

**MINUTES
CITY OF FALLON
55 West Williams Ave
Fallon, Nevada
June 3, 2025**

The Honorable City Council met at a regular meeting on the above date in the Council Chambers, 55 West Williams Avenue, Fallon, Nevada.

Present:

Mayor Ken Tedford
Councilwoman Kelly Frost
Councilwoman Karla Kent
Councilman Paul Harmon
Chief of Staff Bob Erickson
City Attorney Trent deBraga
Deputy City Attorney Sean Rowe
Deputy City Attorney Jaren Stanton
City Clerk Treasurer Michael O'Neill
Deputy City Clerk Elsie Lee
Public Works Director Brian Byrd
Deputy Public Works Adrian Noriega
Deputy Public Works Marco Guerrero
Deputy Public Works Erik Fain
Chief Ron Wenger
Captain Daniel Babiarz
City Engineer Derek Zimney
Emergency Manager Steve Endacott

The meeting was called to order by Mayor Tedford at 9:00 a.m.

Mayor Tedford led the Pledge of Allegiance.

Mayor Tedford inquired if the agenda had been posted in compliance with NRS requirements.

City Clerk Treasurer Michael O'Neill advised that the agenda was posted in compliance with the NRS requirements.

Public Comments

Mayor Tedford inquired if there were any public comments. He noted that comments are to be general in nature, not relative to any agenda items. No action may be taken on a matter raised under this item until the matter has been specifically included on an agenda as an item upon which action will be taken.

No comments were noted.

Approval of Warrants

- A) Accounts Payable
- B) Payroll
- C) Customer Deposit

Councilwoman Kent motioned to approve the accounts payable, payroll and customer deposit warrants; seconded by Councilman Harmon and approved with a 3-0 vote by the Council.

Consideration and possible action to approve a construction contract with A&K Earthmovers of Fallon, Nevada, in order to complete the Fallon Municipal Airport Reconstruct West Portion of Taxi Lanes and Additive Option Schedule B – Relocate Taxiway G, PWP-CH-2025-296. In the amount of One Million Two Hundred Forty Thousand Dollars and Zero Cents (\$1,240,00.00), of which the FAA share would be 95% or One Million One Hundred and Seventy-Eight Thousand Dollars and Zero Cents (\$1,178,00.00), and the City's portion would be 5% or Sixty-Two Thousand Dollars and Zero Cents (\$62,000.00).

Public Works Director Brian Byrd stated the City has been approved for an FAA grant to complete the West Portion Taxi Lanes and Relocate Taxiway G project at the Fallon Municipal Airport. This project was previously designed by J-U-B Engineers, Inc. Sealed bids for FY 2025 Airport Improvements to the Fallon Municipal Airport were received and opened at 10:00 a.m., Friday, May 2, 2025. Based on available funding, it is anticipated that both Base Bid Schedule A – Reconstruct West Portion of Taxi Lanes and Additive Option Schedule B – Relocate Taxiway G will be awarded. City staff recommends approval of a construction contract with A&K Earthmovers as the lowest responsive and responsible bidder. This paving project has been a multi-phase project that we have hit throughout the years. Annually, we meet with the FAA to go through our ACIP, where we discuss projects that are ranked and allocated based on funding that the FAA anticipates will be available throughout about a 4- or 5-year period. Back in 2023, this project was included in a much a larger paving project that the FAA anticipated having more funding for that year, and no bids were received on this project, in 2023. So, in 2024 we made it a smaller, multi-phase project. Last year, we constructed approximately 1.2 million dollars in federal funding out there, where we focused around the hangars and taxiways, out there. We were uncertain, when we received the bids, this year, if the FAA would have funding available to fund both phases of the project. Honestly, we anticipated only being able to do the base bid, but when we submitted to the FAA, they had extra funding, so they were able to allocate us the additional 1.2 million. So, this does complete the taxi lanes, around the hangars, and all the way out to the entrance road, where the new FBO will be placed, if approved.

Mayor Tedford inquired whether there were any comments or questions from the Council or the public.

Councilman Harmon stated he had a few questions. You mentioned last year's contract, that went through. Has that been completed or is there still more work to be done on that?

Public Works Director Brian Byrd stated that there is still work to be done on that project. The City of Fallon is holding approximately \$400,000. There was pavement placed out, around the hangars, that did not meet FAA specifications. It is a little bit of a process

to then propose a mitigation plan to the FAA, that will allow those pavements to be approved by their standards. So, there is a little bit of grinding and slurry sealing and really action that has to be taken that will improve the drainage, out there. We have some, what we call in the industry, bird bathing, and some low points on the pavement. So, there is some work that still has to be done. The City is holding those dollars until the FAA finally approves the mitigation plan. Once that is complete, that money will be released.

Councilman Harmon inquired if there was a schedule for that. Is it your opinion that A&K is waiting to get this contract to finish that work. Or do you know the answer to the question?

Public Works Director stated that he is going to speculate. It took awhile for A&K to put together a plan that meets the FAA standards. So, the timing of which could very well work out, that they are both out there, at the same time, fixing both, if awarded. I do not believe that it was an intentional strategy from A&K to wait and see if they were awarded this project. The reason I say that is because the \$400,000 is being withheld, which is a significant amount of money. I would think that they would want to get that work completed, so that they can get that money in the bank.

Councilman Harmon stated that he understands the FAA is covering 95% of this and the City is only going to be on-the-hook for 5%, which for what we are getting done is in the City's benefit. I still think that we need to be good stewards for that total amount of money. The estimate that came in was 31.8%, we will call it 32%, we will round up, over the engineer's estimate. I have some questions on how the engineer's estimates are developed and some of those line items. First, the engineer's estimates. How were those developed, specifically for this project?

Public Works Director Brian Byrd stated that this one is a little different than other projects because we have real-time data from 2024, where we performed a similar project but much larger in scale. So, what we did is, we had 2 bids received in the 2024 project. One was significantly higher than the low bid, so what we did was construct that project, that we are finishing now, at the Airport, and we took that, and took the CPI index and added a little bit to that and actually increased our real-time numbers from 2024 and added 3%-4%, something along those lines. It turns out that there wasn't enough based off of receiving one bid, on this project. We do think the great equalizer in all of this, is multiple bids. Anytime that we can get 2,3,4, or 5 bids, engineer's estimates are often closer than if we only get one bid. So, my job is trying to get the word out on these projects, get as many contracts as we possibly can in the region that are qualified and competent. Historically, these projects we sometimes don't get any bids, sometimes we get one or two. I am yet to get an airport bid with more than 2. It is hard, in my position, to come and say this is a competitive bid, when I don't get 2 or 3 other ones, and then it is that far away from the engineer's estimate.

Mayor Tedford stated that this wouldn't be the first time that we only received 1 bid, in our history. There have been plenty of times that we have received no bids.

Director Brian Byrd stated that is not just airport specific. Airport projects typically have been much more difficult, from a contractor's standpoint. A little bit more from the construction side because they have such detailed specifications, but from the administrative side, it is complicated also.

Councilman Harmon stated that he is having a tough time wrapping his head around the 32% increase, when we had pretty good numbers from 2024, to go with, for our engineer's estimates. Like you said, you added 3%-5% increase on top of those numbers. We have 2 business owners here, and I know that supplies and stuff are going up. I don't

believe that a 32% increase in materials and supplies is a good number. I am struggling with that 32% increase, as you put, responsible and J-U-B put in there reasonable, bids. I am struggling with those terms, for that reason.

Public Works Director Brian Byrd stated that it was understandable. In the 2 additional pieces, that in talking with contractors, why we potentially saw an increase in this one over the last one, and that we didn't account for in our engineer's estimate, was the Davis Bacon Wage Rates have increased, exponentially, since the last time we did this project. That is something that maybe we didn't have a good handle on from the engineering side and the public work side. The size of this project, from a material standpoint, is significantly smaller, so we didn't get as good of a bang for our buck as we anticipated, based on the actual materials. The 3rd is the complexity of this project, and I am not trying to make excuses, this is a bust on my side and on the side of the folks that are working hard to make it happen, but this project is in the runway safety zone, a portion of this project anyway. So, there are a lot of fees that we potentially missed and didn't account for, on the mobilization side on how complicated it is to work around the air traffic, which we didn't have in 2024.

Councilman Harmon stated that there is airport safety and security line items on both of these bids.

Public Works Brian Byrd agreed with Councilman Harmon. We didn't have them high enough.

Councilman Harmon stated that goes with a lot of the line-item bids. Especially on the Taxiway G. I am struggling on understanding why the same line-item is so much different on the A Project verses the B Project. I mean, you are talking materials. They should be the same price. These bids were submitted at the same time, right? Yet they are charging a different dollar amount for the same item. You probably can't explain that to me because A&K put this bid together, but the engineer's estimate had the same dollar amount for both bids.

Councilwoman Kent inquired if there was a lot of steel involved in this project. We have had a 25% increase with some vendors hedging the tariffs and some not hedging the tariffs. So, maybe they feel like they have to hedge on the tariff.

Councilman Harmon stated that he is just comparing the similar line-items from both the bids. I know the one for G has a lot more line-items, so I didn't even really compare those because there is nothing to compare them against. From the A Project to the B Project, the different unit price for similar items, is different. So, I find it hard to find where that is reasonable and good. I am struggling with that.

Public Works Director Brian Byrd stated that some of the line-items are titled the same but aren't necessarily comparable. The asphalt demolition or the removal of the existing asphalts, the unit price on the Taxi Lane Relocation G, is more because of the unit price per square foot is the same on the square foot basis, but it is thicker. It takes more work to demo that. It takes more work with it being next to the runway protection zone. The glass beads, and things like that, maybe J-U-B can discuss those in more detail.

Councilman Harmon stated that he understands about the difference in thickness of the concrete. Wouldn't that be included in the engineer's estimates for each of them as well? They would have been able to calculate a little bit higher cost.

Public Works Director Brian Byrd agreed. That is absolutely a bust in our engineer's estimate.

Councilman Harmon inquired if both of the projects have mobilization. Mobilization is more than just getting materials, people, and equipment in place. So, maybe you could

explain, a little bit more, what mobilization is. If this is approved, both of these projects will go on at the same time. So, we are paying hundreds of thousands of dollars for mobilization. Over \$200,000 between the 2 projects for mobilization, which makes it look like we are paying for the same thing twice, when they are already out there.

Public Works Director Brian Byrd stated that it does. Any time that we have a bid alternate, inside a project, it becomes a little bit complicated because the language in our bid documents indicates that, at any moment in time, the awarding body can accept any or all of the bid alternates. So, contractors have to prepare themselves to only potentially have bid alternate B, for example, awarded, or just the base bid. That is the main reason you would potentially duplicate mobilization costs on both items. When we get multiple bids, it is a risk that is taken by any contractor, bidding on the project, that they will have either too much or not enough, and they will be left holding the bag. Just like you said, sir, the mobilization is, site-prep, getting ready, leaving the site clean, not just the scope of work but the area around the direct scope. So, you will have mobilization, in both projects, that is necessary. This one is unique, again, because a portion of the work is over by the hangars, and a portion of the work happens inside the runway protection zone. So, inside that runway protection zone, mobilization happens on a daily basis, bringing flaggers, runway shutdowns, the lighting systems have to be adjusted, daily, during that work. So, it is more complicated. Totally see where you are coming from, and as a Public Works Director we will look and see if there is some language, inside our documents, that we can tighten up and make sure that there is no duplication of efforts. One thing that we do is, there is a CAP put on what a mobilization charge can be, in relation to the project total. So, a lot of times, in bigger cities, that CAP will be at 10%, where ours is at 25%. If we CAP mobilization at 10% of the construction cost then it would be very difficult to have any competitive, civil-type contractors coming in. They won't be able to fund the mobilization with that. So, it is a complicated deal with mobilization and the bid alternates will continue to work to see if we can tighten it up on our side. It is not typical of the industry standard.

Councilman Harmon stated that he knows we would definitely prefer more than one bidder, and A&K does a lot of work for us. The sewer project 2 weeks ago, that happened, and they are always very responsive for when we need things, here in the City, and they have bailed us out. I have only been on the board 2 and ½ years, but during my time and before I know of times before, that they have been there a lot for us. I am not saying that they are doing anything intentionally. I am just looking at this line-item by line-item and just trying to wrap my head around where we are coming up with a 32% increase over the engineer's estimate is reasonable and fair. What happens if this doesn't get approved, would we be able to resubmit to the FAA next year, and how does that FAA bid process work?

Mayor Tedford stated that it doesn't work well.

Public Works Director Brian Byrd stated that it is more complicated, as the Mayor stated, than other projects and other funding mechanisms that we do. We sit down with the FAA, annually, as I said, and we identify projects throughout the 5-year period that they believe they are going to hit those funding levels for. After that is done, we as the City, have a good idea of what we should bring forward for design. That money gets allocated on a year-to-year basis. So, if the project was not approved today, that money would go back into the pot and likely be utilized in another project in our region. We would put this project back out to bid, the following year, similar to what we did in 2023. We would either have to break it up in smaller chunks or leave it the same and just hope for multiple bids or a better price.

Mayor Tedford stated that if you put it into smaller chunks, you certainly are not

going to get more bids.

Public Works Director Brian Byrd stated that yes, we would get less. It would be more likely that we would get none, that is correct.

Mayor Tedford stated that we have had no bids on FAA projects before.

Public Works Director Brian Byrd stated that it is definitely a double-edged sword because this million-dollar zone is not ideal for our community. I think that if we were in the Reno/Sparks area a million-dollar project would have attracted more contractors, but a million dollars here, it is difficult to get folks out of the bigger communities. We saw that with A Street, when we put A Street out for bid, and we didn't receive any bids. Then we put it together and we hit that three, three and a half million-dollar mark and now we are getting more bids and more competitive pricing. So, to answer your question, the 1.2 million dollars, from my understanding, goes back to the FAA and we will just try again next year. The other priorities that are below this project on ACIP, the Airport Capital Improvement Plan, would move down to a full calendar year. It is an unfortunate situation, but that is just how these funding mechanisms work.

Mayor Tedford stated that the projects that have slipped before and are put back to the next year, that project increases in cost because the costs become higher compared to what the project would have been. A Street is an example. It was a 3-million-dollar project, and it became four and a half to five million because we didn't have any bidders the first year. Even when we put it with Whitaker and Rancho, A Street still cost more money because we didn't get it done in the allotted timeframe. So, by postponing the project, it became more expensive. I will be honest with you, the million-dollar projects in Reno aren't being done by grants, the Q&D's, and really by A&K. They are being done by the smaller guys, who we have never been able to get to come to Fallon in the first place. We got the Gardnerville company to come and do Broadway and Sherman and had a little bit of a battle trying to get those streets done, just to get them out of town. Then, we were able to get one company to bid against A&K to do Court Street and they have never been back. It is like a one-time shot that you get on occasion, a company to come in and bid. It is not regular, even though these bids are being sent to those companies, like Q&D, like Granite, SNC, and the bigger companies that we have had some history with. We got 2 bids on the slurry seal, and we used to get 4 or 5 bids on the slurry seal jobs. As soon as they don't win, regularly, they quit bidding because they are not coming out to Fallon. So, we are lucky to get 2 bids, including SNC, and SNC does a really good job. This is not an issue that is new to us. Bob can tell you, when I was a Councilman, I would always query mobilization. Even though we had 2 companies, at the time, I never understood mobilization in Fallon, Nevada, especially when they are like 6 blocks from where the job is. So, I don't know whether our engineer's estimate was correct or not, high enough, and I hear what Karla is saying. In my industry, I am hearing some talk about these 25-30 percent increases. I haven't seen them yet, the increases in product, but have seen a little bit of it at the service end. I don't know whether some of these line items that Paul is referring to, if they already have stock in schedule A and they don't have in these glass beads. I only have 5-7 and 9-10 in differences for the schedule B. I don't know the industry like Paul does, so I am not going to question his knowledge on these line items, but I can speak on the one bidder because we have fought this for close to 20 years. Since we lost the 2nd competitor that was based in Fallon. So, back then, we used to get 2 bids, all of the time. So, they always kept themselves in line. You always question some of the numbers but all I know is this is a good project for the airport. I think we are being good stewards of the money because if it doesn't go to Fallon it is going to some general airport in our region. When you start refusing FAA grants, they

aren't calling us when they have extra money because we have already turned down money. I have been on many phone calls where we have got money from some other place that had turned it down. I would hate to get in that position.

Councilwoman Frost stated that she believes if we reject this bid, now, and now we are behind and we go back out to bid, we either don't get a bid, or that bid is going to be extremely higher than what we have right here. Again, I think this is a good project, I agree with you, Mayor, and I think it needs to get done. I am not sure if I can explain the increase in the cost, but I think it is something that we need to do, and get it done now.

Councilwoman Kent stated she had a question when a contractor puts in a bid. They don't know they are the only ones, right? So, they are giving it their best shot with the pricing on materials because they wouldn't know that they are the only bidders.

Public Works Director stated that the City of Fallon does the best that they can to make sure that the bid process is competitive and in compliance with the Nevada Revised Statutes. The construction world in Northern Nevada is small. So, I can't say for certain that A&K knew if there were 4, 5, or 6 bids coming in, or just 1. I am sure there is lots of speculation throughout the industry during this process. A good example is we had 9 attendees on a mandatory pre-bid on a project that we just recently advertised for. We were excited that we were finally going to get 4 or 5 contractors bidding on a project. When it shakes out, at the last minute, we only received 2 bids. I think that you are right. I think there is a lot of uncertainty, in this process, and contractors can't definitively say yes, they are going to be the only one, or there will be multiple. It is a small business, in Northern Nevada, the construction industry, so lots of folks talk and there is a plan holder's list, every time, on who the potential bidders are.

Mayor Tedford stated that he believes the contractors read the room. I think the 9 show up and read the room and you end up with 1 or 2 bids. Paul knows this industry a lot better than I do.

Councilman Harmon stated that he believes this is a good project and it needs to be done. I believe if we reject it today, and we come back next year, it is going to cost us more money. I guess my goal, out of this, is the discussion that we have had for the last 30 minutes, that we are looking at this a little bit closer and maybe we can sharpen our pencils, so they can sharpen their pencils, hopefully. If this had been a 5% higher cost the engineer's estimate, and the dollar amounts were the same, I wouldn't have had this discussion. I definitely wouldn't have probably looked at it with as much detail as I did because of that 32% increase. That is the problem I have, and trying to make sense of it, in my mind, that 32% over the engineer's estimate is reasonable and fair.

Public Works Director Brian Byrd stated that he hears what Councilman Harmon is saying and understands where he is coming from. I appreciate the level of questioning, and we will constantly work to get better at these.

Councilman Harmon stated that it doesn't mean that he wants the City and the engineer's estimates to go up 32% on the next one.

Mayor Tedford stated that the easiest thing would have been just to have said that we were wrong. I don't think that we are saying that. If there are no further questions or comments from the Council or the public, I would like to entertain a motion on Item 5.

No further comments were noted.

Councilwoman Kent motioned to approve a construction contract with A&K Earthmovers of Fallon, Nevada, in order to complete the Fallon Municipal Airport Reconstruct West Portion of Taxi Lanes and Additive Option Schedule B – Relocate Taxiway G, PWP-CH-2025-296. In the amount of One Million Two Hundred Forty

Thousand Dollars and Zero Cents (\$1,240,00.00), of which the FAA share would be 95% or One Million One Hundred and Seventy-Eight Thousand Dollars and Zero Cents (\$1,178,00.00), and the City's portion would be 5% or Sixty-Two Thousand Dollars and Zero Cents (\$62,000.00); seconded by Councilwoman Frost and approved with a 3-0 vote by the Council.

Consideration and possible action to approve a professional services contract with J-U-B Engineers, Inc. for construction services for the Reconstruct West Portion Taxi Lanes and Relocate Taxiway G Project in an amount not-to-exceed Two Hundred One Thousand Five Hundred and Thirty-Seven Dollars (\$201,537), of which the FAA Share would be 95% or One Hundred Ninety-One Thousand Four Hundred and Sixty Dollars and Fifteen Cents (\$191,460.15) and the City's share would be 5% or Ten Thousand Seventy-Six Dollars and Eighty-Five Cents (\$10,076.85).

Public Works Director Brian Byrd stated that in order to obtain funding for these projects, the FAA requires you to bring a design contract in front of the Council for approval. The Council did that in 2024, and allowed us to get that project designed, and out to bid. The 2nd phase was awarding the contract after the bidding process, and the 3rd phase of completing this process, through the FAA's requirements, is bringing, in front of the Council, the Construction Management Services Contract for J-U-B, the engineer who designed and provided us bid assistance. So, this contract, in front of you, today, will allow for J-U-B to assist during the construction management process, of this project, since we approved the A&K Construction Contract, previously. They will help us perform the special inspections and tests to ensure that reimbursement is received from the FAA through their practices and procedures.

Councilman Harmon inquired if the City has oversight of the project.

Public Works Director Brian Byrd stated that the City designates a Construction Manager, and so that would be either myself, or one of the Deputy Public Work Directors that would sit in and help facilitate all of the process meetings and review the certified payroll and are really involved in all the communication that happens out there, on the project. So, J-U-B has no authority to approve a contract order, a change request, or deviate from what the City Council and the Mayor has approved, until it goes through the City's Construction Manager, and Mayor Tedford.

Mayor Tedford inquired whether there were any further comments or questions from the Council or the public.

No further comments were noted.

Councilman Harmon motioned to approve a professional services contract with J-U-B Engineers, Inc. for construction services for the Reconstruct West Portion Taxi Lanes and Relocate Taxiway G Project in an amount not-to-exceed Two Hundred One Thousand Five Hundred and Thirty-Seven Dollars (\$201,537), of which the FAA Share would be 95% or One Hundred Ninety-One Thousand Four Hundred and Sixty Dollars and Fifteen Cents (\$191,460.15) and the City's share would be 5% or Ten Thousand Seventy-Six Dollars and Eighty-Five Cents (\$10,076.85); seconded by Councilwoman Kent and approved with a 3-0 vote by the Council.

Consideration and possible action to approve the Cooperative Agreement between the City of Fallon and the State of Nevada acting by and through the Department of Transportation for the Highway 50 Signalization Project where the

City will be responsible for a five percent (5%) match of Federal funds in an amount not to exceed Eighty-Five Thousand Fifty-Three Dollars (\$85,053); and for other matters properly related thereto.

Public Works Director Brian Byrd stated that the City of Fallon was awarded \$1,616,000 in the 2021-2022 Congressionally Directed Spending (CDS) cycle for the Nevada Department of Transportation (NDOT) Highway 50 (Williams Avenue) Project. Pursuant to the agreement, the City of Fallon will be responsible for a five percent (5%) match of the Federal funds in an amount not-to-exceed Eighty-Five Thousand Fifty-Three Dollars (\$85,053) with Congressionally Delegated funding covering the remaining ninety-five percent (95%) or One Million Six Hundred Sixteen Thousand Dollars (\$1,616,000). The Highway 50 Signalization Project will consist of, among other things, the installation of a four-way fully signalized intersection, installing sidewalks, curb and gutter, driveways, bike lanes, improvements, and lighting at the intersection of Williams Avenue and Sherman Street. The attached agreement becomes effective once approved by official action of the governing body of each party. This project has been an ongoing project since 1999, or early 2000's, where the City of Fallon, and the Nevada Department of Transportation identified a need to improve the intersection of Sherman and Williams, in some way, shape, or form. Whether that be widening the road, in front of EC Best Elementary, on E Williams, or the installation of the signal, at Sherman and Williams. During the 1st cycle of the earmark and process, we received through Senator Cortez Masto, Senator Rosen's office, that 1.6 million dollars to widen and install a fully signalized signal at the intersection. At the same time, that occurred, the Nevada Department of Transportation had their project, where they did a mill and overlay of Williams Avenue, and instead of widening the portion, east of Sherman, they ended up coming up, with the City of Fallon's input, a good restriping plan, that accomplished much of what the City was hoping to see, on the merging of the east bound traffic, heading out of town. We realized that the signal was still important and needed to happen. We started pushing, for the last couple of years, that this funding didn't go away, and these 1.6 million dollars were able to be utilized for the signal. Some developments have happened over the last couple of months, where Director Larkin, with the Nevada Department of Transportation, helped to shake this project loose. We are now under a very tight deadline to get 95% of the design drawings by approximately, July 15th, so they can allocate this funding this year, or it goes away.

Councilwoman Frost inquired if the project has already been approved by NDOT.

Public Works Director Brian Byrd stated that it has. Yes, this agreement has been vetted by their legal department, our legal department, and it is just approving City Council's approval.

Councilman Harmon reiterated that the curbing, sidewalk, gutter, and driveways have already been completed for this project. This project is installing the signal, crosswalks, and flashers, is that correct?

Public Works Director Brian Byrd stated that we are anticipating some pedestrian ramp upgrades on the curb, the corners, and some improvements happening in those areas. What the extent of it would be up to the surveyors and engineers that we have scheduled to get out there and make sure that the existing infrastructure is going to work. The 1.6 million dollars will cover any of the upgrades, in that intersection, that are associated with the project.

Councilman Harmon stated that there are currently 3 sidewalks on three legs of this intersection, on both sides of Sherman and the eastside of Williams. Are we going to have

a crosswalk on the west side of Williams?

Public Works Director Brian Byrd stated that there would be crosswalks on all four crossings, and have automated pedestrian buttons, and be properly lit for evenings, and drastically increasing pedestrian safety, in that area.

Councilman Harmon stated that there is a power pole, on the northeast corner. Is that a City power pole or an NV Energy power pole?

Public Works Director Brian Byrd stated that it is a City pole.

Councilman Harmon inquired if the power pole would need to be moved.

Public Works Director Brian Byrd stated that it would have to be moved. This is one of our main goals in this project, and under-grounding that, to head down Sherman.

Mayor Tedford stated this is one of the main things with this project, is getting the power pole buried. There are a lot of people to thank for this project, going back to Senator Cortez-Masto, Senator Rosen, and also Kate Marshall, who was the Lieutenant Governor, at the time, during this last 30-year period, who really helped push this project through. Along with our friend who was in Senator Reid's office, Herbert, who passed away, and worked for the Porter Group, helped push this project along to get this earmark. I think at some time, in our future, we are going to see 4 lanes, to not only Harrigan Road, but we will see 4 lanes all the way to Rio Vista. I think that we will have to help NDOT in getting the right of ways, to get that widening done. We will see the traffic counts increase, out there, especially as the base grows. We will have to keep monitoring that over time. This is a good place to start and one that we knew was a problem 30 years ago, and we have been working on it, ever since. Are there any further comments or questions from the Council or public?

No further comments were noted.

Councilman Harmon motioned to approve the Cooperative Agreement between the City of Fallon and the State of Nevada acting by and through the Department of Transportation for the Highway 50 Signalization Project where the City will be responsible for a five percent (5%) match of Federal funds in an amount not to exceed Eighty-Five Thousand Fifty-Three Dollars (\$85,053); and for other matters properly related thereto; seconded by Councilwoman Frost and approved with a 3-0 vote by the Council.

Consideration and possible approval of a professional services contract with J-U-B Engineers, Inc. for engineering design and bidding support services for the US 50 Signalization Project in an amount not-to-exceed One Hundred Eleven Thousand Two Hundred Forty-Two Dollars (\$111,242).

Public Works Director Brian Byrd stated the approval of a contract with J-U-B Engineers, Inc. would allow for a traffic signal design and bidding support services for the US 50 Signalization Project. A new traffic signal at the intersection of Williams Avenue and Sherman Street is intended to improve traffic flow during peak hours and enhance pedestrian safety. The project includes upgrades to sidewalk ramps, the installation of accessible pedestrian signals, and improved intersection lighting. These changes aim to increase safety and efficiency for both vehicles and pedestrians while making the area more accessible to all users. Additionally, pedestrians will benefit from improved sidewalk access, including the installation of ramps, crosswalks, and controlled pedestrian signals.

Mayor Tedford inquired whether there were any comments or questions from the Council or the public.

Councilman Harmon stated that here we are in this million-dollar range again. We

don't have any electrical contractors in town, that I know of, that are capable of doing a signal project, like this. So, hopefully we can get some good, qualified bidders, with this, and more than 1.

Public Works Director Brian Byrd stated that the signal world is pretty competitive. There are 2 or 3 very reliable outfits that we use out of the Reno area, that typically don't miss opportunities to bid signal construction in the region. So, I am hopeful and will do everything that we can to ensure that the project is attractive and that we reach out and communicate with those folks. I am confident that we will get their involvement out here.

Councilman Harmon stated that we have had the new signal on Coleman and Roberson, and I know that at Leeteville Junction, they did light upgrades there too, and I am not sure if it is the same contractor there.

Public Works Director Brian Byrd stated that he believes it was the same contractor. The fortunate thing about the timeline that NDOT put on the City, as tight as it is, we have a working model of the Sheckler/Roberson signal, that has the City's needs already designed and specified in all of the documents. So, we are going to be able to cut and paste a lot of that information, and modify it, obviously, for that specific intersection. We will be able to accomplish that relatively easily.

Councilman Harmon inquired if it would be possible, during this project, if we could reach out to the School District to see if they would be interested in putting lights flashing opposite of the school zones, when it is active, similar to how they have the one on Taylor Street.

Public Works Director Brian Byrd stated that we could reach out to the School District to see if we can enhance the school zone lighting. The School District manages the School District's lighting within the community, the timing of them, and replacement of bulbs. There are a few exceptions to that rule but for the most part, they are responsible for that.

Mayor Tedford stated that we can contact the School District.

Councilwoman Kent stated she had a question. Who controls the stoplights when they change from red to yellow, and monitors when cars are pulling up? Do we do that or NDOT?

Public Works Director Brian Byrd stated that the City does. The City of Fallon is responsible for the operation and the maintenance for all of the traffic signals, and in Churchill County. We have ours within the City limits, and the Sheckler/Roberson signal. It is a video system, so it doesn't record or have any archive storage. What it does, it is a really neat software program that creates travel lanes. So, when the vehicle pulls into that travel lane, it triggers the controller to call for a green light. That is why, in the morning at 4:00 o'clock, east to west travel are green lights, there should be green lights, all the way through town. That is because there is no one at the intersection, so priority is given to Williams Avenue. So, if somebody pulls up, north or south, and enters into that travel lane, the camera will actually pick up motion, and call for a green light, in that travel lane. The issues that we have with the camera system, instead of a pressure or weight system, is the sunlight in the mornings, when the sun is rising and when the sun is setting. I there is any dirt or debris on the actual glass, of the camera, it sometimes won't pick up vehicles, inside that travel lane, or pick up something that isn't there. It has worked really well, and it is amazing to me that we did it 6 or 7 years ago. A lot of the components, software, and equipment are antiquated, and will need to have some upgrade or evaluation done, in the future, but that is something that we will take into consideration, how the sunrises and sunsets, and how we prevent misinformation being given to the conflict monitor.

Councilwoman Kent stated she wanted to complain a little about the light on Tedford and Williams. When you are trying to leave at 5:30 in the morning, you can't get across Williams.

Public Works Director Brian Byrd stated that it is important to let the Public Works Department know of these issues. Sometimes they need cleaned, sometimes they need adjusted, sometimes those travel lanes shift, and it can always be fine-tuned. With Sheckler and Roberson, when the lanes are the perfect width, that makes it a perfect situation, so we have very few issues there. The issues we get are with the Tedford and Whitaker lights, where we are trying to fit those camera lanes into a very small section because they are not typical width streets.

Mayor Tedford inquired whether there were any further comments or questions from the Council or the public.

No further comments were noted.

Councilwoman Frost motioned to approve a professional services contract with J-U-B Engineers, Inc. for engineering design and bidding support services for the US 50 Signalization Project in an amount not-to-exceed One Hundred Eleven Thousand Two Hundred Forty-Two Dollars (\$111,242); seconded by Councilman Harmon and approved with a 3-0 vote by the Council.

Consideration and possible approval of a professional services contract with Lumos & Associates, Inc. for engineering and design and bidding support services for the Kaiser Street Roadway Reconstruction Project in an amount not-to-exceed Four Hundred Two Thousand Nine Hundred Ninety-Five Dollars (\$402,995).

Public Works Director Brian Byrd stated the approval of a contract with Lumos & Associates, Inc. would allow for design and bidding support services associated with the Kaiser Street Roadway reconstruction. The City of Fallon has identified approximately 2,650 linear feet of Kaiser Street that need rehabilitation. This includes installing a new sidewalk, new curb and gutter, updated driveway and approach improvements, ADA compliant pedestrian ramps at the affected intersections, electrical improvements, improved drainage, and updated signage. During the 2023 Community Development Block Grant cycle, the Governor's Office of Economic Development awarded the City of Fallon \$171,000 of funding for the design of the Kaiser Street Roadway Reconstruction project. On July 5, 2024, the City released a Request for Statement of Qualifications for engineering firms interested in participating in the project. Two Statement of Qualifications were received and scored by the evaluation committee. Upon review of the scoring criteria, Lumos & Associates ranked the highest and is being recommended as the engineer of record for this project. In addition to CDBG funding, the City of Fallon was awarded \$4,900,000 in the 2023-2024 Congressionally Directed Spending cycle for the full reconstruction of Kaiser Street. Approval of the design contract with Lumos & Associates would allow for portions of that money to be utilized during the design phase of this project. The City staff recommends approval of a professional service contract with Lumos & Associates Incorporated. Just for clarification, the fiscal impact is \$171,000 in already approved CDBG funding and \$231,995 in CDS earmark funding. The next step, if approved, would be Lumos & Associates completing the full design, and assisting us with the bidding process, and bringing back to the Council a construction contract.

Mayor Tedford stated that these 4.9 million dollars were an earmark from Congressman Amodei for the paving and reconstruction of Kaiser Street, with no match,

and that is what we are trying to take advantage of.

Councilman Harmon inquired on the 4.9 million dollars. This approximately \$400,000 amount basically comes out of that. So, we will still have 4 and ½ million to do all of Kaiser Street. Is that accurate?

Public Works Director Brian Byrd stated that it was correct. We will actually have a little bit more because the \$171,000 comes out of the CDBG portion. CDBG was willing to allow us to use previously allocated funding that we have for Kaiser reconstruction, to just be focused specifically on design, after the City of Fallon received news that we received \$4,900,000. So, really, we will be at about 4.75 million dollars, give or take.

Councilman Harmon stated that maybe we might have more contractors bid on it, with the higher amount.

Public Works Director Brian Byrd stated that both Auction Road and Kaiser Street are trending and being released for bid at a very similar time, and so in that corridor we will probably have about 10 million dollars' worth of work. It is our goal to get this money spent as quickly as possible. Each one of these funding mechanisms has very complicated arduous requirements. I am hopeful that we can construct these in the calendar year of 26, both Auction and Kaiser. We are making improvements, during this project, to S Whitaker, that will help accommodate the N Whitaker extension, and how that ties into Auction Road. That was certainly important.

Mayor Tedford inquired whether there were any further comments or questions from the Council or the public.

No further comments were noted.

Councilwoman Kent motioned to approve a professional services contract with Lumos & Associates, Inc. for engineering and design and bidding support services for the Kaiser Street Roadway Reconstruction Project in an amount not-to-exceed Four Hundred Two Thousand Nine Hundred Ninety-Five Dollars (\$402,995); seconded by Councilwoman Frost and approved with a 3-0 vote by the Council.

Councilwoman Frost thanked Brian and all the staff for their part in all the projects. I know that all these projects have been in the works for a long time and took a lot of groundwork to get done, and to where we are, at this point. I am excited to see all these projects coming through.

Public Comments

Mayor Tedford inquired if there were any public comments.

No comments were noted.

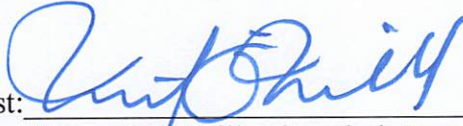
Council and Staff Reports

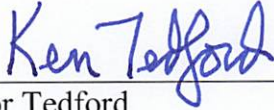
Mayor Tedford stated that he would like to thank Brian, staff, and everyone that has been working on these projects. Some of these projects have taken over 30 years to get done and have been very difficult for the you all and the staff and Council that have preceded you. Are there any Council or staff reports?

No reports were noted.

Adjournment

There being no further business to come before the Council, Mayor Tedford adjourned the meeting at 9:59 a.m.

Attest:  _____
Michael O'Neill, City Clerk-Treasurer

 _____
Mayor Tedford