotiation, including appraisal and written offers of just compensation, consistent with NRS Chapter 37 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act as adopted in NRS 342.105, and finds it prudent to authorize condemnation to avoid delay to the Public Improvements;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fernley, Nevada:

Section 1. The foregoing recitals are true and correct and are adopted as findings of the City Council.

Section 2. The City Council declares its intent to acquire the Property Interests and finds that the acquisitions are for a public use and are necessary as set forth above.

Section 3. The City Attorney and the City's designated special counsel are authorized and directed to commence and prosecute one or more actions in eminent domain in the Third Judicial District Court, Lyon County to acquire the Property Interests pursuant to NRS Chapter 37, and to take all actions reasonably necessary in connection therewith, including without limitation obtaining orders for occupancy and depositing the probable amount of compensation pursuant to NRS 37.100 and NRS 37.170.

Section 4. With respect to the Vine ROW, counsel are further authorized to name as defendants all known and unknown owners and all persons claiming any right, title, estate, lien, or interest therein and to effect service by publication as permitted by law; to deposit any compensation attributable to undetermined interests with the court for distribution as the court directs under NRS 37.115; and, as counsel deems appropriate, to pursue in the alternative or cumulatively an action to quiet title under NRS 40.010 and/or to confirm any public easement arising by prescription or dedication.

Section 5. Nothing in this Resolution precludes the City from continuing good-faith negotiations or from settling the acquisition of any Property Interest on terms approved by the City.

Section 6. This Resolution shall take effect immediately upon its adoption.

PASSED, ADOPTED, AND APPROVED this 15th day of July, 2026, by the following vote of the City Council:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

FERNLEY CITY COUNCIL

By: _____ Date: _____
Neal E McIntyre, Mayor

Attest By: _____ Date: _____
Kim Swanson, City Clerk

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Aaron Mouritsen, City Attorney**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: x	Yes:	No:	.

ACTION REQUESTED: Motion

AGENDA ITEM:

Discussion and Possible Action to approve Bill #389 amending Fernley Municipal Code Title 2, Chapter 8 to remove the City Manager and add new evaluation requirements.

AGENDA ITEM BRIEF:

Possible action to revise Title 2, Chapter 8 of the Fernley Municipal Code to remove the City Manager and add new evaluation requirements.I

RECOMMENDED MOTION:

I move to approve Bill #389 amending Fernley Municipal Code Title 2, Chapter 8 to remove the City Manager and add new evaluation requirements.

BUSINESS IMPACT (per NRS Chapter 237):

.

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

City Council has approved changes to the organizational chart to remove the City Manager, add the Chief

Development Officer and Chief Operations Officer and to add revisions regarding annual evaluations for the City Attorney, City Clerk, City FInance Director, Human Resources Manager, Chief Development Officer and Chief Operations Officer.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC Chapter 2

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Bill #389-revisions to City Mgr Muni Code.docx

BILL # 389

CITY OF FERNLEY
ORDINANCE #2026-_____

AN ORDINANCE AMENDING THE CITY OF FERNLEY MUNICIPAL CODE TITLE 2, CHAPTER 8 TO REMOVE THE CITY MANAGER AND ADD NEW EVALUATION REQUIREMENTS

THE CITY COUNCIL OF THE CITY OF FERNLEY DO ORDAIN THE FOLLOWING:

CHAPTER 8. MAYOR AND CITY COUNCIL

Sec. 2.08.01. Salaries and annual increases.

Whereas, NRS 266.450 requires compensation for city-elected officers to be set by ordinance, and the council recognizes the requirements for, and workload of, the city-elected officers, just compensation is both fair and necessary for the work done by the city-elected officers; and

Whereas, effective April 2005 salaries for city council were set at $640.42 per month; and

Whereas, since that date, city council members have received annual increases, based on the U.S. Consumer Price Index, CPI U (all urban consumers); and

Whereas, effective April 2005 the salary for the mayor was set at $900.00 per month; and

Whereas, since that date, the mayor has received annual increases based on the U.S. Consumer Price Index, CPI U (all urban consumers); and

Whereas, the CPI adjustments shall continue each July 1:

(1) Therefore, council members will continue to receive annual increases adjusted to include the annual cost-of-living adjustment set by the U.S. Consumer Price Index, CPI U (all urban consumers); and

(2) Therefore, newly elected council members will receive compensation at the same rate as the council member whose position they are assuming; and will receive annual increases adjusted to include the annual cost-of-living adjustment set by the U.S. Consumer Price Index, CPI U (all urban consumers); and

(3) Therefore, effective July 1, 2017, the mayor shall receive compensation at the rate of twice the amount being paid to council members.

(Prior Code, §§ 1.11.01, 1.11.02; Ord. No. 2016-015, § 1.11.01, 11-16-2016)

Sec. 2.08.02. Benefits.

(a) The mayor and council shall be entitled to reimbursement for business mileage at the applicable federal rate, and reimbursement for reasonable expenses for travel, food, and lodging for approved meetings and conferences. Requests for reimbursement shall be submitted on approved city forms with appropriate documentation.

(b) The mayor and council may access the medical, dental, and vision plans available through the city. The mayor and city council members shall pay the full premium of the plan(s) selected.

Insurance premiums will be collected through payroll deduction. If the premium exceeds the amount of payroll available, the balance of the premium payments are due on the first of every month. If the first falls on a weekend or holiday, payment is due the following business day. If payment is not received on or before the first business day of the month, a $10.00 late fee will be assessed. If payment is still not received by the first business day of the following month, insurance services will be terminated.

(c) Upon the completion of one full term of any council member or mayor, and after leaving office, such elected official may access health insurance under the same terms and conditions as all retired city employees.

(d) Other than those benefits contained in this chapter, the mayor and council members are not entitled to any benefits or privileges beyond those to which any other city employee or member of the public would be entitled.

(Prior Code, § 1.11.03; Ord. No. 2016-015, § 1.11.02, 11-16-2016)

Sec. 2.08.03. Rules and procedures of city council.

(a) *Rules of procedure.*

(1) The following rules of procedure shall be in effect upon their adoption by the council and until such time as they are amended by resolution.

(2) Pursuant to NRS 266.240, Fernley City Council (herein referred to as "council") may determine its own rules of procedure. As such, the council may punish its members for disorderly conduct, as defined by resolution, and with the concurrence of two-thirds of the members of the city council, may expel a member for cause, as defined by resolution.

(3) It is critical that the council be informed and updated regarding the status of potential or current litigation. Information presented to the council during a closed litigation session and which is provided by any attorney representing the city is considered confidential attorney-client communication. Accordingly, it shall be a misdemeanor to disclose to any other person any information which is provided in a closed litigation session, unless such disclosure is required by court order, or with approval of the city attorney.

(4) Rules of decorum shall be adopted by resolution.

(5) Rules of parliamentary procedure shall be adopted by resolution.

(b) *Meetings.*

(1) Council shall meet in council chambers for regular meetings located at 595 Silver Lace Boulevard, Fernley, Nevada. The regular meetings will be held on the first

and third Wednesday of each month starting at 5:00 p.m. The date, time and/or place of a regular meeting may be canceled or changed by majority vote of council members. Any additional council meetings may be held by majority vote of council or through statutory procedure. If a regular meeting day falls on a legal holiday, the meeting shall be held on the next business day.

(2) Notice of meetings will comply with the regulations of NRS Ch. 241, Nevada Open Meeting Law. In case of an emergency, notice will be as long as reasonable under the circumstances. NRS 241.020(2) provides that except in an emergency, written notice of all meetings must be given at least three working days before the meeting. NRS 241.020(8) defines an emergency as: "an unforeseen circumstance which requires immediate action and includes but is not limited to: (a) Disasters caused by fire, flood, earthquake or other natural causes; or (b) Any impairment of the health and safety of the public."

(3) Recesses should be called throughout the meeting for the comfort of both the council and the audience. Recesses should not exceed 15 minutes and should be called at a maximum of two hours of meeting time.

(4) The meetings will adjourn at 10:00 p.m., agenda items will not normally be initiated after 10:00 p.m. At 9:00 p.m., the council shall determine which agenda items the council will consider for the remainder of the evening. Items not heard by the 10:00 p.m. limit will be carried to the next regularly scheduled council meeting, unless the council chooses to continue the meeting by majority vote.

(c) *Agenda.* The agenda process shall be adopted by resolution.

(d) Presiding officer.

(1) Pursuant to NRS 266.200, the mayor shall preside over the city council. In the absence of the mayor, the mayor pro tern shall be the presiding officer. If neither the mayor nor the mayor pro tem is available at a council meeting, the council shall appoint a presiding officer at the start of the council meeting.

(2) The presiding officer shall preserve order and decorum among the members and enforce the rules of the council and determine the order of business. The presiding officer shall state every question coming before the council, announce the decision of the council on all subjects and decide all questions of order, subject to an appeal to the council, in which event a majority vote of the council shall govern conclusively to determine such question of order unless otherwise subject to veto procedures outlined in NRS Ch. 266.

(3) The presiding officer may limit public input on an item to a time of three minutes.

(e) *Call to order.* The presiding officer shall take the chair at the hour appointed for the council meeting and shall immediately call the council to order.

(f) Roll call.

(1) Before proceeding with the business of the council, the mayor, or the mayor's designee shall take the roll of the council members, and the names of those present shall be entered in the minutes. Electronic attendance at meetings by council members will be permitted, with the prior approval of the mayor. When electronic attendance is used, facilities/equipment will be used which permit the public to hear and/or observe all telephonic/video communications.

(2) The minutes of the meeting shall clearly set forth which members are present in person, and which are present by telephone or video conference.

(3) Roll call will be placed as an item on the agenda for every council meeting. If a council member was absent at a prior council meeting, the presiding officer will declare whether the absence was excused, unexcused, or whether the council member took a personal leave of absence. Should a council member arrive late to a meeting after roll call, the presiding officer shall note the council member's arrival into the minutes and reverse the absence.

(4) Quorum: A quorum shall consist of a majority of the members of council.

(g) Attendance.

(1) This attendance policy applies to all council meetings subject to Open Meeting Law requirements.

(2) Council members will have three paid personal absences during a one-year period, starting January 1 of each year. "Personal absence" is defined as excused and not applicable to council approved absences for bereavement and/or illness.

(3) A council member missing three consecutive and unexcused council meetings, not including any personal absences, and excused absences, as defined in the city personnel policies, shall constitute neglect or refusal to discharge the duties of a council member. Absent appeal, the council member's office shall be deemed vacant at the next regularly scheduled meeting.

(4) A council member missing four unexcused council meetings between January 1 and December 31, not including any personal absences or excused absences, shall constitute neglect or refusal to discharge the duties of a council member. Absent appeal, the council member's office shall be deemed vacant at the next regularly scheduled meeting.

(5) A council member may appeal a pending vacancy by giving written notice prior to next regular council meeting to the city manager of his/her intent to appeal the pending vacancy. This notice must occur prior to the city posting the agenda in order for the matter to be properly agenized. During the appeal hearing, council members may consider the council member's past attendance and reasons for unexcused absences. At the close of the appeal hearing, a council member may make a motion to overturn the automatic finding of neglect or refusal to discharge

the duties of a council member due to absences. Such a motion must contain attendance provisions for the remainder of the calendar year and will only prevail by majority vote of council members. If the motion does not prevail, the council member's office shall be deemed vacant.

(6) Excused absences include city and council business, and illnesses as defined in the city personnel manual ; this includes, but is not limited to: his/her own physical illness or injury; his/her own exposure to contagious diseases or when attendance at a council meeting is prevented by public health requirements; the need to care for a dependent child or spouse or parent who resides with an employee or who is dependent upon the employee for support; medical or dental appointments, provided that there was a reasonable effort to schedule such appointment at times to have the least interference with the work of the council. Any member of the council who is absent from a council meeting due to illness shall be at their residence or a medical facility or their doctor's office. This section may require the mayor or council member to provide a medical doctor's certification that the illness/injury absence was necessary for the council member to make a full and timely recovery or was appropriate to avoid the spread of a contagious disease.

Any member of the city council who must be absent from a council meeting to attend the funeral of a family member who is within the third degree of consanguinity or affinity is considered excused.

Council members are encouraged to notify the mayor and/or the city manager of their intended absence prior to the council meeting (preferably in writing). Notice (preferably in writing) must be given prior to the next regular council meeting where the mayor will determine whether an absence by a council member is excused or unexcused. If notice is not provided, the council member's absence will be declared as a personal leave of absence if not already used and unexcused where the council member has already used his/her two personal leaves of absence.

(7) Personal leave of absence and excused absences shall be paid. When the mayor declares an unexcused absence, the council member will be deducted 1/30th of his/her annual salary.

(8) In the event of a vacancy of a council member, the vacancy shall be filled in the manner provided in NRS 266.225.

(9) Mental and/or physical incapacity shall be governed by the procedure of NRS 283.040.

(10) This section shall not limit or define any other statutory procedure governing discipline.

(h) Evaluations. The Mayor shall evaluate the following positions once a year at a minimum.

1. City Attorney
2. City Clerk
3. City Finance Director
4. Human Resources Manager

5. Chief Development Officer
6. Chief Operations Officer

Evaluations will be conducted by the mayor with an evaluation form that has been approved by city council. The mayor shall solicit evaluations for these positions and consult the city council evaluations in preparing his final evaluation. The city council evaluations will be public and subject to public record requests by the public. The mayor has the discretion but is not required to solicit a peer review from the statutory employees, using an approved peer review form.

(Prior Code, § 1.11.05; Ord. No. 2010-012; Ord. No. 2013-004; Ord. No. 2016-015, § 1.11.03, 11-16-2016)

PROPOSED on the _____ day of _____, 2026.

FERNLEY CITY COUNCIL

PASSED, APPROVED and ADOPTED this _____ day of _____, 2026, by the following vote of the Council:

Ayes: _____ Nays: _____ Abstentions:_____ Absent:_____

By: _____ Date: _____
Neal McIntyre, Mayor

Attest By: _____ Date:_____
Kimberly Swanson, City Clerk

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Trisha Livingston, Grants Administrator**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: X	Yes: N/A	No:	N/A

ACTION REQUESTED: Motion

AGENDA ITEM:

Presentation, discussion, and possible action on the fiscal year 2027 Community Development Block Grant Program update, priorities, and citizen participation process.

AGENDA ITEM BRIEF:

In accordance with the requirements of Title I of the Housing and Community Development Act of 1974, as amended, and 24 CRF Part 570, staff is presenting the annual Community Development Block Grant (CDBG) program overview and priorities for the 2027 cycle for Council acceptance and public dissemination. This presentation is intended to provide a comprehensive summary of the CDBG program's objectives, eligible activities, and the structured process for public participation, as mandated by federal regulations and reinforced by state and local policy frameworks.

RECOMMENDED MOTION:

I move to accept the annual Community Development Block Grant program overview presentation, priorities, and support the citizen participation process.

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

I move not to accept the annual Community Development Block Grant program overview presentation,

priorities, and support the citizen participation process.

BACKGROUND:
The City's approach to CDBG applications is informed by the requirements of the Housing and Community Development Act of 1974, as amended. The statutory purpose of the CDBG program is to develop viable urban communities by providing decent housing, a suitable living environment, and expanded economic opportunities, principally for persons of low and moderate income. Eligible activities must meet one or more of the national objectives: benefiting low- and moderate-income persons, eliminating slums or blight, or addressing urgent community development needs. Types of activities that may be considered for funding are public facilities improvements, housing rehabilitation, economic development, planning studies, and public services. In the past, the City of Fernley has prioritized projects that are identified through community planning processes and that demonstrate readiness for implementation, as reflected int the CDBG application rating system.

For a project to be fundable, it must pass three tests: 1) meet a National Objective, 2) have an Eligible Activity, and 3) align with GOED's priority of Economic Development with emphasis on infrastructure. All CDBG-funded activities must meet at least one of three national objectives:

#	National Objective	Description
1	Low- and Moderate-Income Benefit	Activity must benefit low- and moderate-income persons.
2	Prevention or Elimination of Slum & Blight	Activity must address slum and blight on an area or spot basis
3	Urgent Need	Activity must address a serious and immediate threat to community health and welfare

National Objective #1: Low- and Moderate-Income (LMI) Benefit
LMI has four sub-categories:

Sub-Category	*Key Requirement*
Area Benefit	At least 51% of residents in the service area must be LMI: area must be primarily residential
Limited Clientele	Activity benefits a specific group of people, at least 51% of whom are presumed to be LMI
Housing	Permanent residential structures must be occupied by LMI households; for 2+ unit buildings, at least 51% of units must be occupied by LMI households
Jobs	At least 51% of jobs created or retained must employ LMI persons, computed on a full-time equivalent basis

National Objective #2: Prevention or Elimination of Slum or Blight
Activities must meet one of two determinations:

- Area Basis - The area must be delineated by local government and meet a definition of slum, blighted, deteriorated, or deteriorating area under state of local law. Area Basis also required that at least 25% of properties in the area experience physical deterioration, abandonment, chronic high vacancy rates,

significant declines in property values, or known environmental contamination - OR that all public infrastructure in the area is deteriorated.
- Spot Basis - Activity takes place outside a slum or blighted area and is aimed at preventing the spread of slum and blight; limited to acquisition, clearance, relocation, historic preservation, or rehabailitatino of buildings only to eliminate conditions detrimental to public health/safety.

National Objective #3: Urgent Need
Note, applicants must contact the CDBG office prior to submitting under this objective. All four criteria must be met:

- The need must pose a serious and immediate threat to community health and welfare.
- The need must be of recent origin or recently urgent, within the past 18 months.
- The community must be unable to finance the activity on its own.
- Other funding sources must not be available to carry out the activity.

Eligible Activities for Grant Funding
Summary of Eligible Activity Categories

Activity Category	*Examples*
Acquisition of Real Property	Purchase of land for a park; acquiring property for commercial use; acquiring deteriorated buildings for demolition
Public Facilities & Improvements	Streets, sidewalks, curbs/gutters, water/sewer lines, flood/drainage improvements, senior centers, firehouses, housing shelters
Clearance, Rehabilitation, Reconstruction & Construction of Buildings	Demolition of buildings, removal of demolition debris, removal/treatment of environmental contaminants, movement of structures
Planning & Capacity Building	Plans to determine community needs, plans related to implementing a CDBG-assisted project (all planning grants must lead to a project)
Economic Development	Acquisition/construction/rehab of commercial or industrial buildings; assisting for-profit businesses; job training and placement; rehabilitation of commercial structures

Ineligible Items

- Buildings for the general conduct of government are not eligible under Public Facilities.
- Operation and maintenance of public facilities/improvements is not eligible.
- Purchase of construction equipment is not eligible under Public Facilities.
- New construction of public housing is not eligible under Public Facilities.
- Movable equipment, furnishings, or machinery are not eligible under Acquisition of Real Property.
- Luxury items, secondary housing units, or homeowner sweat equity are not eligible under Rehabilitation.

GOED's Priorities for CDBG Funding
GOED's primary priority for CDBG funding is Economic Development with an emphasis on Infrastructure. For a project to be findable, it must meet a National Objective, have an Eligible Activity, and align with this GOED priority. In the 2025-2029 Consolidated Plan Priorities, GOED has identified three main Non-Housing Community Development needs under the 2025-2029 Consolidated Plan:

1. Infrastructure

Focus Area	*Details*
Water/Sewer/Storm Systems	Acquisition, construction, installation, rehabilitation, or improvement of facilities to support safe, sustainable, resilient communities
Parks, Recreation, Youth & Senior Facilities	Construction or improvement of community-serving facilities
Streets and Sidewalk Improvements	Public road and pedestrian infrastructure improvements
Health and Safety Facilities	Facilities that support community health and safety
Broadband Infrastructure	Increasing access to broadband infrastructure

2. Economic Development

- Develop opportunities to improve the economic environment by creating or retaining business and employment opportunities for low-income and diverse Nevadans.
- Create and retain jobs within communities.
- Create and expand businesses to support local economic growth.

3. Community Planning & Capacity Building

- Encourage local and regional planning activity to facilitate understanding of current housing, community development, and resiliency needs.
- Provide training and technical assistance to communities to build their capacity to address housing and community development needs
- Assist communities to identify achievable goals to further community needs.
- Align community goals with funding opportunities to meet those goals.

As part of the annual process, public participation ensures transparency and inclusivity in the identification and priorization of potential projects. This process is structured around a series of public meetings, like this one, as required by federal law, to solicit input from residents, community organizations, and stakeholders regarding community needs and project ideas. The Council's acceptance of the program overview and priorities affirms support for this participatory approach and authorizes staff to proceed with the outreach and engagement activities necessary to fulfill CDBG's citizen participation requirements. The City's historical performance on CDBG projects, as considered by the State Advisory Committee, is a factor in future funding competitiveness and may influence the City's eligibility for subsequent grant cycles. Accordingly, staff must ensure that all grant-

related activities, including public participation process, are documented and managed in accordance with federal and state requirements to mitigate the risk of disallowed costs or findings in future audits.

The City of Fernley has completed the CDBG citizen participation requirement, holding a series of three public meetings to solicit community input, review project priorities, and approve applications for submission to the State. This process is required for CDBG eligibility and is designed to ensure that proposed projects align with both local priorities and federal program objectives. In recent years, Council has prioritized projects that address infrastructure, economic development, and community facilities, with a focus on leveraging the CDBG funds to maximize impact for low- and moderate-income residents.

On December 7, 2016, Council approved the submittal of applications for the Fernley Depot projects, following a phased approach recommended by the CDBG Program Administrator to align with state and federal priorities. Subsequent years saw continued emphasis on Downtown Revitalization, public facility improvements, and planning activities, with Council authorizing applications for projects such as Main Street Beautification (planning & implementation), Community Center Public Outreach and Design (planning), and the Community Response & Resource Center (construction) projects. These efforts have been supported by partnerships with local organizations, regional agencies, and the Governor's Office of Economic Development, which administers the CDBG program for Nevada.

On December 16, 2020, City Council adopted the 2021-2026 City of Fernley Strategic Plan, establishing a framework for managing sustainable growth, maintaining public infrastructure, and encouraging civic engagement and partnerships to support community improvements and services. The Strategic Plan guides the City's approach to major projects and initiatives, including the pursuit of external funding sources such as the Community Development Block Grant program, and is incorporated into departmental budgets and work plans annually. Additionally, the Grant Management Policy highlights the importance of leveraging grant opportunities to maximize community benefit while minimizing exposure to unfunded mandates or operational liabilities. As the City solicits public input and develops project concepts, staff will apply a rigorous screening process to assess the financial feasibility, readiness, and sustainability of proposed projects, including maintenance obligations and alignment with the City's Strategic Plan and Capital Improvement Plan. This evaluation process is designed to ensure that any projects advanced for application are not only eligible and competitive under CDBG criteria but also fiscally responsible over their anticipated lifecycle.

In summary, July 15, 2026, marks the first public meeting for 2027 CDBG program. Council's action to accept the annual CDBG program overview, priorities, and support for the public participation does not constitute a commitment to specific projects or funding allocations at this stage. Rather, it establishes a transparent and equitable framework for gathering community input and evaluating project proposals in accordance with federal and state guidelines. Staff will return to Council with a summary of public input and recommended project concepts for further consideration and formal action at subsequent meetings. The second public meeting will during the Fernley City Council meeting on August 19, 2026.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

Title I of the Housing and Community Development Act of 1974, as amended.
24 CFR Part 570 Community Development Block Grants

FINANCIAL IMPLICATIONS:

There is no direct financial impact to the City's general fund associated with the first public meeting for the CDBG 2027 application cycle. All costs related to staff time, public noticing, and meeting facilitation will be absorbed within existing departmental operating budgets. Should the City proceed to develop and submit

project applications following completion of the public participation process, any future financial commitments, including required matching funds or new appropriations, will be identified and brought forward for Council consideration at subsequent stages in the CDBG application cycle.

ATTACHMENTS:

1. CDBG Public Meeting #1 presentation

CDBG Public Meeting #1
2027 Grant Funding Cycle
City of Fernley

Fernley City Council

July 15, 2026

What is CDBG?

- The Community Development Block Grant (CDBG) is tasked with promoting and facilitating non-housing community development throughout rural Nevada. The overarching objective is to build prosperity and enhance the quality of life in rural Nevada.

- CDBG expects to receive $2.9 million for 2027. The City of Fernley is one of 26 eligible entities to apply for funds through the CDBG for the 2027 program year.

- These monies may be used for public facility and infrastructure improvement projects, economic development programs, and community planning & capacity building projects within the City or that benefit qualified Fernley residents. The award process is highly competitive among the 26 rural jurisdictions in Nevada.

1

1. Low- and Moderate-Income Benefit: the activity must benefit low- and moderate-income persons.

2

2. Prevent or Elimination of Slum & Blight: the activity must address slum and blight on an area or spot basis.

3

3. Urgent Need: the activity must address a serious and immediate threat to community health and welfare.

CDBG National Objectives

Eligible Activities

Activity Category	Examples
Acquisition of Real Property	Purchase of land for a park; acquiring property for commercial use; acquiring deteriorated buildings for demolition
Public Facilities & Improvements	Streets, sidewalks, curbs/gutters, water/sewer lines, flood/drainage improvements, senior centers, firehouses, housing shelters
Clearance, Rehabilitation, Reconstruction & Construction of Buildings	Demolition of buildings, removal of demolition debris, removal/treatment of environmental contaminants, movement of structures
Planning & Capacity Building	Plans to determine community needs, plans related to implementing a CDBG-assisted project (all planning grants must lead to a project)
Economic Development	Acquisition/construction of commercial or industrial buildings; assisting for-profit businesses; job training and placement; rehabilitation of commercial structures

GOED's Priority for CDBG:

Infrastructure	Economic Development	Community Planning & Capacity Building
Public facility and infrastructure improvements including acquisition, construction, installation, rehabilitation, or improvement of facilities to support safe, sustainable, resilient communities.	Develop opportunities to improve the economic environment by creating or retaining business and employment opportunities for low income and diverse Nevadans * Create and retain jobs * Create and expand businesses	Encourage local and regional planning activity to facilitate understanding of current housing, community development, and resiliency needs and develop a plan for their sustainable future.

Since 2002, Fernley has been awarded $2.74 million in CDBG grant funds.

2002 – Park Restrooms - $40,000

2003 – Park ADA Compliance - $11,700

2009 – Feasibility Study for Fernley Boys and Girls Club - $25,504.82

2011 – Access to Healthcare Network - $175,000

2012 – Hardie Lane Sidewalk Project - $135,000

2012 – NSBDC Business Counseling - $50,000

2013 – Rural Nevada Continuum of Care - $40,000

2013 – Main Street Corridor Study - $90,000

2013 - WNDD Revolving Loan Fund – $85,000

2013 – SBDC Business Counseling Project - $50,000

2014 – WNDD Revolving Loan Fund - $100,000

2014 – SBDC Business Counseling Project - $50,000

2015 – Downtown Corridor Revitalization - $250,000

2016 – SBDC Business Counseling Project - $87,075

2017 – Depot Community Center, Phase 1 - $60,000

2017 – Depot Community Center, Phase 2 - $300,907

2018 – Depot Community Center, Phase 3 (Community Center Design) - $80,000

2018 – Main Street Beautification - $218,000

2023 – Community Response & Resource Center - $500,000

2023 – Depot Community Center, Phase 4 - $395,000

Summary of CDBG Grants Fernley has Received Since 2002

Contact Name / Information for Project Idea Submittals:

Trisha Livingston, Grant Administrator

E-mail: tlivingston@cityoffernley.org

Phone: (775) 784-9851

Address: 595 Silver Lace Blvd.

Fernley, NV 89408

Next meeting date: Wednesday, August 19, 2026, 5:00pm

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Aaron Smith**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:X	No:	Yes:X	No:	2026/27 CIP

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and possible approval of a contract with CDM Smith for the engineering and design of the Surface Water Treatment Expansion project at the Water Treatment Plant. The contract amount will be $10,899,764.00

AGENDA ITEM BRIEF:

Discussion and possible approval of a contract with CDM Smith for the engineering and design of the Surface Water Treatment Expansion project at the Water Treatment Plant. The contract amount will be $10,899,764.00 and will provide a full design and bid documents to expand the Water Treatment Plant from 20MGD to 30 MGD. The design will utilize the Surface Water Rights that the City owns. The design will also treat the fluorinated molecule contaminants that are in the groundwater and surface water. The expansion of the water treatment plant will help the City by utilizing the surface water rights and expanding capacity for community growth. It will treat the water contaminants to a greater extent and meet PFAS regulations. It will also help save the City money by dewatering the residual solids and reducing annual removal costs. The design contract will also help the City possibly recoup costs for PFAS treatment, by adding the PFAS cost portion of this contract, to the Phase 2 PFAS settlement claim that the City is currently engaged in.

RECOMMENDED MOTION:

I recommend the approval of this contract with CDM Smith for the engineering and design of the surface water treatment expansion project.

BUSINESS IMPACT (per NRS Chapter 237):

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Table for discussion

BACKGROUND:

The water rights for the Truckee canal are not currently utilized. The water rights will be used for supplying drinking water to the community as a part of the design of this project, and will help ensure the ability to provide water service to the future growth of the City. The PFAS and other Flourinated chemicals that are in the groundwater and surface water will be designed for treatment as a part of this project.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 338

FINANCIAL IMPLICATIONS:

If the City doesn't utilize the surface water rights it puts them at possible risk for re-allocation. The use of the surface water will allow more community growth. Without utilizing the surface water the City will be limited to only using groundwater.

ATTACHMENTS:

1. CDM Smith combined proposal

Fernley Water Treatment Plant Expansion & Improvements for Surface Water Treatment Engineering Design Services - Scope of Work

Version Date: July 2, 2026

Introduction and Project Objectives

The City of Fernley (City) is implementing the Water Treatment Plant (WTP) Expansion & Improvements for Surface Water Treatment Project (Project) to:

1) Treat surface water from the Truckee Canal, in addition to its existing groundwater wells
2) Expand the capacity of its WTP from 20 mgd to 30 mgd
3) Implement PFAS treatment

This document includes the scope of work and preliminary schedule milestones for the engineering design services for the Project.

Scope of Work

The scope of work includes the following tasks:

- Task 1 – Project Management
- Task 2 – PFAS Treatability Study
- Task 3 – Permitting and Funding Support
- Task 4 – Basis of Design Report
- Task 5 – Field Investigations
- Task 6 – Detailed Design
- Task 7 – Optional Additional Services

General Assumptions

This scope of services is based on the following general assumptions:

1. The expanded plant capacity will be 30 mgd: 15 mgd from existing groundwater source + 15 mgd from new surface water source from Truckee Canal.
2. The project will be delivered via the traditional design-bid-build procurement approach.
3. A single construction design bid package is assumed.
4. The project does not include any pre-purchase package(s).

5. The review period for the City on each design submittal will be 2 weeks. The City will provide consolidated review comments to CDM Smith for responses via an Excel spreadsheet.

6. No right-of-way or land acquisition or similar services is required.

7. No new landscaping is required.

8. The major improvements anticipated for this project include:

    a. Addition of manual stop logs within the existing Truckee Canal intake structure to minimize the intake of debris and/or sediments into the existing raw surface water pipeline.

    b. Addition of a new isolation valve and turbidimeter within a new vault on the existing raw surface water pipeline to allow for the automatic shutdown of surface water conveyance under high turbidity events, as described in the Fernley Water Treatment Facility Improvements Conceptual Design Report (CDM Smith, June 2025).

    c. Addition of access manways on the crown of the existing raw surface water pipe to allow access into the pipe for removal of sediment.

    d. Piping and valving modifications within the existing surface water pump station to improve the flow turndown capability of the pump station as described in the Fernley Water Treatment Facility Improvements Conceptual Design Report (CDM Smith, June 2025).

    e. Modifications to the existing plant raw water piping to provide capability to blend the surface water and groundwater or to treat them separately prior to chemical flash mixing, as described in the Fernley Water Treatment Facility Improvements Conceptual Design Report (CDM Smith, June 2025).

    f. Modifications to the existing chemical flash mixing within the existing Chemical Building to provide capability to treat the surface water and groundwater as a blend or separately, as described in the Fernley Water Treatment Facility Improvements Conceptual Design Report (CDM Smith, June 2025).

    g. Replacement (upsizing) of existing chemical metering pumps within existing Chemical Building to expand the plant treatment capacity.

    h. A new chemical building (CMU block with flat roof) to house equipment for a new carbon dioxide system to adjust the pH of the raw surface water, and a treated water corrosion inhibitor chemical storage and feed system.

    i. Replacement of existing floc mixers, sedimentation basins sludge collectors, and plate settlers collection trough gaskets, if determined necessary by the condition assessment to be completed in Task 4 – Basis of Design Report.

j. Lightweight (likely aluminum) covers over the existing floc/sed basins to reduce algae formation and minimize debris (e.g., bird droppings) entry into the basins.

k. A new set of floc/sed basins, similar to the existing floc/sed basins to expand the plant treatment capacity.

l. Addition of four new membrane skids, two new feed strainers, and two new feed pumps in the empty, allocated spaces within the existing Microfiltration Building to increase the WTP capacity.

m. Replacement (with new) of microfiltration building chemical systems, air compressors, and air scour blowers for membrane cleaning.

n. Addition of two new high service pumps and two new surge tanks in the empty, allocated spaces within the existing High Service Pump Station Building to increase the WTP capacity.

o. Addition of a new 1.5-million gallon, welded steel treated water storage tank, similar to the existing two treated water tanks, to increase the WTP storage capacity.

p. Addition of a new standby power generator to supplement the existing standby power generator and provide back up power for the expanded WTP.

q. New PFAS Treatment facility in a new CMU block building with metal roof. This treatment facility is anticipated to include: a booster pump station (to pump microfiltered water), GAC or IX pressure vessels in lead/lag configuration for PFAS removal, an electrical room, a sodium bisulfite (or similar) chemical storage and feed system to quench the chlorine residual from treated water to be used as backwash water or flushing water for the GAC or IX vessels.

r. New sludge drying basins to handle the residuals production of the expanded WTP (sludge from floc/sed basins, spent backwash water from the membranes, spent backwash water from the GAC and/or flush water from the IX vessels). The basin(s) will be earthen structures with soil-cement slopes and bottoms as described in the Fernley Water Treatment Facility Improvements Conceptual Design Report (CDM Smith, June 2025). If the Nevada Department of Environmental Protection (NDEP) does not approve this residuals handling approach, a mechanical dewatering system can be designed as an optional, additional service within Task 7 – Optional Additional Services, upon negotiation of a detailed scope and budget for that system with the City.

s. Replacement (with new) of existing on-line analyzers (e.g., turbidimeters, chlorine residuals analyzers, pressure indicating transmitters).

t. Replacement (with new) of existing SCADA system hardware (e.g., panels, RIO, PLCs).

u. Security system (i.e., video cameras, door access readers) for the two new buildings listed above.

v. Electrical, instrumentation, and civil (grading, paving, drainage, yard piping) improvements within the WTP to integrate the new improvements with the existing WTP.

9. The project specifications will be prepared per the Construction Specifications Institute (CSI) 2020 MasterFormat (i.e., 50 divisions).

10. The design will incorporate the City's 0 and 1 specifications. The CDM Smith team will review and revise Divisions 0 and 1 for incorporation into the specifications set.

11. The design of the project improvements, except as noted below, will be prepared in three dimensions (3D) via Building Information Modeling (BIM) following CDM Smith guidelines. Two dimensional (2D) drawings will be developed from extractions of the 3D model. Minor elements such as piping less than one inch in diameter may be represented in 2D only, at the discretion of CDM Smith.

12. The following project elements will be developed in 2D representation only:

    a. General drawings
    b. Demolition drawings
    c. Electrical single-line drawings
    d. SCADA network diagram
    e. Typical details.

13. The detailed design of supports for small piping (12 inches and less in diameter) and conduits will be specified to be provided as deferred submittals by the construction contractor during the construction period.

14. Value Engineering and similar outside reviews are not planned or included in this Scope of Services.

15. LEED Certification or Envision® Verification is not included nor required.

16. The total duration of this scope of work is estimated to be 23 months.

17. Unused budget from completed tasks may be transferred to and used in other tasks.

A detailed description of each task is listed below. For each task (or subtask) we list the objective, approach, assumptions, and deliverables.

Task 1 – Project Management

Objective:

The objective of this task is to coordinate with the City and to manage the CDM Smith team such that the services are completed within the allocated budget and schedule, and such that services and deliverables by the CDM Smith team meet the requirements of this Scope of Work.

Approach:

CDM Smith will complete the following activities/subtasks:

1.1 – Project Management Plan

Objective:

The objective of this subtask is to prepare the Project Management Plant (PMP), including the BIM Execution Plan to provide a roadmap for the completion of the scope of work within budget and schedule.

Approach:

CDM Smith will prepare and submit a PMP for internal distribution and guidance to the CDM Smith team. A copy will be delivered to the City. The PMP will contain the following information:

- Project team organization and roles.
- Communications plan. This will include logs for RFIs/Issues/Action Items/Decisions to request and document input from the City regarding some design questions and/or features.
- Contact information for key team members
- Scope of Work, staff, and budget
- Project schedule, milestones and deliverables
- Quality Assurance/Quality Control procedures, including procedures for reviewing, distributing, checking, tracking, controlling, documenting reviews, and resolution of review comments.
- File management for project record sharing/keeping and coordination guidelines to allow integration with project team members within the City, CDM Smith and its subconsultants.
- BIM Execution Plan, as a separate document, describing the software versions to be used for the detailed design of the platform, design level of detail (LOD), file sharing and management, and BIM standards.

Assumptions:

- The City will provide a list of its key staff, along with their contact information for inclusion into the PMP.
- The City will review the PMP and BIM Execution Plan and provide comments to CDM Smith within 2 weeks of receiving the plans.

Deliverables:

- Draft and Final PMP in pdf format.
- Draft and Final BIM Execution Plan in pdf format.

1.2 – Client Communication and Coordination

Objective:

The objective of this subtask is to kick off the project, and to communicate and coordinate regularly with City staff to allow for the effective completion of the scope of services.

Approach:

CDM Smith will complete the following activities:

- Facilitate Kick-Off/Project Quality Management Workshop
- Facilitate bi-weekly progress/coordination meetings.
- Communicate regularly with City staff throughout the Project.

The Kick-Off/Project Quality Management (PQM) workshop will serve to initiate the project. The following topics will be discussed in this workshop:

- Review project understanding, objectives, and expectations
- Discuss critical factors for project success
- Discuss project schedule, deliverables, and review durations.
- Review communication protocols

CDM Smith will facilitate bi-weekly (i.e., once, every other week) progress/coordination meetings via videoconference with City staff. These meetings will follow a standing agenda to discuss project progress and coordinate action items to maintain project on track.

CDM Smith will communicate and coordinate regularly with the City Project Manager and key City staff via phone, email, video-conference meetings, and shared RFIs/Issues/Action Items/Decisions logs. The communication protocol will be as defined in the Project Management Plan.

Assumptions:

- The Kick-Off/PQM Workshop will be held in person at City Hall or at the WTP. Up to 9 key staff from CDM Smith will attend. The workshop will last up to 4 hours.
- Up to 3 senior staff from CDM Smith project team will attend the progress meetings, which will last up to 1 hour.
- City Project Manager and his designated staff will be copied on all correspondence.
- CDM Smith Project Manager and designees will be copied on all correspondence

Deliverables:

- Meeting Agendas and Notes in Microsoft Word or pdf format.
- Emails, call notes.

1.3 – Team Management and Coordination

Objective:

The objective of this subtask is for the CDM Smith Project Manager and senior staff to manage and coordinate the services of the CDM Smith staff and its subconsultants to execute the project within the established scope, schedule and budget.

Approach:

The CDM Smith Project Manager and senior staff will:

- Manage and assign appropriate resources

- Manage and coordinate all activities of project team via regularly scheduled internal meetings, phone, email, or in-person meetings.
- Communicate with and coordinate the work of subconsultants and manage subcontracts.
- Monitor and manage expenditures, schedule, and progress.
- Maintain a web-based file management repository for project record keeping and sharing with the project team and with the City.
- Implement quality assurance/quality control (QA/QC) plan for the project.

Assumptions:

- Microsoft SharePoint will be the web-based platform used.

Deliverables:

- Access for designated City staff to Microsoft SharePoint project folder.

1.4 – Monthly Progress Reports and Invoices

Objective:

The objective of this subtask is to keep City Project Manager informed of project progress.

Approach:

CDM Smith will prepare and submit monthly progress reports to the City along with monthly invoices. Monthly progress reports will include a summary of work completed during past month, work planned for upcoming month, updates to project schedule, percent completion for each task, summary of expenditures, project issues or scope changes that may affect cost and/or schedule.

Assumptions:

- Format of monthly progress reports will be in summary table including tasks and subtasks, along with corresponding information regarding completion levels and expenditures.

Deliverables:

- Monthly Progress Reports and invoices in pdf format.

Task 2 – PFAS Treatability Study

Objective:

The objective of this task is to conduct treatability testing to help determine the per- and polyfluoroalkyl acids (PFAS) treatment option to implement in the Project.

Approach:

The CDM Smith team will complete the following activities:

- Collect source water samples (surface water from Truckee Canal and micro-filtered groundwater from the WTP).
- Prepare bench-scale testing protocol.
- Conduct bench-scale testing using Rapid Small Scale Column Testing (RSSCT) at CDM Smith's laboratory in Bellevue, WA. Results will be used to compare PFAS removal effectiveness among the selected media, estimate relative media life, evaluate the influence

of source-water characteristics on treatment performance, and provide a technical basis for treatment system design.
- Prepare Draft Technical Memorandum (TM) summarizing the findings and media life estimates from the treatability testing.
- Facilitate a workshop via videoconference with the City to discuss the Draft TM.
- Incorporate City's comments and finalize the TM.

Assumptions:

- Granular activated carbon (GAC) and anion exchange resin (AER or IX) will be the two treatment options evaluated.
- Two, commercially available GAC products, which are commonly utilized in municipal PFAS treatment, will be tested: Calgon Filtrasorb® F400 and Norit® GAC 400.
- Two, commercially available AER products, which are commonly utilized in municipal PFAS treatment, will be tested: Calgon CalRes® 2301 and DuPont™ PSR2 Plus.
- The TM will summarize the testing methods, results in tabular and/or graphical format, PFAS treatment effectiveness, and estimated media life.

Deliverables:

- Bench-scale testing protocol in pdf format.
- Workshop agenda and notes.
- Draft TM
- Final TM

Task 3 – Permitting and Funding Support

Objective:

To support the City in the permitting coordination with the Nevada Division of Environmental Protection (NDEP) and its Bureau of Safe Drinking Water (BSDW), with the City of Fernley Building Department, and with the Truckee-Carson Irrigation District (TCID); and to provide support to City in its funding application efforts.

3.1 – NDEP Permitting Support

Objective:

The objective of this subtask is to assist the City with coordination of permitting activities with NDEP.

Approach:

CDM Smith will complete the following activities:

- Facilitate and initial project briefing workshop with NDEP at the start of the project. This workshop will be used to: 1) update NDEP on the City's Project objectives and PFAS Treatability Study, 2) determine surface water quality monitoring requirements from the Canal to establish Bin classification (i.e., pathogen removal requirements) for the WTP, 3) determine specific documentation required by NDEP during the design of the Project to facilitate approval to proceed with construction of the Project.

- Collect and analyze canal water samples for Cryptosporidium, E. coli, and turbidity during one season (i.e., April to October) for Bin classification.
- CDM Smith will provide technical documentation as requested by NDEP. The level of effort for this activity is limited to a budgetary allowance of $25,000. If additional support is needed, the City can request it and authorize it as an additional service under Task 7 – Optional Additional Services.

Assumptions:

- If additional parameters and/or an additional season of water quality monitoring for the Canal is required, CDM Smith can provide that as an optional service under Task 7 – Optional Additional Services.
- The City staff will facilitate the contact with NDEP and will participate in the briefing workshop with NDEP. This workshop will be held in person, at NDEP headquarters in Carson City, NV or at the City Hall, and will last up to 4 hours. Up to 3 CDM Smith staff will attend this workshop.
- The source water quality sampling and analysis will occur once a month, starting in April of 2027 (total of 7 months of sampling). In addition to the parameters listed above, the analyses will also include the following parameters to gain better understanding of treatment implications: synthetic organic compounds (SOCs), volatile organic compounds, arsenic, metals, PFAS compounds

Deliverables:

- Workshop materials, agenda and notes.
- Memorandum summarizing the source water quality monitoring results.
- Technical documentation

3.2 – City of Fernley Building Department Permitting

Objective:

The objective of this subtask is to obtain permit to construct new buildings from the City's Building Department.

Approach:

CDM Smith will submit the 90% complete design drawings for new buildings to the City Building Department for review and approval. The City's Project Manager or designated staff will facilitate communication and coordination with the Building Department staff for the timely review and approval of the design.

Assumptions:

- The drawings set for review will include structural drawings for the new buildings. If other discipline drawings are requested, CDM Smith will provide those within the review set.
- If needed for review, CDM Smith will also include the structural design calculations for the new buildings.

- City Fire Department review will not be required.
- A budgetary allowance of $25,000 is included in this subtask in case the City Building Department requires a curated set (i.e., customized) of drawings for its review.

Deliverables:

- Design drawings set, and structural design calculations, if required.

3.3 – Funding Support

Objective:

The objective of this subtask is to provide technical assistance to the City's funding specialist in the search and application of Project funding sources.

Approach:

CDM Smith will provide technical assistance for this subtask as requested by the City. The level of effort for this subtask is limited to a budgetary allowance of $30,000. If additional support is needed, the City can request it and authorize it as an additional service under Task 7 – Optional Additional Services.

Assumptions:

- Technical assistance may include meetings with funding agencies, providing descriptions of the project, OPCC and preliminary project schedule, and other similar documentation.

Deliverables:

- Meetings agendas and notes, technical information, OPCC, project schedules.

3.4 – TCID MOU Support

Objective:

The objective of this subtask is to support the City in its discussions with TCID (and potentially the U.S. Bureau of Reclamation) and potential preparation of a Memorandum of Understanding to determine the specific operational approach and procedure for the canal intake to the WTP.

Approach:

CDM Smith will provide technical assistance for this subtask as requested by the City. The level of effort for this subtask is limited to a budgetary allowance of $30,000. If additional support is needed, the City can request it and authorize it as an additional service under Task 7 – Optional Additional Services.

Assumptions:

- Technical assistance may include meetings with TCID, providing descriptions of the project, WTP operation, preliminary project schedule, and other similar documentation.

Deliverables:

- Meetings agendas and notes, technical information, project schedules.

Task 4 – Basis of Design Report

Objective:

The objective of this task is to prepare the Basis of Design Report that establishes the basis for the detailed design phase of the Project.

Approach:

The CDM Smith team will prepare a Draft and Final Basis of Design Report. This task includes the following activities:

- Condition assessment of existing facilities and equipment to verify specific equipment to be replaced in this Project. This activity will consist of:
  - Review of available maintenance records for major equipment.
  - A one-day site visit by CDM Smith engineering discipline leads to complete a visual assessment of existing facilities/equipment and discuss O&M issues with plant staff.
  - Document findings in a summary memorandum for City review.
  - Meet with City staff to verify which existing equipment will be replaced in this Project.
  - Finalize summary memorandum to document decisions.
- Complete an evaluation of the PFAS treatment options tested in Task 2 – PFAS Treatability Study to determine the PFAS treatment option for implementation. This evaluation will include development of design criteria, process schematic to show the integration of PFAS treatment with the existing treatment train, conceptual design showing size and location of new building and major process mechanical equipment, and a life-cycle cost comparison of the treatment options.
- Develop BIM models of existing facilities being modified to be used for 3D design development.
- Conceptual design (10% design level of completion) of the Project improvements, including an OPCC.
- Preliminary Project Schedule, including bid and construction periods.
- Prepare a Draft Basis of Design Report to summarize all the findings and recommendations from this task. This will include description of new facilities/improvements, design criteria, process schematic, general site plan (showing existing and new facilities), major new yard piping, codes and standards for detailed design, electrical single line diagram, process mechanical plan views and major sections of new facilities.
- Facilitate an in-person workshop with City staff to receive input and comments on the Draft BODR.
- Incorporate City comments and prepare Final BODR.

Assumptions:

- Up to 8 CDM Smith discipline leads will attend the condition assessment site visit.
- The review meeting for the condition assessment memorandum will be via videoconference and will last up to 2 hours.
- The review workshop for the Draft BODR will be held at City Hall or at the WTP and will last up to 4 hours. Up to 6 CDM Smith key staff will attend the workshop.
- City comments on the 10% design drawings will be incorporated into the 30% design submittal in Task 6.
- Currently, per City direction, CDM Smith assumes that the following existing equipment will be replaced in this Project:
    - Chemical metering pumps within existing Chemical Building.
    - Floc mixers, sedimentation basins sludge collectors, and gaskets in the collection troughs of the plate settlers.
    - SCADA hardware (e.g., PLCs, RIOs, control panels).
    - Chemical systems, air compressors and air scour blowers within existing Microfiltration Building.
    - On-line analyzers (e.g., turbidimeters, chlorine residuals analyzers, pressure indicating transmitters
- The OPCC will be prepared based on AACE guidelines and will be a Class 4 estimate.

Deliverables:

- Meeting agendas and notes.
- Draft and Final summary memorandum for condition assessment
- Draft and Final BODR.

Task 5 – Field Investigations

Objective:

The objective of this task is to complete the site investigations listed below to aid in the preparation of the design documents.

Approach:

The CDM Smith team will complete the following activities.

5.1 – Surveying

Objective:

The objective of this subtask is to conduct surveying of the WTP needed for detailed design.

Approach:

A meeting will be held with City staff to brief them on the planned survey work. Then, the CDM Smith team will complete a survey of the following:

- Topographic survey of the entire WTP area (within the fence line).
- Utilities and yard piping that are potholed, under the potholing subtask, to document their as-built location and elevation.

Assumptions:

- The topographic survey will be prepared in Civil 3D format and will include topographical data at 1-foot intervals.
- Since survey will be within City property, no permits will be required.
- Does not include boundary survey, nor staking.

Deliverables:

- Survey file in Civil 3D and raw point data.

5.2 – Geotechnical Investigation

Objective:

To conduct geotechnical investigation to determine design criteria for use in detailed design.

Approach:

CDM Smith will:

- Review available geotechnical investigation reports for the project area.
- Prepare and submit to City for review a Draft Geotechnical Investigation Work Plan. The Plan will include the number and location of borings, depths, quantity of soil to be generated, backfill and site restoration approach, testing methods and protocols, samples to be taken, schedule, and permits needed for fieldwork, if any.
- Clear proposed field exploration locations with a private utility locator, if required.
- Perform geotechnical field exploration, which will consist of hollow stem auger (HSA) with Standard Penetration Tests (SPTs) geotechnical borings.
- Perform geotechnical laboratory testing on suitable soil samples collected during field exploration. Laboratory testing will include grain size distribution, moisture content and density, plasticity index, unconfined compressive strength, shear strength, and R-value. Soil corrosivity tests will also be performed.
- Perform geotechnical laboratory testing to determine the required soil-cement mixture for lining the slopes and bottoms of the new sludge drying basins.
- Record groundwater levels encountered during the geotechnical investigation.

- Prepare Draft and Final Geotechnical Investigation Data Report. This report will consist of the data and information obtained from the geotechnical investigation effort.
- Perform geotechnical analyses and develop design recommendations such as: foundation bearing capacities, deep foundation criteria, lateral loading criteria, ASCE 7-16 parameters for seismic design, lateral earth pressures, excavation and backfilling recommendations, slope stability, construction considerations including groundwater, and other geotechnical design recommendations as appropriate.
- Prepare Draft and Final Geotechnical Interpretive Report. This report will provide interpretation of information and recommendations to be used in detailed design.

Assumptions:

- Up to 9 geotechnical borings will be drilled at a depth of 12-30 feet.
- Since geotechnical investigation will be within City property, no permits will be required.

Deliverables:

- Draft and Final Geotechnical Investigation Work Plan in pdf format.
- Draft and Final Geotechnical Investigation Data Report in pdf format.
- Draft and Final Geotechnical Interpretive Report in pdf format.

5.3 – Utilities Location (Potholing)

Objective:

To conduct potholing to collect field data for use in detailed design.

Approach:

CDM Smith will:

- After completion of the 30% design, prepare and submit to City for review a Potholing Plan that identifies the piping, utilities, or structures to be potholed. The plan will include a site plan of the proposed pothole locations, description of the proposed potholing method, handling of excavated soil, site restoration, and work schedule.
- Confirm the proposed locations of potholes with City staff.
- Perform potholing and input the information related to location and elevation into the project's design drawings.
- After the piping/utility has been exposed and surveyed, refill the pothole with the extracted material. In paved areas, the potholes will be patched with cold asphalt.
- Prepare a brief memorandum summarizing: Potholing Plan, findings of the potholing investigation including the location (coordinates) and elevation of the potholed piping, utilities, or structures, and pictures taken during the potholing field work.

Assumptions:

- Up to one week of field work for potholing by a 2-person crew consisting of a foreman and technician.
- Potholing will be accomplished via the vacuum extraction method to minimize site disturbance.
- No excavation or any other permit is required.
- Additional potholes, deeper excavations, multiple mobilizations, special restoration, , contaminated soil handling, offsite disposal, or permitting could be provided as additional services.

Deliverables:

- Potholing Plan.
- Memorandum. Only one version of this memo will be prepared.

5.4 – Piping and Treated Water Corrosion Protection

Objective:

To prepare recommendations for corrosion protection for use in detailed design.

Approach:

CDM Smith will prepare a corrosion protection report to develop recommendations for protection of the new treated water tank and buried metallic pipes in accordance with the latest NACE corrosion standards.

Assumptions:

- Corrosion protection of existing pipelines and treated water tanks does not need to be reviewed and is not included.

Deliverables:

- Corrosion protection report (only a single version will be prepared).

Task 6 – Detailed Design

Objective:

To prepare the detailed design documents (drawings and specifications) for the Project.

Approach:

CDM Smith will prepare the detailed design documents for the Project in four progress submittals: 30%, 60%, 90%, and 100% (Bid Set).

Assumptions:

- The design review workshop after the 30%, 60%, and 90% design submittals will be held 1-2 weeks after the design package is submitted to the City.

- The design review workshops will be held in person at City Hall or at the WTP and each will last up to 4 hours each. Up to 6 CDM Smith staff will attend each workshop.
- CDM Smith will prepare written responses to the City comments on each design submittal during the start of the subsequent design submittal. Resulting revisions to the design will be incorporated into the subsequent designs submittal.

6.1 – 30% Design

Objective:

To prepare the 30% progress design documents for the project.

Approach:

The CDM Smith Team will prepare the 30% progress design documents for review by the City. CDM Smith will complete the following activities in this subtask: progress design drawings, specifications, preliminary construction schedule, and OPCC. CDM Smith will also facilitate a design review workshop to be held after submission of the 30% design to the City to provide a summary of the design to the City and to receive input from the City.

The design drawings will include:

- Cover
- List of Drawings, including those anticipated to be required in the 100% design package.
- Symbols, abbreviations, and legends
- Design criteria table(s)
- Process flow diagram
- Hydraulic profile
- General site plan
- Demolition plans
- Civil plans and typical civil details
- Architectural plans and elevations
- Structural notes, plans, sections, and typical details
- Process mechanical plans, sections, and typical details
- Yard piping plan(s) and profiles for major pipes.
- Electrical single line diagrams and plans
- P&IDs

The specifications will include:

- List of Specifications, including those anticipated to be required in the 100% design package.
- Draft specifications for major equipment (e.g., large pumps, membrane racks, etc.,).

Assumptions:

- The Division 0 and 1 specifications will not be part of this design submittal.
- The OPCC will be prepared based on AACE guidelines and will be a Class 3 estimate.

- The design elements will be "frozen" at the completion of the 30% design package. Only design refinements that do not impact schedule and budget will be addressed in subsequent design packages. Following completion of the 30% design package, any design changes that impact schedule and budget will require an amendment from the City.

Deliverables:

- Five (5) hard copies of the drawing set in half-size scale (i.e., 11"x17"), specifications, preliminary construction schedule, and OPCC.
- One (1) electronic copy in pdf format of the drawing set, specifications, construction schedule, and OPCC.
- Workshop agenda and notes.

6.2 – 60% Design

Objective:

To prepare the 60% progress design documents for the project.

Approach:

The CDM Smith Team will prepare the 60% progress design documents for review by the City. CDM Smith will complete the following activities in this subtask: progress design drawings, specifications, preliminary construction schedule, and OPCC. CDM Smith will also facilitate a design review workshop to be held after submission of the 60% design to the City to provide a summary of the design to the City and to receive input from the City.

This design submittal will incorporate revisions as required from the City's comments on the 30% design submittal. The design drawings will include updated versions of all the drawings from the previous design submittal, plus other drawings in progress. The List of Drawings will be updated and will include the drawings anticipated to be required in the 100% design package.

The specifications will include:

- List of Specifications, including those anticipated to be required in the 100% design package.
- Draft specifications for all equipment.

Assumptions:

- The Division 0 and 1 specifications will not be part of this design submittal.
- The OPCC will be prepared based on AACE guidelines and will be a Class 2 estimate.

Deliverables:

- Response to the City's comments on the 30% design submittal in Excel table format.
- Five (5) hard copies of the drawing set in half-size scale (i.e., 11"x17"), specifications, preliminary construction schedule, and OPCC.

- One (1) electronic copy in pdf format of the drawing set, specifications, construction schedule, and OPCC.
- Workshop agenda and notes.

6.3 – 90% Design

Objective:

To prepare the 90% progress design documents for the project.

Approach:

The CDM Smith Team will prepare the 90% progress design documents for review by the City. CDM Smith will complete the following activities in this subtask: design drawings, specifications including Divisions 0 and 1, preliminary construction schedule, and OPCC. CDM Smith will also facilitate a design review workshop to be held after submission of the 90% design to the City to provide a summary of the design to the City and to receive input from the City.

This design submittal will incorporate revisions as required from the City's comments on the 60% design submittal. The design drawings will include updated versions of all the drawings from the previous design submittal, plus other drawings in near final completion. The List of Drawings will be updated and will include the drawings anticipated to be required in the 100% design package. The specifications will include a complete set, in near final completion.

Assumptions:

- The OPCC will be prepared based on AACE guidelines and will be a Class 1 estimate.
- The construction schedule will identify shutdowns and work sequencing restrictions that will be imposed on the construction contractor.

Deliverables:

- Response to City comments on the 60% Percent design submittal in Excel table format.
- Five (5) hard copies of the drawing set in half-size scale (i.e., 11"x17"), specifications, preliminary construction schedule, and OPCC.
- One (1) electronic copy in pdf format of the drawing set, specifications, construction schedule, and OPCC.
- Workshop agenda and notes.

6.4 – 100% (Bid Set)

Objective:

To prepare the 100% final design documents for the construction bid set.

Approach:

The CDM Smith Team will prepare the final design documents for assembling the bid package. CDM Smith will complete the following activities in this subtask: prepare the final design

documents incorporating any design revisions resulting from City's comments on the 90% design submittal. This design package will be stamped and signed.

Assumptions:

- The OPCC will be prepared based on AACE guidelines and will be a Class 1 estimate.
- The final construction schedule will identify shutdowns and work sequencing restrictions that will be imposed on the construction contractor.

Deliverables:

- Response to City's comments on the 90% design submittal in Excel table format.
- One (1) hard copy (in bond paper) of the drawing set at full-size scale (i.e., 22"x34") for reproduction by the City.
- One (1) hard copy (in bond paper) of the specifications for reproduction by the City.
- One (1) electronic copy in pdf format of the drawing set, specifications, and OPCC.
- One (1) electronic copy in Microsoft Word format of the specifications.
- One (1) electronic copy of the drawing set in native file format (e.g., BIM model in Autodesk® software, AutoCAD)

Task 7 – Optional Additional Services

Objective:

This task provides the City with a contractual mechanism to request CDM Smith to complete unidentified out of scope activities that may arise during the Project.

Approach:

The City may require additional services from CDM Smith beyond what is included in the defined scope of work tasks. Prior to performing any additional service, CDM Smith will prepare a proposal for each specific activity consisting of a scope, schedule and budget.

The City will review the proposal for each additional activity, and provide written response to CDM Smith that:

1. Authorizes CDM Smith to initiate the additional services. The written authorization will state the agreed upon scope of services requested, associated not-to-exceed fees for the additional services, and revised project upper limit, and revised schedule; or
2. Rejects the additional services proposal and directs CDM Smith not to conduct the proposed services.

For each new activity authorized, CDM Smith will assign a separate subtask number.

Assumptions:

- To be determined once specific activities under this task are requested by the City.

Deliverables:

- To be determined.

Preliminary Schedule Milestones

The preliminary schedule milestones are summarized in the following table. The dates shown are preliminary and subject to adjustments with concurrence from the City. Note that a project schedule will be developed and included in the Project Management Plan under subtask 1.1.

Preliminary Project Schedule Milestones

Milestone/Activity	**Preliminary Dates**
Notice to Proceed	August 21, 2026
Kick-Off/Project Quality Management Workshop	September 2026
Task 2 - PFAS Treatability Study	August 2026 – February 2027
Task 3 – Permitting and Funding Support	September 2026 to July 2028
Task 4 – Basis of Design Report	September 2026 to May 2027
Task 5 – Field Investigations	October 2026 to August 2027
Task 6 – Design	March 2027 to July 2028
6.1 – 30% Design 6.2 – 60% Design 6.3 – 90% Design 6.4 – 100% (Bid Set) Design	March 2027 to July 2027 August 2027 to December 2027 December 2027 to April 2028 April 2028 to July 2028
Task 7 – Optional Additional Services	September 2026 to July 2028.

Budget

The budget for CDM Smith to complete this scope of work is as shown in the attached budget table.

END OF DOCUMENT

Fernley Water Treatment Plant Expansion & Improvements for Surface Water Treatment
Budget for Engineering Design Services

		CDM Smith Labor (Hours)											Sub-Consultants (fees)					Fee Summary			
		PIC/PM	PE	WTP Proc Lead	Sr Eng	Mid-Level Eng	Jr Eng	Sr CAD/BIM Modeler	Jr CAD/BIM Modeler	Project Controls/ Admin	Cost Estimator	Word Proc.	Corrosion Protection	Surveying	Arch.	Security	Utility Location	ODCs	CDM Smith Labor Fees	Sub-Consultant Fees with 10% Mark-up	Total Fee
Task1	**Project Management**	**518**	**730**	**707**	**117**			**40**		**232**			**$0**	**$0**	**$0**	**$0**	**$0**	**$4,544**	**$741,240**	**$0**	**$745,784**
Task1.1	Project Management Plan	8	24	16	6			40		48			$0	$0	$0	$0	$0	$0	$34,830	$0	$34,830
Task1.2	Client Comm. and Coord.	187	191	191	88								$0	$0	$0	$0	$0	$4,544	$219,205	$0	$223,749
Task1.3	Team Mgmnt and Coord.	300	400	500									$0	$0	$0	$0	$0	$0	$399,000	$0	$399,000
Task1.4	Monthly Prog. Rpts and Inv.	23	115		23					184			$0	$0	$0	$0	$0	$0	$88,205	$0	$88,205
Task2	**PFAS Treatability Study**	**18**	**20**	**32**	**70**	**92**	**1,147**					**12**	**$0**	**$0**	**$0**	**$0**	**$0**	**$86,254**	**$276,100**	**$0**	**$362,354**
Task2.1	Water Sampling and Shipping	2	4	16	6	12	76						$0	$0	$0	$0	$0	$23,790	$25,540	$0	$49,330
Task2.2	Laboratory Testing and Analysis	6	4	4	10	60	950						$0	$0	$0	$0	$0	$62,464	$194,160	$0	$256,624
Task2.3	Prepare Internal Draft TM				6	16	105					8	$0	$0	$0	$0	$0	$0	$25,890	$0	$25,890
Task2.4	Technical Review of Draft TM	8	8	8	38								$0	$0	$0	$0	$0	$0	$19,710	$0	$19,710
Task2.5	Revise and Finalize TM	2	4	4	10	4	16					4	$0	$0	$0	$0	$0	$0	$10,800	$0	$10,800
Task3	**Permitting and Funding Support**	**42**	**72**	**108**	**120**	**144**	**132**	**2**	**24**			**8**	**$0**	**$0**	**$0**	**$0**	**$0**	**$65,338**	**$174,360**	**$0**	**$239,698**
Task3.1	NDEP Permitting Support	24	32	64	32	92	92	2				8	$0	$0	$0	$0	$0	$64,208	$90,490	$0	$154,698
Task3.2	City Bldg Dept Permitting (allowance)	4	8	8	12	28	24		24				$0	$0	$0	$0	$0	$260	$24,740	$0	$25,000
Task3.3	Funding Support (allowance)	6	8	12	56	4	16						$0	$0	$0	$0	$0	$430	$29,570	$0	$30,000
Task3.4	TCID MOU Support (allowance)	8	24	24	20	20							$0	$0	$0	$0	$0	$440	$29,560	$0	$30,000
Task4	**Basis of Design Report (10% Design)**	**162**	**269**	**383**	**967**	**757**	**658**	**242**	**1,906**		**160**	**32**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,288**	**$1,194,130**	**$0**	**$1,209,418**
Task4.1	Condition Assessment	8	21	23	93	13							$0	$0	$0	$0	$0	$4,744	$48,730	$0	$53,474
Task4.2	Prepare Internal Draft BODR	134	214	304	710	606	528	210	1,796		124	24	$0	$0	$0	$0	$0	$10,544	$973,170	$0	$983,714
Task4.3	Revise and Finalize BODR	20	34	56	164	138	130	32	110		36	8	$0	$0	$0	$0	$0	$0	$172,230	$0	$172,230
Task5	**Field Investigations**	**10**	**22**	**42**	**192**	**178**	**140**		**24**				**$6,000**	**$20,000**	**$0**	**$0**	**$60,000**	**$50,000**	**$156,080**	**$94,600**	**$300,680**
Task5.1	Topographic Survey	2	4	8	4								$0	$20,000	$0	$0	$0	$0	$5,750	$22,000	$27,750
Task5.2	Geotechnical Investigation and Report	4	8	16	182	172	140		24				$0	$0	$0	$0	$0	$50,000	$136,630	$0	$186,630
Task5.3	Utilities Locating (Potholing)	2	8	12	4	4							$0	$0	$0	$0	$60,000	$0	$9,330	$66,000	$75,330
Task5.4	Prepare Corrosion Protection Report	2	2	6	2	2							$6,000	$0	$0	$0	$0	$0	$4,370	$6,600	$10,970
Task6	**Detailed Design**	**592**	**904**	**1,280**	**6,264**	**6,846**	**5,294**	**1,340**	**5,832**		**540**		**$34,000**	**$0**	**$243,000**	**$100,000**	**$0**	**$13,632**	**$6,622,610**	**$414,700**	**$7,050,942**
Task6.1	30% Design	176	264	376	1,802	2,008	1,540	360	1,594		160		$7,000	$0	$30,000	$0	$0	$4,544	$1,909,020	$40,700	$1,954,264
Task6.2	60% Design	176	264	376	1,802	2,008	1,540	360	1,594		160		$10,000	$0	$88,000	$30,000	$0	$4,544	$1,909,020	$140,800	$2,054,364
Task6.3	90% Design	176	264	376	1,802	2,008	1,540	360	1,594		160		$12,000	$0	$95,000	$35,000	$0	$4,544	$1,909,020	$156,200	$2,069,764
Task6.4	100% Design (Bid Set)	64	112	152	858	822	674	260	1,050		60		$5,000	$0	$30,000	$35,000	$0	$0	$895,550	$77,000	$972,550
																				Total	**$9,908,876**
Task7	**Optional Additional Services**																				
Task7.1	Optional Services (TBD)																			10% Allowance	$990,888
																				Total with Optional Additional Services	**$10,899,764**

Billing Rate Schedule

Effective through 2026

PROFESSIONAL AND SUPPORT STAFF	HOURLY RATES
Company Officer (Vice President, Sr. Vice President)	$375
Lead Engineer/Scientist/Planner	$335
Senior Engineer/Scientist/Planner	$305
Engineer/Scientist/Planner	$255
Assistant Engineer/Planner	$180
Cost Estimator	$175
Sr. CAD/BIM Modeler	$205
CAD/BIM Modeler	$125
Graphics Artist	$195
Contract Administrator / Project Controls	$185
Word Processing, Editing	$135
Administration Assistant	$120

The above are based on regular rates current at the time of execution of this Agreement. They are subject to an annual escalation.

Other Direct Costs

Other reimbursable direct costs shall be billed at actual cost. These reimbursable costs include, but are not limited to:

Travel: Air Fare, Auto Rental, Local Mileage ($0.725/mile or current IRS limit)
Subsistence: Lodging and Meals
Communications: Postage, and Courier Services
Outside Printing Services
Equipment Rental

Subcontractor Services

Subcontractor services shall be billed at cost plus 10%.

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**RanDee Gahr**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes: X	No:	Yes: X	No:	GL# 100-525-322

ACTION REQUESTED: Resolution

AGENDA ITEM:

Possible Action to adopt Resolution 26-017, establishing low-cost spay/neuter fees for the City of Fernley Animal Control Program.

AGENDA ITEM BRIEF:

1. Many individuals in Fernley struggle to pay for spay and neuter services.
2. Spaying and neutering animals is the leading way to prevent unwanted litters.
3. No low-cost spay/neuter services are currently dedicated solely to the City of Fernley residents.
4. By reducing the number of accidental or backyard-bred litters, we can reduce the burden of unwanted animals in the shelter over time.

RECOMMENDED MOTION:

“I move to approve the fee schedule for the low-cost spay/neuter voucher program.”

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The City Council can choose not to move forward with the resolution to allow the City to charge a fee for the

low-cost spay/neuter program.

BACKGROUND:

Citizens in the City of Fernley need access to a low-cost spay/neuter program to offset the costs of responsible pet ownership for those who cannot afford it. Spaying and neutering domestic pets is the leading way to prevent unwanted, accidental, or backyard-bred litters of puppies and kittens. Statistically, people in lower economic tiers receive backyard or accidentally bred puppies and kittens from those in the same tier. These litters are perpetuated by a lack of spay-and-neuter services, finances, or education about the importance of these procedures. Spay and neuter services can cost upwards of $300 per procedure, with spays being the most expensive.

By creating a low-cost spay/neuter program, we can, over time, help reduce the number of litters born per year and alleviate the burden on the shelter's impounded animals.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

N/A

FINANCIAL IMPLICATIONS:

Copay fees are collected in an account to support the program's continuation.

ATTACHMENTS:

1. Spay-Neuter Staff Resolution 26-017_20260623 (002)
2. Spay-Neuter Exhibits A-D_20260629

CITY OF FERNLEY
RESOLUTION 26-017

A RESOLUTION TO ESTABLISH LOW-COST SPAY/NEUTER FEES FOR THE CITY OF FERNLEY ANIMAL CONTROL PROGRAM

WHEREAS, the City of Fernley recognizes the importance of promoting responsible pet ownership and ensuring the humane treatment of animals within the community;

WHEREAS, access to affordable spay and neuter services is a critical component in reducing the population of unwanted and stray animals, thereby supporting public health and safety;

WHEREAS, the City Council has received input from residents and animal welfare professionals indicating that the cost of spay and neuter procedures can be a barrier for many pet owners, particularly those experiencing financial hardship;

WHEREAS, the overpopulation of companion animals can lead to increased impoundments, strain on shelter resources, and higher municipal costs associated with animal control and sheltering;

WHEREAS, providing low-cost spay and neuter services is consistent with the City's mission to provide quality municipal services in the most efficient and cost-effective manner as well as to support local and state ordinances pertaining to animal care and control;

WHEREAS, the City of Fernley seeks to encourage responsible pet ownership and reduce the incidence of animal abandonment, neglect, and euthanasia through proactive community-based programs;

WHEREAS, the establishment of low-cost spay and neuter fees will help ensure that all residents, regardless of income, have access to essential veterinary services for their pets; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Fernley hereby establishes and adopts a schedule of low-cost spay and neuter fees for the City of Fernley Animal Control Program, to be administered in accordance with applicable laws and regulations, for the purpose of increasing access to essential veterinary services and supporting responsible pet ownership within the community.

PASSED, APPROVED, AND ADOPTED this day of July 15, 2026, by the following vote of the Council:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

By: _____
Neal E. McIntyre, Mayor

ATTEST:

_____
Kim Swanson, City Clerk

Exhibit A

Proposed Animal Control Low-Cost Spay/Neuter Voucher Application

Fernley Animal Control
595 Silver Lace Blvd.
Fernley, NV 89408
775-784-9803

Low Cost Spay/Neuter Application

Name:	Phone Number:
Driver's License:	Date of birth:
Physical Address:	
Mailing Address:	

Total household income:	I receive state/federal assistance	I am employed and have a W2 or pay stubs
☐$0-65,000 ☐$65,000+	☐Yes ☐No	☐Yes ☐No

Emergency Contact:

Name:	Phone Number:
Physical Address:	

Animal Information

Name:		Breed:
☐Canine ☐Feline	☐Male ☐Female	Approx. age: _____
Microchip/ID #: _____ ☐Pet is not microchipped		Rabies Vaccination Date: _____/_____/20_____ ☐Pet is not vaccinated or vaccine is expired
Description: List color, approximate weight, and identifying markings:		
I have been advised by my veterinarian that my pet has a medical condition that makes anesthesia risky: ☐Yes ☐No		If yes, please explain:

Females Only:		
Date of last heat (estrus) cycle: _____/_____/20_____ ☐My female has not yet gone into heat.	My pet is pregnant ☐Yes ☐No	How many litters has your pet had? ☐0 ☐1-2 ☐3-4 ☐5+
Males only:		
My pet is cryptorchid (only one testicle descended) ☐Yes ☐No ☐Unknown		

Required documentation

Please provide the following additional information to complete the application. Incomplete applications will not be processed.

- Photo of current Nevada Driver's License- For approval, applicant must be a citizen of Fernley. The license must reflect the address on the application.
- Proof of residency: show two utility bills, credit card statements, or other documentation confirming address on application.
- Current Rabies certificate- If the pet is not up to date or the vaccination has expired, the pet must be vaccinated during the appointment at the owner's expense. The rabies vaccine requirement can only be waived by the veterinarian for good cause.
- Microchip information- Provide microchip information. If the pet is not microchipped, one will be provided.
- Current photo of the pet
- Proof of income- Pay stubs, W-2, Social Security Benefit Verification Letter, SNAP, HUD Housing, Public Housing, TANF, or other proof must be provided. Income must be under $65,000 to qualify for assistance.

Please initial each section

As the owner of the pet listed on the application, I understand:

_____ The operation I have elected presents some hazards, and that injury to and post-operative infection in, or death of, my animal may conceivably result, for there is some inherent risk in the procedure and in the use of anesthetics and drugs provided for the procedure, as well as any vaccines used. I understand that general anesthesia will be administered to my animal for surgery. I understand and accept these risks to my animal. I will hold harmless the City of Fernley and the veterinarian should such occur. Should any post-surgical complications arise or additional care be required, I agree to provide treatment to my pet.

_____ Fernley Animal Control and the veterinarian are not responsible for complications resulting from my failure to follow postoperative instructions, including, but not limited to, keeping my pet from running, jumping, bathing, or playing, or from wearing recommended protective devices, such as Elizabethan collars.

_____ Surgery dates are based on veterinary availability and are not guaranteed immediately.

_____ (N/A for male owners) If my pet is pregnant, I will discuss with the veterinarian the prospect for a spay including abortion of the unborn fetuses and her eligibility for such procedure. I understand that I will incur additional fees for the specialized surgery.

_____(N/A for female owners) If my pet is a cryptorchid male, I understand that I will incur additional fees for the specialized surgery.

_____ If my pet is not up to date on the Rabies vaccination or no proof of such vaccine can be provided, that I must allow the veterinarian to administer the vaccination, at my own cost at the time of pick up, unless the veterinarian finds good cause to waive the requirement.

_____ A condition of approval is allowing my pet to be microchipped if not already done so. No partial refund will be given if the pet is already microchipped.

_____ I must comply with all requirements of the veterinary facility, including fasting my pet the night before the procedure, presenting my pet on time for the appointment, and ensuring postoperative care. If my pet is aggressive towards staff, chemical sedation/restraint may be required at additional cost if a patient cannot be safely handled. Pre-surgical bloodwork may be recommended by the veterinarian at the owner's expense depending on age/medical concerns. Failure to do so may result in my voucher being voided. Co-pay costs are not refundable.

_____ If chosen, I agree to pay the co-pay cost within 5 business days of selection. Applications will be reviewed and approved applications will be contacted within 7 days of selection. If co-payment is not received, a new application will be chosen.

Cat Neuter	$50.00
Cat Spay	$75.00
Dog Neuter	$75.00
Dog Spay	$100.00

_____ Owners are required to license dogs at altered fee rate ($5.00) within 30 days of procedure. Failure to comply will result in the owner being billed for full spay/neuter expenses paid by the City.

_____ The veterinarian has the right to refuse service to anyone if:

- If I fail to comply with veterinary staff requirements, fail to appear for the appointment, appear late without appropriate notice to the staff, or in any way behave in a disrespectful manner, the veterinarian has the right to refuse service, and a refund will not be issued.
- If the pet is aggressive and unable to be handled safely by the veterinary staff or if there is another health-related risk that prohibits safe surgery; veterinarian has the right to refuse service, and a refund will not be issued.
- If the pet is found to be grossly under or overweight, the veterinarian has the right to refuse service, and a refund will not be issued.
- If there is any other appropriate reason why a veterinarian is unable or unwilling to complete a spay or neuter procedure, the veterinarian has the right to refuse service, and a refund will not be issued.

_____ I agree to transport my pet to and from the appointment and pay any additional costs that might have accrued, including, but not limited to Rabies vaccination, additional medication, laser therapy, Elizabethan collar, spay-abort, spay during estrus, cryptorchid neuter, or other charges not covered by my voucher, which could exceed $200.00. Failure to reclaim a pet from the veterinary practice by close of business will result in criminal animal abandonment charges being filed and the pet will be seized by Animal Control Officers. The animal will be housed at the appropriate holding location, and notice will be provided to the owner of the location and the requirements for reclamation. I am responsible for impoundment fees and any additional costs

incurred during the procedure. Failure to pay any additional fees incurred during the procedure may result in the veterinary practice not releasing the animal or in criminal charges being filed.
_____ If an owner experiences an emergency and is unable to produce their pet for the spay or neuter procedure and must cancel the appointment, the owner must notify the veterinary practice and Animal Control department 24 hours ahead of the scheduled appointment. Veterinary practice has the discretion to reschedule the appointment with 24 hours' notice as a courtesy. Refunds will not be given for failure to comply with this requirement.
_____My application will be reviewed for completeness. Incomplete applications will not be considered. Completed applications will be entered into a lottery drawing and 5 applications will be chosen. If an applicant is not chosen, they may reapply the following month. Approved applicants must use the voucher within 60 days of issuance. Failure to do so will result in the voucher being voided and no refund will be given.

_____ _____
Owner Date

For Official Use Only:

Application received: _____

Documents Received
☐Driver's License ☐Pet Photo ☐Residency Proofs ☐Income Proof ☐ Rabies cert. ☐Incomplete
Application Type:
☐Monthly Lottery ☐Animal Control Referral ☐Court Diversion
Copay:
☐Paid ☐Not paid
Application Review
☐Approved ☐Not approved
If not approved, explain:
Result: ☐Chosen by lottery ☐Chosen for referral ☐Chosen for Court diversion ☐Unchosen, eligible to apply again

Exhibit B

Proposed Animal Control Approved Voucher

Spay/Neuter Voucher Form

City of Fernley Animal Control
595 Silver Lace Blvd.
Fernley, NV 89408
775-784-9803

No. _____

Spay/Neuter Voucher

Name: _____ Phone #: _____

Address: _____ Emergency phone #: _____

Pet's Name: _____ Circle one Cat Dog Circle One Spay Neuter

Color: _____ Breed: _____ Age: _____

Rabies vaccination date: ____/_____/20_____ Rabies tag #_____

Microchip: _____ Voucher Expiration date: ____/_____/20_____

Approved By: _____

Exhibit C

Proposed Animal Control Low Cost Spay/Neuter Fee Schedule

Fee Schedule for Low Cost Spay/Neuter Program

The program works in three parts.

1. Veterinarian reduces cost of typical spay/neuter procedure
2. Owner pays a co-pay
3. City pays the remaining balance for the spay or neuter procedure only. Owner is responsible for paying for any additional fees including: Rabies vaccination, additional medication, laser therapy, Elizabethan collar, spay-abort, spay during estrus, cryptorchid neuter, or other charges which could exceed $200.00

Procedure	Co-pay	City Cost
Cat Spay	$75.00	$90.00
Cat Neuter	$50.00	$34.00
Dog Spay	$75.00	$155.00
Dog Neuter	$75.00	$95.00

Special Program Fees

The Animal Services Program Manager has the authority to waive a copay fee for up to ten spay/neuter vouchers per year. Co-pays paid by other program participants are used to cover the owner's share. Participants may include individuals who are homeless, individuals in emergency situations, Social Security recipients with limited funds, or those allocated by Animal Control for special circumstances.

The applicant must provide proof of hardship or be known to Animal Control and be experiencing hardship.

Exhibit D

Proposed Animal Control Low-Cost Spay/Neuter Program

Low-Cost Spay/Neuter Voucher Program

1) **Income based-**
   a) Under $65,000 household income. Must provide proof (tax return, pay stubs, etc.)
   b) Proof of government assistance (Social Security, SNAP, low-income housing, etc.)
2) **Residency-**
   a) Only available to citizens of Fernley. Must provide proofs listed below, both required.
      i) Must provide proof of residency (driver's license, state ID, or other government issued photo identification with name and address listed on application)
      ii) Utility or other bill for name and address listed on license and application (must be within 60 days of date of application).
3) **Application-**
   a) Applications are online or physical, open on the 1st of the month and must be submitted to Animal Control supervisor by the 15th of the month. All requested proofs must be provided, or the application will be considered incomplete and not entered into the lottery.
      i) Photo identification (see 2a)
      ii) Utility or other bill (see 2a)
      iii) Proof of Rabies vaccination
         (1) If unvaccinated, owner will be required to pay for Rabies vaccination on the day of procedure.
      iv) Current photo of pet
4) **Lottery system and Copay-**
   a) 5 applications chosen per month. One application per pet. One voucher will be awarded per chosen application.
   b) Animal Control will accept up to 20 applications per month; if not chosen, applicants are encouraged to reapply the following month. Applications are available online or can be completed in person and will be directed to the Animal Control supervisor.
      i) 5 completed applications will be selected by a random pick, 2 alternates chosen in case of refusal/inability to pay/etc.
      ii) Review within 7 calendar days, award voucher by the end of the month to be used within 60 calendar days of payment. Sent via mail or pick up in person after receipt of copayment.
      iii) Copay- Copay is required within 3 business days and may be paid in person or over the phone. If copay is not received in 3 business days, an alternate participant will be contacted. Cash, money order, cashier's check, or credit/debit card are accepted forms of payment.

Copay Costs			
Cat Spay	$75.00	Cat Neuter	$50.00
Dog Spay	$75.00	Dog Neuter	$75.00

(1) Voucher will be sent after payment has been received.
(2) Applicant with unpaid fees will be subject to 6-month reapplication period.

(a) Copay fees are collected into an account to support the continuation of the program.

c) One voucher will be awarded per Fernley residence and owner. Owners who receive a voucher may reapply in 6 months.
   i) If the owner moves to another residence, the owner is still subject to the 6-month reapplication period.

d) Vouchers numbered for tracking purposes.
   i) Duplicate form- returned to Animal Control via email, mail, or personal pick up, by a veterinarian for reconciliation.

5) Special Programs

i) **Indigent**- Copay costs used to donate up to 10/year (homeless, emergency, Social Security recipient with limited funds) or as allocated by Animal Control for special circumstances.
   (1) Must provide proof of hardship or be known to Animal Control and experiencing hardship.
   (2) Can be used in addition to, or included in, the 5/month total voucher picks.

ii) Court diversion program for compliance- Plea bargain to reduce sentence and gain compliance for chronic dog at large or other related animal complaints. Current cases in the Fernley Municipal Court or Fernley Justice Court will be considered, pursuant to negotiations with the City/District Attorney's Offices.
   (1) Owner to submit completed application to Animal Control, all proofs in section 3(A) are required. If an animal is not current on the Rabies vaccination, owner must pay for vaccination at the time of surgery. Owner is subject to pay any additional fees, as outlined in section 8. Owners of dogs in excess of the weight or age limit are not subject to approval.
   (2) Voucher only to be used for animal listed on citation.
   (3) Can be used in addition to, or included in, the 5/month total voucher picks.
   (4) If owner has already received a voucher within the proceeding 6 months, the application will not be considered.
   (5) If multiple animals are the source of complaint, Animal Control may allocate more than one voucher on an as-needed basis.

iii) Not to be used for TNR (Trap, Neuter, Return)- The pet must be owned.

5) Expiration

a) Must be used within 60 calendar days of receipt.

b) After 60 calendar days have expired, no refund will be issued, and the voucher will be reassigned to a new person in the following month.

c) If an expired voucher is reallocated, it will be added to the total picks for the month (e.g., voucher expired in March, reassigned in April, choose 6 participants).

6) Payment

a) After the voucher is presented to the veterinarian, the City of Fernley is to pay the remaining balance of the procedure for the spay or neuter procedure only.

b) Fees for spay during heat, pregnancy, overweight, medication, e-collar, laser therapy, vaccinations, and any other additional costs are made payable by the owner at the time of pick up. Additional costs may exceed $200.00.
c) If an owner fails to pay the additional costs, criminal charges may be filed against the owner. As an alternative, the veterinary practice has the right to refuse the release of the pet until the costs are paid.

7) Participating Practices

a) Moffitt Animal Clinic

8) Conditions of Approval

a) Cats or dogs only
b) If the animal is substantially overweight at the time of surgery, the veterinarian has the right to charge an additional fee or refuse service, and a refund will not be given.
c) Owners must provide proof of vaccination (Rabies) with the application or pay a separate cost to the veterinarian for administration. The owner is responsible for any additional fees outside of the spay/neuter costs.
d) All animals will be microchipped at the time of procedure, included in the fee. If already microchipped, the number will be recorded on the application. No partial refund will be given if the pet is already microchipped.
e) Owner agrees to transport their pet to and from the appointment. Failure to reclaim a pet from the veterinary practice by close of business may result in additional boarding costs, which are the owner's responsibility.

9) Right of Refusal-

a) If the owner fails to comply with veterinary staff requirements, fails to appear for the appointment, is late without appropriate notice to the staff, or in any way is disrespectful, the veterinarian has the right to refuse service, and a refund will not be issued.
b) If the pet is aggressive and unable to be handled safely by the veterinary staff or if there is another health-related risk that prohibits safe surgery, the veterinarian has the right to refuse service, and a refund will not be issued.
c) If the pet is found to be grossly under or overweight, the veterinarian has the right to refuse service, and a refund will not be issued.
d) If there is any other appropriate reason why a veterinarian is unable or unwilling to complete a spay or neuter procedure, the veterinarian has the right to refuse service, and a refund will not be issued.
e) If a spay or neuter procedure is refused by the veterinarian, the owner will be contacted by veterinary staff, the reason for refusal given, and the owner will be asked to retrieve their pet within a timely manner, set by the veterinarian.
f) Veterinarian is able to reschedule a spay or neuter procedure as needed due to emergency, staffing issues, or other concerns.

10) Cancellation

a) If an owner experiences an emergency and is unable to produce their pet for the spay or neuter procedure and must cancel the appointment, the owner must notify the veterinary practice and the Animal Control department within 24 hours of the appointment. Refunds will not be given for failure to comply with this requirement.

11) Rabies License Requirement-

a) Owners are required to license a dog at an altered fee rate ($5.00) within 30 days of the procedure. Failure to comply will result in the owner being billed for full spay/neuter expenses paid by the City.

12) Liability-

a) By submitting an application for the program, the owner accepts and understands that there are significant risks associated with a spay or neuter procedure including surgical, anesthetic, or post-surgical complications, including death. Some medical conditions can be worsened with anesthesia and results may not be apparent immediately.

b) In case of an unexpected procedure event, the owner holds the City of Fernley, Fernley Animal Control staff, practicing veterinarian, facility, and staff faultless.

CITY OF FERNLEY

City Council
AGENDA REPORT

Meeting Date: July 15, 2026

REPORT TO:	Mayor and City Council
REPORT FROM:	**Kim Swanson, City Clerk**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No:	Yes:	No:	n/a

ACTION REQUESTED: Resolution

AGENDA ITEM:

Discusison and Possible Action to adopt Resolution 26-019, updating the Business License Fee Schedule by adding a special event organizer and updating the special event licensing process.

AGENDA ITEM BRIEF:

Discussion and Possible Action to adopt Resolution 26-019 revising the Business License Fee Schedule by updating the special event licensing process.

RECOMMENDED MOTION:

I move to adopt Resolution 26-019 updating the Business License Fee Schedule by adding a special event organizer and updating the special event licensing process.

BUSINESS IMPACT (per NRS Chapter 237):

No the fee that are charged are not changing

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The Council could choose not to adopt this resolution at this time.

BACKGROUND:

City Staff has been working to update the Special Event Permit Process. This change will help that process.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

n/a

FINANCIAL IMPLICATIONS:

n/a

ATTACHMENTS:

1. Resolution 26-019
2. Event Registration Form

CITY OF FERNLEY

RESOLUTION # 26-011

A RESOLUTION OF THE CITY OF FERNLEY MODIFYING
BUSINESS LICENSE FEE SCHEDULE

WHEREAS, the City of Fernley, a political subdivision of the State of Nevada, organized pursuant to the provisions of NRS Chapter 266; and,

WHEREAS, the City Council established business licenses fees on July 12, 2001, by Resolution #01-003; and,

WHEREAS, the City Council wishes to transfer to special event organizers the authority to register a vendor at a special event within the city and remove the city requirement for the vendor to register with the City; and,

WHEREAS, this resolution requires all vendors participating in special events to either obtain a City of Fernley business license or pay a $10.00 event vendor fee to the event coordinator or organizer. The event coordinator or organizer shall collect the $10.00 fee from any vendor who does not hold a City of Fernley business license and remit all collected fees to the City of Fernley.

NOW, THEREFORE, BE RESOLVED, that the updated language, listed in Exhibit "A", becomes effective July 15, 2026.

PASSED, APPROVED AND ADOPTED this 20th day of May 2026, by the following vote of the Council:

AYES: _____ NAYS: ____ ABSTENTIONS: _____ ABSENT: _____

FERNLEY CITY COUNCIL

By: _____

Neal E. McIntyre, Mayor

ATTEST:

_____

Kim Swanson, City Clerk

Resolution # 26-019
City of Fernley
BUSINESS LICENSE FEE SCHEDULE
Exhibit "A"
Effective July 15, 2026

Pursuant to Fernley Municipal Code, any business, commercial enterprise, trade, occupation, calling, profession, vocation, or activity engaged in, conducted, carried on by any person, his agent or employee in an attempt and with the intent to gain business for profit or having conducted business within the City of Fernley shall be required to obtain a business license and pay the following fees:

Application Fee

Every business shall pay the non-refundable application fee. $25.00

Reprint/Change of Information Fee $15.00

Late Fees

Fees are expected to be paid immediately upon application. Renewal fees are required to be paid prior to the license expiration date. Failure to pay these fees will result in late fees as follows:

1. A late fee of 25% will be assessed to the annual fee on the 30th day following the expiration date.
2. An additional late fee of 25% will be assessed to the delinquent license fee on the 60th day following the expiration date.

Background Investigation Fees are set by the authorized agency conducting the investigations.

Annual Gross Receipts Business License Fee Schedule:

Pursuant to Fernley Municipal Code, all businesses or individuals, with a physical address within the City of Fernley, who provides a service or sells physical products as an industrial, retail or commercial business office within City limits with the intent and in an attempt to gain business in the City of Fernley are subject to their annual business license fees being calculated using the gross receipts fee schedule. Marijuana establishments will use the fee schedule adopted in this resolution as determined by the type of establishment operated.

Contractors that use their home as their office shall pay business license fees according to gross receipts earned in Fernley only.

If your business is subject to Gross Receipts per Fernley Municipal Code your business license fees are as follows:

1. New businesses securing a license under the gross receipts fee schedule will pay license fees based on the first 12 months estimated gross receipts, in addition to the $25 application fee above.
2. For no additional fee, businesses whose annual license fees exceed $10,000 per fiscal year may request to pay license fees quarterly.

If total annual gross receipts are:	The fee is:
0 - $250,000	$100.00
$250,000 - $400,000	$275.00
Over $400,000	$300 + $1 for every $10,000

Annual Industrial, Warehouse, Manufacturing or Distribution Business License Fee schedule:

Business license fees are based on square footage of the building(s) used for the business operations based on the table below or gross receipt revenue, **whichever is greater**.

Proposed Square Foot Pricing:		
1 - 10,000	$	0.09
10,001 - 50,000	$	0.07
50,001 - 100,000	$	0.05
100,001 - 250,000	$	0.03
250,0001+	$	0.01

Businesses EXEMPT from Gross Receipts

The following businesses shall NOT be subject to the gross receipts fees listed above and shall be charged fees as follows. These fees are in addition to the application fee noted above:

Financial Institutions

Any business engaged in the banking business, savings, and loan, credit union or lending institution. This does not include short-term loans or paydays loans.

Annual Fee
$100.00
Plus $60 per one million dollars. (total average deposits per year or fraction thereof, per branch)

Home Occupation Business License

A person, excluding contractors, conducting business out of their residence and whose business compiles with the home occupation regulations of the City of Fernley Development Code

Annual Fee
$75.00

Manufactured/Mobile Home Parks

A parcel of land upon which two or more mobile or manufactured homes have been set for occupancy, not on individual parcels of land

Annual Fee – Include All Units

Up to 10 $100.00

11 – 20	$200.00
21 – 50	$300.00
51-75	$400.00
76-100	$500.00
Each additional unit	$10.00/Unit

Out of Town Business

A person or business conducting sales or services within the City limits without a physical address in the City.

	Annual Fee
Up to 50 employees	$150.00
51 +	$250.00

Wholesaler/Distributor of Liquor

Wholesale licenses, which shall permit the maintenance of a wholesale liquor establishment within the city for sale to licensed retail liquor establishments or licensed wholesale, but not to consumers or general public.

	Annual Fee
As of January 2019	$300.00
As of January 2020	$400.00
As of January 2021	$500.00
As of January 2022	$600.00

Recreational Vehicle Park

A recreational vehicle park where travel trailers, pick-up campers, camping trailers, motor coach homes, converted trucks or buses, etc. can park temporarily.

Annual Fee
$200.00

Residential Rental Dwellings/Residential Landlord - Includes Multi-Family & Single Family Dwellings

Multi-Family Dwelling: A building or buildings which are occupied or which are arranged, designed, and intended to contain more than one dwelling unit, but not including hotels, motels, boarding houses or otherwise provided accessory dwellings. Includes but is not limited to, duplex, tri-plex, four-plex units, apartments, townhouses, and condominiums.

- Any person who owns less than 4 residential rental units is exempt from the business license requirement.

Single-Family Dwelling: A single detached building which is occupied by not more than one family, and which contains not more than one dwelling unit.

- Any person who owns less than 4 residential rental units is exempt from the business license requirement

Annual Fee
$100.00
$5.00 per unit

Solicitors, Peddlers, Temporary Merchants – Subject to background investigation

An individual, regardless of whether a resident of the City, traveling by foot, automobile, motor vehicle, or any other type of conveyance, from place to place, from house to house, from street to street, from door to door, attempting to take orders for goods or services or distributing, disseminating or gathering information for sale of goods, wares and merchandise, personal property of any nature whatsoever for future delivery, or for services to be furnished or performed in the future.

	Per individual
1-5 days	$30.00
6-15 days	$50.00
16-30 days	$65.00
31-90 days	$100.00
Annual license fee if the business has a physical location in the City	$75.00

Theater

Indoor or outdoor facility for showing motion pictures, videos, or for staging theatrical performances to an audience

Annual Fee
$ 200.00
+ $1.00 per seat

Traveling Show/Carnival:

Entertainers who go from place to place performing a variety of acts, wild animal routines and physical skills, games, and amusement rides or similar type conduct.

Per day
$100.00

Special Event Organizer

Special event organizers are responsible for the end-to-end planning, coordination, execution, and oversight of specific gatherings, including, but not limited to, community celebrations, craft fairs, parades, car shows, farmers markets, festivals, and fundraisers. Special event organizers must obtain a business license unless they are employed as a W-2 employee of the sponsoring organization.

Home Occupation	$ 75.00
Out of Town	$ 150.00

Specialty Business Licenses

Liquor License Fees: *Not subject to Gross Receipts*

Investigation Fee: as set by Lyon County Sheriff's Office

	Startup Fees:
Liquor	$1,000.00
Beer & Wine	$500.00
	Annual Fees:
Saloon/Bar Annual fee	$900.00

Retail/Package Goods Annual Fee	$800.00
Beer & Wine Annual Fee	$600.00
Liquor License Catering	$20.00

SPECIALITY LICENSES - Subject to Gross Receipts:

The following Specialty Businesses shall be charged according to the Annual Gross Receipts Fee Schedule above **plus** the annual fee listed for each business type in addition to the $25 application fee if applicable. Specialty Licenses shall also be subject to a background investigation and shall pay the required fees.

(A) ***Auto Pawn:***

A pawnbroker who loans money on the security of any vehicle or other transportation device

Annual Fee
$500.00
Plus, Gross Receipts

(B) ***Check Cashing Service/Payday Loan Service:***

Any person engaged in the business of chasing checks for a fee, service charge or other consideration.

Annual Fee
$200.00
Plus, Gross Receipts

(C) **Pawnbrokers:**

A person engaged in the business of loaning money on the security of pledges, deposits or other secured transactions in personal property

Annual Fee
$500.00
Plus, Gross Receipts

(D) ***Second Hand Dealer:***

Any person who engages in the business of buying, selling or exchanging goods that are previously owned or recycled.

Annual Fee
$200.00
Plus, Gross Receipts

(E) ***Sexually Oriented Businesses:***

Any business, if permitted by Fernley Development Code, that offers services, materials, goods, or products which are characterized by an emphasis on matter depicting, describing, or relating to nude or semi-nude persons or sexual activities between persons or observation thereof.

All businesses in this category will pay a onetime set up fee of: $4,000.00

I. ***Brothels*:**

Number of Rooms	Annual Fee
1-10	$ 48,000.00
11-20	$ 60,000.00

Plus, Gross Receipts

II. ***Entertainers/Independent Contractors*** Shall pay for a separate business license using the Annual Gross Receipts Fee Schedule.

III. ***Adult Movie Theaters:***

Annual Fee
$1,600.00
Plus, Gross Receipts

IV. ***Topless Bar:***

Annual Fee
$1,600.00
Plus, Gross Receipts

(F) ***Title Loan:***

Any person engaged in the business of securing a loan by either giving possession of the title to a vehicle legally owned by the customer to the licensee or any agent, affiliate or subsidiary of the licensee; or perfecting a security interest in the vehicle by having the name of the licensee or any agent, affiliate or subsidiary of the licensee noted on the title as a lienholder.

Annual Fee
$500.00
Plus, Gross Receipts

(G) ***Kennel -*** Not subject to a background investigation

A place of business where dogs, cats and other domestic (non-farm) animals for boarding, breeding, training grooming, treating, sale or other commercial purpose with the exception of veterinary clinics or pet shops, unless otherwise defined in the Fernley Development Code.

Annual Fee
$50.00
Plus, Gross Receipts

(H) **Mobile Vendor -** Not subject to a background investigation

Any person, including an employee or agent of another, who sells or offers to sell food, beverages, goods, services or merchandise from a motor vehicle, trailer or other mobile unit.

Annual Fee
$80.00
Plus, Gross Receipts
Over $30,000

Marijuana Establishments

License fees for marijuana establishments that hold only a state-issued license authorized by NRS 453A and NRS 453D shall be paid as follows:

Application fee: Each applicant for any marijuana establishment license as identified in this resolution shall pay to the city at the time of application for preliminary finding of sustainability for a marijuana establishment, a non-refundable application fee in the amount of $5,000.00

License fees for medical marijuana establishments

(A) **Medical marijuana independent testing laboratory**

Annual fee
Shall pay per the Gross Receipts Fee Schedule on page 2.

(B) **Medical marijuana cultivation facility**

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

(C) **Medical marijuana facility**
For the production of edible marijuana products or marijuana-infused products

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

(D) **Medical marijuana dispensary**

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

(E) **Medical marijuana distributor**

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

License fees for retail marijuana establishments.

(F) **Marijuana independent testing laboratory**

Annual fee
Shall pay per the Gross Receipts Fee Schedule on page 2.

(G) **Marijuana cultivation facility**

Quarterly fee
3% of the

establishment's gross receipts for the immediately preceding quarter

(H) **Marijuana facility**

For the production of edible marijuana products or marijuana-infused products	Quarterly fee 3% of the establishment's gross receipts for the immediately preceding quarter

(I) **Marijuana dispensary**

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

(J) **Marijuana distributor**

Quarterly fee
3% of the establishment's gross receipts for the immediately preceding quarter

Public Utility Providing Service with the City Franchise Fees

Telecommunications Companies	5% of gross revenue
Electric Energy Providers	5% of gross revenue
Gas Providers	5% of gross revenue
Commercial Mobile Radio Services	5% of gross revenue

Beginning with the first $15 for each line of access for each of the utility's customers located within the City.

Event Registration Form

Event:_____ **Location:** _____

Event Organizer: _____ **Date(s):** _____

Vendor Name	Phone #	Email	Fernley BL# or amount due

TOTAL AMOUNT DUE TO THE CITY OF FERNLEY_____