

**SUPPLEMENTAL NO. 3 TO THE PROFESSIONAL ENGINEERING SERVICES
CONTRACT FOR TROPICANA AVENUE / UNIVERSITY CENTER DRIVE
GRADE SEPARATION (OUTBOUND ELEVATED EXPRESSWAY)**

THIS SUPPLEMENTAL CONTRACT NO. 3, made and entered into this 1st day of February, 2022, between Clark County, Nevada, a political subdivision of the State of Nevada, hereinafter referred to as COUNTY, and CH2M Hill Engineers, Inc., a Delaware Corporation authorized to do business under the laws of the State of Nevada, hereinafter referred to as ENGINEER.

W I T N E S S E T H

WHEREAS, on September 6, 2016, the COUNTY and the ENGINEER entered into a contract for development and analysis of alternatives for an Elevated Roadway Outbound from the Airport to connect the Resort Corridor Area; and

WHEREAS, on April 17, 2018, the COUNTY and the ENGINEER entered into a Supplemental No. 1 contract for elevated roadway improvements beginning at-grade on Swenson Street south of Tropicana Avenue, then elevating and continuing north within existing rights-of-way on COUNTY property and under, crossing Paradise Road north of Tropicana Avenue by means of the plans developed to a sixty percent level prior to the additional alternatives requested by the COUNTY; and

WHEREAS, on November 3, 2020, the COUNTY and the ENGINEER entered into a Supplemental No. 2 contract for the Tropicana Avenue and University Center Grade Separation (DDI).

WHEREAS, it is necessary to increase funding for this for the design of a pedestrian bridge, a bridge, and access to the TNC lot, additional geotechnical and ground water investigation, Intelligent Transportation System, and an Environmental Analysis (EA) required by the Federal Aviation Administration; and

WHEREAS, this Supplemental No. 3 contract increases funding by \$2,000,687.00 for a revised total contract amount of \$12,797,687.00.

NOW THEREFORE, for and in consideration of the premises and mutual covenants herein contained, it is agreed to supplement the professional engineering services contract dated September 6, 2016, Supplemental No. 1 dated April 17, 2018, and Supplemental No. 2 dated November 3, 2020.

ARTICLE I: DEFINITIONS

“Direct Salary” Exhibit “AAA” attached hereto is effective as of the date of this Supplemental No. 3 Contract.

“Project” shall be revised to add the following:

Project will also include Environmental Analysis for the Naples Detention Basin and the Tropicana Avenue and University Center Grade Separation Improvements (DDI) in the CCDOA RPZ. The improvements will also include a new bridge in the TNC parking lot and a new layout of the TNC parking lot, a new above-grade Pedestrian Bridge at University Center Drive and Tropicana Avenue, and additional ITS conduits and fiber cables within the project limits.

ARTICLE II: SCOPE OF SERVICES

2.02 Basic Engineering Services

Add the following to Section 2.02 (X):

X. Geotechnical and Groundwater Investigations for the DDI:

By SUBCONTRACTOR or otherwise, perform additional geotechnical evaluation for TNC and Pedestrian Bridges the following will be added to the current Geotechnical report

- Geotechnical Field Evaluation
 - Coordination with UNLV and Clark County Department of Aviation as needed for drilling access
 - Obtain and submit traffic control plans and implementation of traffic control devices during drilling operations within Clark County ROWs. Daily coordination of traffic control operations during the drilling program as needed
 - Obtain encroachment permits for drilling in Clark County ROWs
 - Pothole to a depth of up to 5 feet using vacuum extraction at each boring location
 - Drill and log 2 borings at the TNC bridge pier locations to a depth of 125 feet using mud rotary drilling method
 - Drill and log 4 borings at the pedestrian bridge pier locations to a depth of 100 feet using hollow stem auger drilling method
 - Drill and log 1 boring at the retaining wall located west of the TNC bridge to a depth of 50 feet using hollow stem auger drilling method
 - California or Standard Penetration Tests approximately every 5’ within the top 60 feet and every 10’ below 60-foot depth in each boring
 - Boring abandonment using bentonite and CLSM, asphalt patch and disposal of drill cuttings, as necessary

- Laboratory tests performed on samples recovered from the borings at approximately the frequency outlined below:
 - In-Place Moisture Content and Dry Density – 1 test per 5 to 10 feet of each boring
 - Sieve Analysis – Up to 2 tests per boring
 - Plasticity Index – Up to 2 tests per boring

- Direct Shear – one test per boring
- Unconfined Compressive Strength – One test per boring
- Update the draft Geotechnical Report to include the information from the 7 additional borings:
 - Boring Logs
 - Laboratory Test Reports
 - Provide drilled shaft design parameters for added TNC and Pedestrian bridges
 - Additional excavation considerations

Add the following to Section 2.02 (Y):

Y. Structural Design for the DDI:

The ENGINEER will prepare plans and calculations for the TNC Bridge over the EN and EUC Ramps and for the Pedestrian Bridge over University Center Drive south of Tropicana Avenue. The TNC Bridge will be a two-span, post-tensioned concrete slab structure. The Pedestrian Bridge will include two (2) prefabricated truss spans with approach ramps supported on multi-span concrete structures. The supplier of the prefabricated truss spans will be responsible for its design. The ENGINEER will prepare performance specifications for truss design and will design, and detail supports for the truss spans and the approach ramp structures.

The following plan sheets are anticipated for the two (2) bridges:

TNC Bridge

- Plan and Elevation
- Typical Section, General Notes and Quantities
- Geometrics
- Drilled Shaft Details
- Abutment 1 Plan and Elevation
- Abutment 2 Plan and Elevation
- Abutment Sections and Details
- Wingwall Details
- Pier Plan and Elevation
- Pier Sections and Details
- Typical Deck Section
- Slab Reinforcing Details
- Prestressing, Camber and Concrete Classification Diagram
- Post-Tensioning Details
- Approach Slab Plans
- Approach Slab Sections and Details
- Barrier Rail Plan and Elevation
- Barrier Rail Details
- Expansion Joint Details
- Bent Bar Details

Pedestrian Bridge

- Plan and Elevation
- Typical Section, General Notes and Quantities
- Geometrics No. 1
- Geometrics No. 2
- Drilled Shaft Details
- West Ramp Bent Plan and Elevation
- East Ramp Bent Plan and Elevation
- Bent Sections and Details
- Typical Deck Section
- Deck Slab Reinforcing Plan No. 1
- Deck Slab Reinforcing Plan No. 2
- Deck Slab Details
- Pier 1 Plan and Elevation
- Pier 2 Plan and Elevation
- Pier 3 Plan and Elevation
- Pier Sections and Details No. 1
- Pier Sections and Details No. 2
- MSE Retaining Wall Plan and Elevation No. 1
- MSE Retaining Wall Plan and Elevation No. 2
- MSE Retaining Wall Sections and Details
- Pedestrian Railing Details No. 1
- Pedestrian Railing Details No. 2
- Stair Details No. 1
- Stair Details No. 2
- Miscellaneous Details No. 1
- Miscellaneous Details No. 2
- Bent Bar Details No. 1
- Bent Bar Details No. 2

Add the following to Section 2.02 (Z):

Z. Intelligent Transportation System (ITS):

Intelligent Transportation System (ITS): The ENGINEER will add the following to the ITS Scope of work:

- Extend ITS conduit bank from western limits of the project to NW corner of Koval Lane and Tropicana Avenue intersection
- Extend ITS conduit bank from eastern limits of the project to NE corner of Maryland Parkway and Tropicana Avenue intersection
- Extend ITS conduit bank from the intersection of University Center Drive and Tropicana Avenue to the intersection of University Center Drive and Naples Drive
- Add new 144 SMFO from the intersection of Las Vegas Blvd and Tropicana Avenue to the intersection of Maryland Parkway and Tropicana Avenue
- Add new 144 SMFO from the intersection of University Center Drive and Tropicana Avenue to the intersection of University Center Drive and Naples Drive

- Coordinate with RTC SNV for the splice diagrams for each location including for all CCTV cabinet and traffic signal cabinet connections

Section 2.02 (GG) shall be added:

GG. Tropicana Avenue and University Center Grade Separation Environmental Analysis (EA)

1. Proposed Action and Alternatives

ENGINEER will develop proposed project description of the main components of the Proposed Action and will submit for COUNTY, CCDOA and FAA approval. Alternatives were developed in the Tropicana Avenue and University Center Drive Grade Separation Project (DDI) – Alternatives Analysis – Technical Memorandum Submitted to FAA on: 11/22/2021 will be included in the EA, only the No-Action Alternative and the Proposed Action will be selected for detailed environmental analysis.

2. Purpose and Need

ENGINEER will perform the following elements: Purpose and Need, Proposed Action, Alternatives, Affected Environment, Environmental Consequences, Potential Mitigation Requirements, and Finding of No Significant Impact (FONSI). ENGINEER will work with COUNTY, HRIA, and FAA to develop a Purpose and Need statement.

Deliverables: The purpose and need for each project component will be provided in the EA section.

3. Affected Environment, Environmental Consequences, and Potential Mitigation Requirements

The affected environment will describe the existing environmental conditions at and around the Proposed Action, while the environmental consequences will review the reasonably foreseeable impacts of the No-Action Alternative and the Proposed Action. The focus of the environmental consequences analysis is on resources that would be directly, indirectly, and cumulatively affected.

4. Air Quality

The air quality analysis will assess the impact of the Proposed Action on the National Ambient Air Quality Standards (NAAQS) according to FAA’s Air Quality Procedures for Civilian Airports & Air Force Bases. The greater Las Vegas area is currently in non-attainment for ozone and is still subject to carbon monoxide (CO) and PM 10 maintenance plans. The Tropicana Avenue realignment component of the project is not an NDOT/FHWA transportation project; therefore, the project would be subject to general conformity requirements. Construction and operation emissions from the improvements will be quantified using EPA MOVES model and compared to the general conformity de minimis thresholds. It is assumed that the emissions would be below the de minimis thresholds, and further conformity demonstration will not be required. Localized air quality impacts will be evaluated through hot spot analysis for nonattainment or maintenance pollutants, including carbon monoxide (CO) and particulate matter with an aerodynamic diameter equal to or less than 10 micrometers (PM10) for the project area. If needed, a quantitative CO hot spot analysis will be performed for the affected intersections in the project area following EPA CO

modeling guidance. A qualitative PM10 hot spot analysis will be performed for the project. Evaluation of the greenhouse gas (GHG) impacts will follow the applicable guidance of FAA Environmental Services Procedures Guide (2018).

Deliverables: Air Quality Analysis Technical Report.

A written record of air quality impacts will be provided in the EA section.

5. Compatible Land Use

Land use surrounding the airport consists of a mix of residential, commercial, industrial, public, and recreational land uses. The compatibility of existing and planned land uses in the vicinity of LAS is associated with airport noise, traffic, and COUNTY development. Although the Proposed Action would occur within the RPZ of CCDOA, the improvements are within established transportation corridors and no compatible land use impacts are anticipated.

Deliverables:

A written record of compatible land uses will be provided in the EA section.

6. Construction Impacts

ENGINEER will determine potential construction impacts of the Proposed Action including noise, air, and water pollution. Construction impacts are anticipated to be minimal at this time. Construction air emissions will be modelled for the Proposed Action with the MOVES model.

Deliverables:

A written record of construction impacts will be provided in the EA section.

7. Department of Transportation Act, Section 4(f)

As currently envisioned, the Proposed Action would not impact any publicly owned land from any public park, recreation area, wildlife or waterfowl refuge of national, state, or local significance. However, if any structures are potentially eligible for listing on the National Register of Historic Places (NRHP), they would be subject to Section 4(f) requirements regarding a historic site of national, state, or local significance.

Deliverables:

A written record of Section 4(f) resources (recreational features, some historic features) identified within the proposed project limits and a 0.25-mile buffer will be provided in the EA section. It is anticipated that uses of recreational resources could be addressed using a *de minimis* finding.

8. Fish, Wildlife, & Plants

According to the Nevada Department of Wildlife (NDOW), listed federal and state sensitive species in Clark County include twelve mammals, two amphibians, eleven fish, two reptiles, eight plants, seven birds and one insect. Addition of a detention basin near the airport is predicated on conditions that would minimize attractants to wildlife. A field site visit would be performed to assess the potential for their habitat or presence. Impacts to endangered or threatened species, wildlife, and plants will be assessed. Early coordination with NDOW and the U.S. Fish and Wildlife Service (USFWS) will be performed. Potential impacts to migratory birds, as well as invasive plant species and beneficial landscaping, will also be addressed. It is not anticipated that

threatened or endangered species would be impacted by the Proposed Action. Thus, the Proposed Action is not anticipated to require formal or informal consultation with the USFWS regarding a Biological Assessment or Biological Opinion. It is anticipated species-specific surveys that meet specific protocols necessary to formally document the absence of a species will not be required.

Deliverables:

Potential impacts to federal and state sensitive species will be documented in a biological evaluation (BE). These analyses will be based on a field survey and general habitat assessment of the project area for species listed, proposed, or candidates under the Endangered Species Act (ESA) and state species of concern designated by NDOW. Conservation measures will be identified to be included as part of the proposed action, and potential mitigation identified, as appropriate, commensurate with the degree of species-specific effects.

A written record of biological resource impacts will be provided in the EA section.

9. Hazardous Materials, Pollution Prevention, & Solid Waste

Various activities associated with the modification of Tropicana Avenue, including lead-based paint, asbestos in load-bearing structures, and potential impacts to soil or groundwater, could have the potential to release hazardous materials. The hazardous materials investigation will be conducted for the Proposed Action, including a review of available ASTM 1527-15 standard federal and state databases and a site visit to identify Recognized Environmental Conditions. Depending on the results of the Phase I Environmental Site Assessment (ESA), the Phase II ESA - if required - will be included in Special services.

Deliverables:

A Preliminary Initial Site Assessment (PISA) would be prepared.

A written record of hazardous materials impacts will be provided in the EA section.

10. Historical, Architectural, Archaeological, & Cultural Resources

This project will require compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Historic Resources. Consult with the Nevada SHPO to establish the Area of Potential Effects (APE) for the Proposed Action in sufficient detail and clarity to determine the eligibility of any resources for the National Register of Historic Places (NRHP). The report shall also assess the effect of the project on historic resources.

Deliverables: The results of the assessment will be prepared in a historic building survey report that will be provided to FAA and SHPO for concurrence.

Archaeological Background Study. Review the existing SHPO files to determine if any previously recorded sites or archaeological surveys occur within or near the Proposed Action. Given the urban nature of the project area, only files held by NVCRIS, Nevada's electronic cultural resources database, and the NRHP database will be reviewed. Additionally, resources listed in the Las Vegas Historic Property Register and Historic Sites Interactive Maps will be reviewed. Archaeologists will consult the Natural Resources Conservation Service (NRCS) soil survey maps, relevant aerial

photography, historical maps, and land use maps to assess the likelihood for unrecorded resources. Findings will be compiled and submitted to Nevada SHPO for review and concurrence.

Deliverables: Class I report will be produced and will be submitted to the Nevada SHPO. The report will present the direct and indirect APE, and will contain appropriate maps, tables, culture history, and a finding of project effect and recommendations for further cultural resources work, as applicable.

Both Components:

The results of the background research and the historic building evaluation will be presented in the cultural resources EA section.

11. Light Emissions & Visual Impacts

Current LAS facilities are illuminated by various types of landside lighting for buildings, access roadways, apron areas, and automobile parking areas. Additional street lighting is proposed for depressed portions of Tropicana Avenue. ENGINEER will examine areas adjacent to CCDOA that are subject to light and visual impacts from the Proposed Action.

Deliverables:

A written record of light emissions and visual impacts will be provided in the EA section.

12. Noise

ENGINEER will perform a noise analysis using the Federal Transit Authority (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), which references the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 for noise sensitive receivers, consistent with land use categories defined in FHWA PART 772—*Procedures for Abatement of Highway Traffic Noise and Construction Noise*, to address construction and operational noise from the Proposed Action on noise sensitive receptors. Noise sensitive receptors will be sited adjacent to the Tropicana Avenue corridor within the study area as defined in the specific scope of services. A determination regarding noise abatement measures will also be evaluated.

Deliverables

Prepare a draft and final Noise Analysis Technical Report.

Provide TNM 2.5 model input files upon request.

A written record of the results of the noise analysis will be presented in the EA noise section.

13. Socioeconomic Impacts, Environmental Justice, & Children's Environmental Health & Safety Risks

The Proposed Action is anticipated to affect surrounding area surface-related traffic. Review of the Proposed Action area for socioeconomic impacts including the Environmental Justice (EJ) communities under Executive Order (EO) 12898. U.S. Census Bureau 2020 census block group and block data will be obtained and used to address and assess the potential for EJ impacts to minorities and low-income persons. Environmental health and safety risks to children that may result from implementation of the Proposed Action will also be assessed. The Proposed Action and potential mitigation options will be reviewed under consideration of the EO 14008 an EO 13985 directing federal agencies to develop programs and policies to address the disproportionate

health, environmental, economic, and climate impacts on disadvantaged communities. Records of this analysis shall also be documented for compliance with pending FAA guidelines and to be potentially eligible for any funds available for these purposes.

Deliverables:

A written record of socioeconomic impacts will be provided in the EA section.

14. Water Quality

Potential water quality impacts will be assessed. The work under this task will address the National Pollutant Discharge Elimination System (NPDES). Appropriate construction controls (Best Management Practices [BMPs]), Stormwater Pollution Prevention Plans (SWPPPs), General Stormwater Permits for Construction and other permits will be necessary for erosion and sedimentation control and NPDES regulated stormwater discharges including construction stormwater.

Deliverables:

A written record of water quality impacts will be provided in the EA section.

15. Waters of the United States, including Wetlands (WOTUS)

This task will be prepared by the Naples Detention Basin consultant, the ENGINEER will provide the information in the submittal to CCDOA.

16. Cumulative Impacts

Cumulative impacts are defined by the Council on Environmental Quality (CEQ) as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR 1508.7).” While they may be insignificant by themselves, the combined, incremental effects of human activity, referred to as cumulative impacts, accumulate over time, from one or more sources, and can result in the degradation of important resources. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that is the focus of cumulative impact analysis. While impacts can be differentiated by direct, indirect, and cumulative, the concept of cumulative impacts considers all disturbances since cumulative impacts result in the compounding of the effects of all actions over time.

Deliverables:

A written record of cumulative impact assessment would be provided in the EA section.

A tech memo could be produced with a summary of each of the Tech reports (AQ, noise, bio, cultural, hazmat) as well as other sections such as socioeconomic or 4(f). Each stand-alone report would be provided to the FAA for evaluation of EA determination, but these reports would also need to go to respective agencies for concurrence. It is assumed that these reports would go for concurrence prior to FAA evaluation, but if they only want the preliminary studies to make their determination (screening), the reports could be sent afterward, during the actual EA work.

Add the following to Section 2.03 Special Services:

E. Draft/Final EA

The Draft and Final EA documents will be prepared, including NEPA-complaint PI results, and submitted in accordance with all current and applicable FAA regulations, policies, standards, and guidelines.

F. Finding of No Significant Impact/Record of Decision (FONSI/ROD)

ENGINEER will work with the COUNTY, CCDOA, and FAA to complete the FONSI/ROD and circulate for public notice based on the findings of the EA and PI process.

G. Waters of the United States, including Wetlands (WOTUS)

WOTUS delineations will be performed to determine the potential presence or absence of wetlands. USGS 7.5-minute topographic quadrangle maps, USFWS National Wetlands Inventory Maps, Natural Resources Conservation Service Soil Survey, local hydric soils list, and other published data concerning wetlands will be obtained. A WOTUS delineation evaluation and a Clark County Regional Floodplain Chapter 8 Resource Screening Analysis were conducted in 2019 for the Naples Peaking Basin component of the project. The Proposed Action site will be identified on the maps as well as any potential WOTUS that may exist through the proposed Tropicana Avenue roadway corridor. One waterbody subject to USACE jurisdiction under Section 404 of the CWA or Section 10 of the RHA was present within the detention basin project area and would be included in the Proposed Action site for this project. WOTUS determinations within the Proposed Action site will then be performed using the current federally accepted procedures contained in the 1987 USACE Wetlands Delineation Manual and Regional Supplement under the current 2021 WOTUS rules. It is anticipated that the Proposed Action will use a combination of a Nevada Regional General Permit and a nationwide permit with a pre-construction notification at this time.

ARTICLE IV: TIME OF PERFORMANCE

Add the following to the subsection:

4.01 Time of Performance

Subject to Section 4.02 hereof, the ENGINEER shall complete the following specific tasks, and all the work preceding such tasks on or before the date set out below:

<u>TASK</u>	<u>COMPLETION TIME</u>
2.02.GG EA	Within 120 calendar days following the receipt of notice from the Director to begin work under Supplemental Contract No. 3.
2.0.X, Y and Z Final Plans & Special Provisions Submission	Within 240 calendar days following receipt of notice from the Director to begin work under Supplemental Contract No. 3.
2.03 Special Services	Within time period as specified by the Director.

The ENGINEER shall complete all Basic Engineering Services, Final Engineering Services, and authorized Special Services within completion times as set forth above for the full DDI alternative by December 31, 2025, unless the COUNTY amends such date. There is an option of early construction packages, which the ENGINEER and the Director will agree upon the schedule.

ARTICLE V: PAYMENT FOR SERVICES

Delete Section 5.01 in its entirety, and replace with the following:

5.01 Maximum Amount Payable

The maximum amount payable by the COUNTY to the ENGINEER shall be a sum of money equal to Basic Engineering Services plus the Special Service fees, if, as, and when approved by the Director and provided, however, under no circumstances may the total amount payable to the ENGINEER under this Contract or in connection with the subject matter of this Contract, exceed \$12,797,687.00 unless such sum is increased by the Clark County Board of Commissioners, but only to the extent such total sum is increased.

Delete Section 5.02 in its entirety, and replace with the following:

5.02 Basic Services and Special Services Fees

In no event may the fees exceed the following Basic Engineering Services, and the Special Services fees shown below in purposes or amounts:

<u>TASK</u>	<u>MAXIMUM AMOUNTS</u>
Basic Engineering Services 2.02.....	\$12,197,687.00
Special Services 2.03.....	\$600,000.00
Grand Total Basic and Special Service.....	\$12,797,687.00

ARTICLE IX: MISCELLANEOUS PROVISIONS

Add as second paragraph to Section 9.15 as follows:

9.15 Entire Agreement


The remainder of the professional services contract for the Tropicana Avenue / University Center Drive Grade Separation (Outbound Elevated Expressway) project dated September 6, 2016, Supplemental No. 1 dated April 17, 2018, and Supplemental No. 2 dated November 3, 2020, remain unchanged.

IN WITNESS WHEREOF, the parties have executed this Supplemental No. 3 Contract as of the date herein above set forth.

CLARK COUNTY, NEVADA

CH2M HILL ENGINEERS, INC.

RANDALL J. TARR
Deputy County Manager



KEN GILBRETH, P.E.
Vice President

APPROVED AS TO FORM:



LAURA C. REHFELDT
Deputy District Attorney

SUPPLEMENTAL NO. 3

**EXHIBIT “AAA”
MAXIMUM DIRECT SALARY OF THE ENGINEER’S EMPLOYEES
STANDARD RATES
EFFECTIVE FEBRUARY 1, 2022**

<u>CLASSIFICATION</u>	<u>DIRECT SALARY</u> (Not to Exceed Standard Rates)
Principal	\$145.00
Senior Project Manager / Technologist	\$140.00
Project Manager / Engineering Specialist	\$145.00
Project Engineer	\$115.00
Associate Engineer	\$95.00
Staff Engineer 2	\$65.00
Staff Engineer 1	\$50.00
Engineer Tech 5	\$105.00
Engineer Tech 4	\$85.00
Engineer Tech 3	750.00
Engineer Tech 2	\$60.00
Engineer Tech 1	\$40.00
Office/Clerical/Accounting	\$53.00
Bridge Engineering	\$125.00
Junior Bridge Engineer	\$105.00
Junior Roadway Engineer	\$90.00
Junior Technician	\$58.00
Project Assistant 1	\$48.00
Project Assistant 2	\$42.00
Senior Bridge Engineer	\$130.00
Senior Q/C	\$110.00
Senior Roadway Engineer	\$125.00
Senior Technician	\$90.00
Planner	\$85.00
Environmental Professional	\$75.00

DISCLOSURE OF RELATIONSHIP

List any disclosures below:
(Mark N/A, if not applicable.)

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF COUNTY* EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO COUNTY* EMPLOYEE/OFFICIAL	COUNTY* EMPLOYEE'S/OFFICIAL'S DEPARTMENT
N/A			

* County employee means Clark County, Department of Aviation, Clark County Detention Center or Clark County Water Reclamation District.

"Consanguinity" is a relationship by blood. "Affinity" is a relationship by marriage.

"To the second degree of consanguinity" applies to the candidate's first and second degree of blood relatives as follows:

- Spouse – Registered Domestic Partners – Children – Parents – In-laws (first degree)
- Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws (second degree)

For County Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

Yes No Is the County employee(s) noted above involved in the contracting/selection process for this particular agenda item?

Yes No Is the County employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments:

Signature

Print Name
Authorized Department Representative

Appointments**Board Directors**

Name	Position	Appointed
Walstrom, Jan	Board of Directors	12/14/2017
Williams, Ronald R.	Board of Directors	12/01/2021

Officers

Name	Position	Appointed
Adkisson, Jason	Secretary	09/01/2021
Arnold, Julie T.	Assistant Secretary	05/29/2013
Bussell, Scott	Vice President	10/01/2019
Crockett, Barbara	Assistant Vice President	03/19/2018
Delisle, Tina	Senior Manager Payroll	02/01/2021
Duran, Frank	Assistant Vice President	08/07/2018
Eldridge, Gregory W.	Assistant Vice President	11/19/2020
Walstrom, Jan	President	04/20/2018
Funk, Charles R.	Assistant Vice President	05/29/2013
Gauggel, Edwin G.	Assistant Vice President	06/04/2020
Goodell, Steve J.	Assistant Vice President	05/13/2020
Hall, Sirpa H.	Assistant Vice President	04/16/2018
Helsing, Jason	Senior Director Tax	09/10/2020
Laity, Michael	Senior Director Tax	02/21/2020
McCallister, Scott	Assistant Vice President	06/01/2021
Meninger, Stephen O.	Vice President	12/01/2021
Menard, Didier	Assistant Vice President	04/16/2018
Myers, Ralph	Assistant Vice President	11/29/2021
Powell, William M.	Vice President	07/18/2014
Rimas, Cheryl Jett	Assistant Secretary	05/29/2013
Shelton, Brian R.	Treasurer	09/01/2021
Soroshian, Fred	Assistant Vice President	11/11/2020