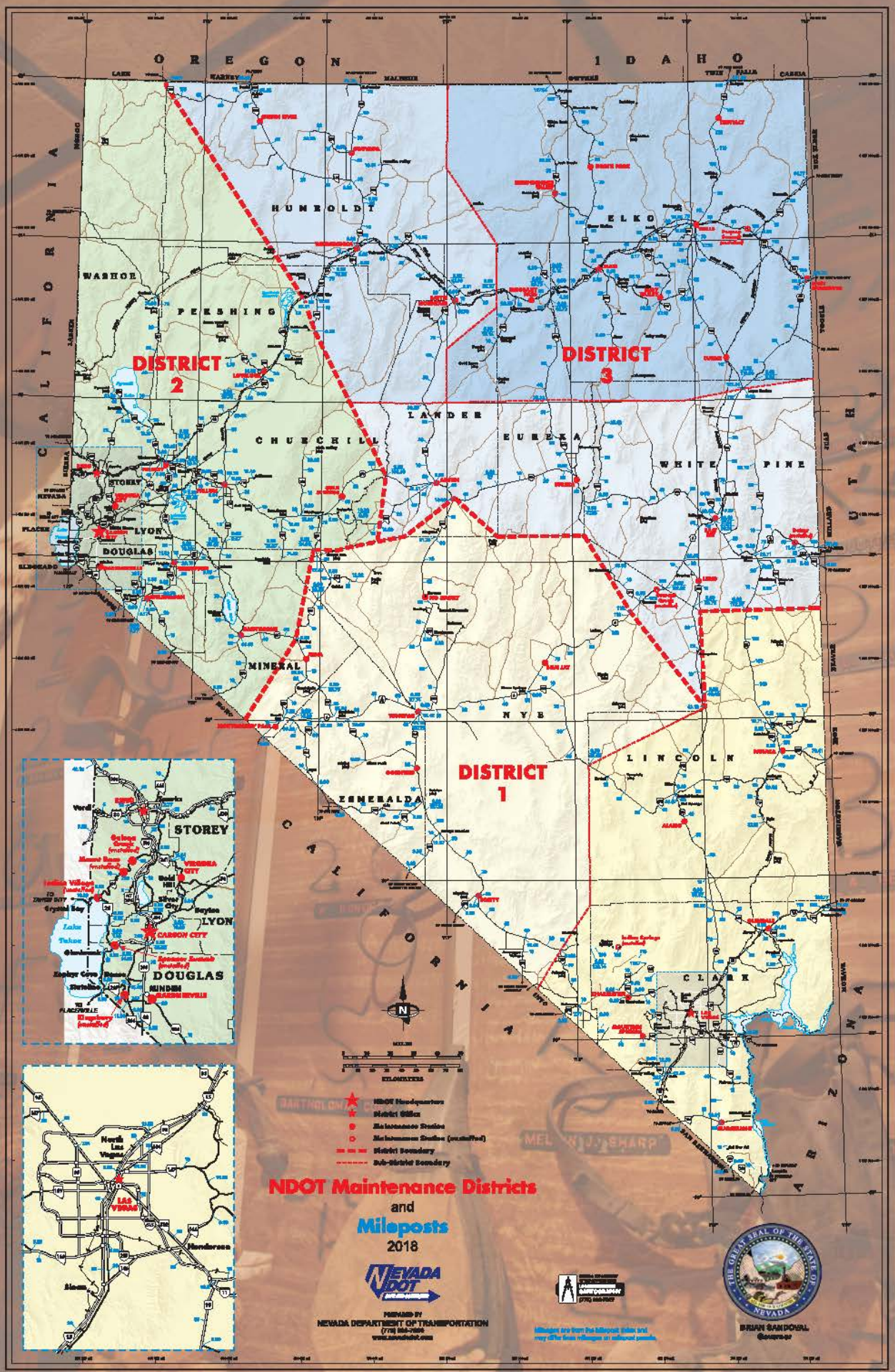
STATE OF NEVADA TRANSPORTATION
2018
FACTS AND FIGURES

NEVADA DOT
SAFE AND CONNECTED

Rudy Malfabon, P.E., Director

Brian Sandoval, Governor



2018 NEVADA TRANSPORTATION FACTS AND FIGURES

State of Nevada Transportation
2018 Facts and Figures

Governor
Brian Sandoval
Director
Rudy Malfabon, P.E.

Prepared By: Performance Analysis Division &
Designed by Multimedia

Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000

www.nevadadot.com

Table of Contents

Key Phone Numbers and Websites

Road Construction & Winter Road Condition Information

Call before driving.
All areas of the state ..... **511** or 1-877-NVROADS (**1-877-687-6237**)
Road information is also available at: ***www.nvroads.com.***

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension desired **1-800-992-0900**
To call any state office from Las Vegas, call and give the operator the extension desired..... **(702) 486-3000**
To call any state office from Carson City or Reno, call and give the operator the extension desired..... **(775) 684-1000**

Other Frequently Called Numbers

Public Information
Carson City..... **(775) 888-7777**
Las Vegas..... **(702) 385-6509**
Customer Service..... **(775) 888-7000**
Director's Office ..... **(775) 888-7440**
Construction Plans and Specifications ..... **(775) 888-7070**
Contract Bidding Results ..... **(775) 888-7070**
Overdimensional Vehicle Permits ..... **(775) 888-7410**
or..... **1-800-552-2127**
Maps..... **(775) 888-7627**
Facsimile ..... **(775) 888-7115**
ADA Technical Advisor/Standards and Manuals..... **(775) 888-7598**

Websites

NDOT online ..... ***www.nevadadot.com***
NDOT E-mail..... ***info@dot.nv.gov***
Road Conditions..... ***www.nvroads.com***

@nevadadot

Nevada Department of Transportation

NVDOT

Director's Message

All Modes of Transportation. One Bright Future.

Here at the Nevada Department of Transportation, we are moving Nevada's many modes of transportation into one bright future.

Moving All Modes of Transportation…….

By car, there are roughly 30 billion vehicle miles driven each year in Nevada. We're dedicated to helping keep every mile safe and connected.
NDOT is first in the nation to utilize Waycare, which turns real-time traffic data into predictive analytics to reduce and more quickly respond to incidents on certain
metro interstates.
Drones are allowing us to more efficiently map our roadway infrastructure while our stormwater program uses innovative programs to preserve Nevada's water quality today and tomorrow.
The Boulder City Bypass, Nevada's first segment of Interstate 11, is now open. In future decades, the interstate will further connect Nevada and the entire region as it traverses the state, following the U.S. 95 corridor in many areas.
As the largest public works transportation project in state history, Project NEON will make for a safer, smoother and more connected commute near downtown Las Vegas in 2019 and beyond. Through conscientious bonding, the massive public works project was constructed 18 years sooner and with projected savings of nearly $1 billion.
And throughout the more than 5,000 miles of state road across Nevada, we continue building, maintaining and operating a roadway system to keep Nevada safe and connected, including planned "Spaghetti Bowl Xpress" improvements to the Reno spaghetti bowl interchange.
When we partnered with the freight industry to enhance the state's economic advantage with a superior and further-connected freight network, Nevada's freight plan was ranked one of the nation's best. Today that plan guides freight improvements such as additional freight truck parking and more.
Each year, NDOT utilizes nearly $10 million in Federal Transit Administration funds to support local transit throughout the state, offering over five million bus rides annually for the disabled, elderly, and those needing transport to employment, medical treatment and more.
Where the Pony Express once rode, U.S. 50 across Nevada has been officially designated as the first official U.S. Bicycle Route in our state, bringing with it enhanced national interstate bicycling connectivity, additional adventure cyclists and opportunities to enhance local tourism.
And, in the skies, our recently-developed aviation app has hundreds of downloads for Nevada airport information and maps, as we continue to support Nevada aviation through planning, airport safety inspections and more. Our new office of innovation will be at the forefront of emerging transportation technologies such as self-driving cars, guiding us to plan for and leverage emerging transportation to further keep Nevada safe and connected.
The U.S. 95 Nevada Electric Highway is one example of how the state, electric utility partners and private entities are expanding Nevada's electric vehicle infrastructure at strategic and cost-effective locations, providing safer, easier travel by electric and hybrid vehicles.
We do it all to keep Nevada transportation moving into one bright future.

Into the Future

And we will continue moving all modes of transportation into the future.
Our One Nevada Plan is a collaborative and adaptable long-range statewide transportation plan to guide transportation for future decades. Our new office of innovation will be at the forefront of emerging transportation technologies such as self-driving cars, guiding us to plan for and leverage emerging transportation to further keep Nevada safe and connected.
The U.S. 95 Nevada Electric Highway is one example of how the state, electric utility partners and private entities are expanding Nevada's electric vehicle infrastructure at strategic and cost-effective locations, providing safer, easier travel by electric and hybrid vehicles.
We do it all to keep Nevada transportation moving into one bright future.

Rudy Malfabon, P.E., Director

NDOT Mission Statement

Our Vision - To be a leader and partner in delivering effective transportation solutions for a safe and connected Nevada.

Our Mission - Provide, operate, and preserve a transportation system that enhances safety, quality of life and economic development through innovation, environmental stewardship and a dedicated workforce.

Our Core Values

- Respect – Treat others with dignity and value their contributions
- Integrity – Do the right thing
- Accountability – Take pride in our work and be accountable for our actions.
- Communication – Communicate with transparency and responsiveness both internally and externally
- Teamwork – Foster collaborative and effective partnerships both intenally and externally
- Flexibility – Be responsive to changing conditions and open to new ideas

Our Goals

- Safety first
- Cultivate environmental stewardship
- Efficiently operate and maintain the transportation system in Nevada
- Promote internal and external customer service
- Enhance organizational and workforce development

Executive Summary

The following information provided in this Executive Summary is intended to give the reader a quick overview of the Nevada transportation system under NDOT's responsibility and care. Additionally, there is some information about local roadways and taxes for comparison purposes. All data is the best available as of the end of the State Fiscal Year 2018 ending June 30, 2018 . Further, there is some information about highway funding, expenditures, assets, employees, and other statistics related to NDOT. Detailed information about these statistics can be found in the pages of this Facts & Figures Book. Lane miles are as the name implies; it represents the number of miles of roadway if you put every highway lane in Nevada end-to-end. Centerline miles are the miles of highway without regard to how many lanes they have. Special fuel includes diesel, propane (LPG), and compressed natural gas (CNG).

STATISTICS

Lane Miles NDOT & Local
14,083 NDOT / 80,466 Local

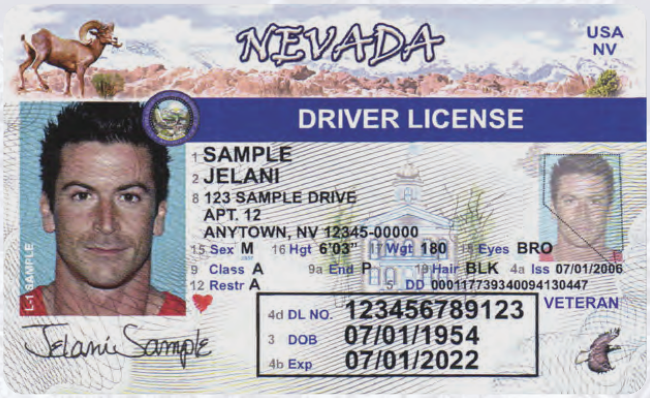
Centerline Miles NDOT & Local
5,425 NDOT / 33,959 Locall

Miles of Rural Hwy
4,428 (2017 Data)

Miles of Urban Hwy
718 (2017 Data)

Registered Passenger Vehicles 2,195,379

NV Licensed Drivers 1,944,748



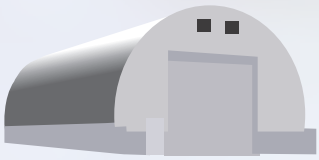
(7/2/18 Data)

Truck Miles Traveled
1.7 Billion Miles (2018 Data)

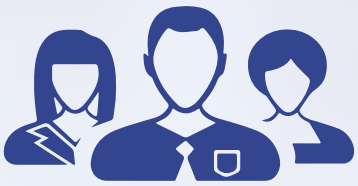
Vehicle Miles Traveled
27.1 Billion Miles (2018 Data)

NDOT Heavy Equipment
1,932 Pieces

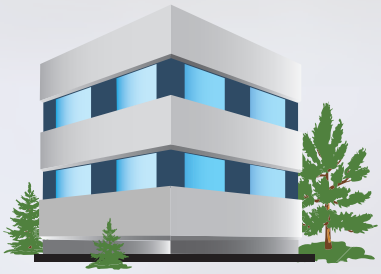
NDOT Vehicles 673



44 NDOT Staffed
Maintenance Stations



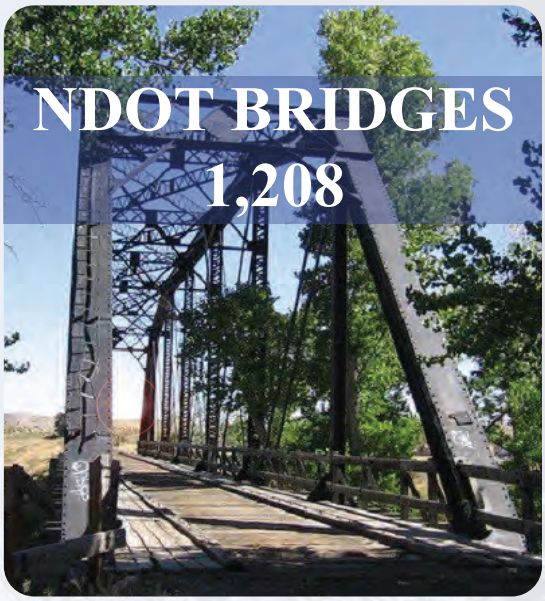
NDOT Employees 1,844



NDOT Owned Office Space
Total 339,190 Sq. Ft.

NEVADA POPULATION

3,013,000
(2018 ESTIMATE)



Executive Summary

FUEL TAX RATES

County Mandatory Gas Tax	6.35¢ per gallon
0¢ to 9¢ County Option Gas Tax	Varies by County
Federal Gasoline Tax Rate	18.4¢ per gallon
State Diesel Tax Rate	27.75¢ per gallon
Federal Diesel Tax Rate	24.4¢ per gallon
State Propane (LPG) Tax Rate	22¢ per gallon
Federal Propane (LPG) Tax Rate	18.3¢ per gallon
State Methane (CNG) Tax Rate	21¢ per gallon
Federal Methane (CNG) Tax Rate	18.3¢ per gallon

Inspection Fee For Imported Gas Per Gallon .055¢

State Gasoline Tax Rate 17.650¢ Per Gallon

State Special Fuel Tax Revenue $95.2 Million

State Gasoline Tax Revenue $210.6 Million

Petroleum Clean-up Fee Per Gallon .75¢

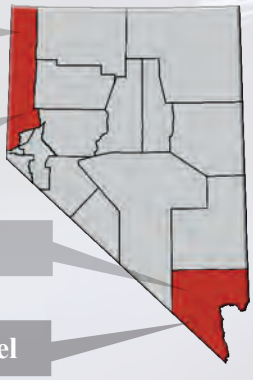
STATE HIGHWAY FUND REVENUE AND EXPENDITURES (2017 DATA)

County Mandatory Gas Tax Revenue
$75.9 Million

.0¢ to 9¢ County Option Gas Tax Revenue
$107.6 Million

Washoe County Inflation Index On Gasoline
$53.8 Million

Washoe County Inflation Index On Special fuel
$16.1 Million



Clark County Inflation Index On Gasoline
$89.7 Million

Clark County Inflation Index On Special fuel
$14.6 Million

State Highway Fund Revenue $1.243 Billion

TOTAL

State Highway Fund Expenditures $1.280 Billion

Federal Aid Revenue $380.8 Million

Motor Carrier Fees $43.0 Million

Drivers License Fees $24.5 Million

Vehicle Registration Fees $181.3 Million

Bonds & Other Revenue $302.4 Million

Transportation Board of Directors

Chairman
Brian Sandoval
Governor

Mark Hutchison
Lieutenant Governor

Ron Knecht
State Controller

Virginia Valentine
District 1

Frank Martin
District 1

Len Savage
District 2

Emil "B.J." Almberg, Jr.
District 3

NDOT Administration

Rudy Malfabon, P.E.
Director

Bill Hoffman, P.E.
Deputy Director

Tracy Larkin-Thomason, P.E., P.T.O.E., C.P.M.
Deputy Director, Southern Nevada

David Gaskin. P.E.
Deputy Director, Stormwater

Thor Dyson, P.E.
Assistant Director, Operations

Cole Mortensen, P.E.
Assistant Director, Engineering
Chief Engineer

Robert Nellis, CPM
Assistant Director, Administration

Sondra Rosenberg, PTP,
Assistant Director, Planning

Engineering Districts & Major Maintnance Stations

District 1
LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mary Martini, P.E.
District Engineer

Major Maintenance Station
TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Erie/Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

District 2
RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
Michael Fuess, P.E.
Asst. District Engineer

District 3
ELKO (775) 777-2700
Fax (775) 777-2705
1951 Idaho Street
Elko, Nevada 89801
Boyd Ratliff, P.E.
District Engineer

Major Maintenance Station
ELY (775) 289-1700
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Steve Baer, P.E.
Asst. District Engineer

Major Maintenance Station
WINNEMUCCA (775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
David Schwartz, P.E.
Asst. District Engineer

Note:
District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 30.

Awards and Recognition

USA Parkway

2018 America's Transportation Award: Quality of Life/Community Development, Medium Project; 2018 International Partnering Institute Partnering Award – Ruby Level; (3) 2018 American Society of Civil Engineers (Truckee Meadows Branch) – Project of the Year

Heavy winter weather, wildlife, and watermain failures. Despite adverse conditions, the 12-mile extension of State Route 439 (USA Parkway) was successfully completed on budget and three months ahead of original design schedule. Recognized by multiple organizations with awards for its environmental, financial, and safety impact, the project quite literally makes Nevadans in the region more connected than ever.

With a virtually unprecedented 9.1 benefit-to-cost ratio, the project stood out in many facets. During construction, crews battled monumental snowfall resulting in record-setting flooding; watermain failures of locally-maintained water infrastructure; and frequent visits from wild horses, mountain lions, bighorn sheep, and coyotes.

US Highway 50 Cave Rock Tunnel Extension and Water Quality Improvements

Spring 2018 Conference APWA Transportation Project of the Year $5-10 Million

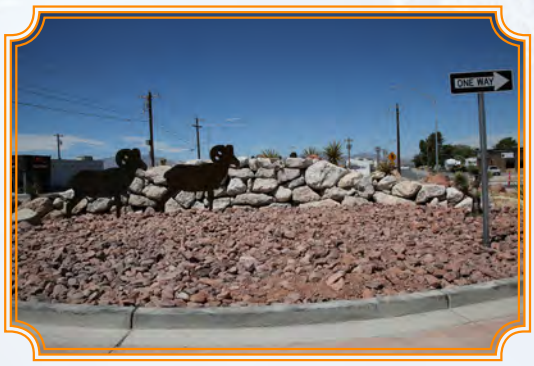
Aesthetically-pleasing, respectful to Native American history in the region, and with a host of supplemental roadway and stormwater improvements, the U.S. 50 Cave Rock tunnel extension at Tahoe has been a proud achievement for all.

Working with community members and stakeholders such as the Washoe Tribe of Nevada and California, NDOT built a 60-foot-long, 27-foot-tall extension of the Cave Rock tunnel, carefully blending into the surrounding landscape to help protect the traveling public from falling rocks at Cave Rock. The project included measures to improve scenery, lighting upgrades, road repaving, and improved signage to alert motorists of icy conditions and bicyclists in the tunnel.
The project also included water quality improvements along nearly four miles of U.S. 50 to reduce stormwater pollution into Lake Tahoe.

Awards and Recognition

Pahrump Roundabouts

Spring 2018 Conference APWA Transportation Project of the Year Under $5 Million



As the department furthers public understanding of the benefits of traffic roundabouts, Pahrump is one of the latest beneficiaries of a roundabout installation. A single-lane roundabout was constructed at the intersection of S.R. 372 and Blagg Road, and a two-lane roundabout was constructed at the intersection of S.R. 372 and Pahrump Valley Boulevard.

This project stood out to APWA for the coordinated efforts of project staff to work with the community to understand and embrace all benefits of a roundabout. Additionally, the marriage between how project engineers drew up the roundabout and how L&A staff enhanced the roundabout was described as beauful by APWA voters.

Streamlining Hydrologic Prediction Processes Using New and More Accurate Techniques and Methods

AASHTO Research Sweet Sixteen Awards

Despite the arid nature throughout much of Nevada, flash flooding occurs. Yet, there is no one-size-fits-all drainage design that could work throughout the entirety of the state. The purpose of this research was to develop more detailed storm analyses for use by NDOT throughout the state.

The impact of this research is already far-reaching and paying dividends. In fact, the total cost of the research project was less than $200,000, and an estimated annual savings of $3 million will benefit Nevadans as a result. The NDOT Hydraulics division is now empowered with reliable data to make better-informed decisions for drainage designs unique to all regions throughout the state.

Las Vegas Boulevard Upgrade: Carey to Nellis

Institute of Transportation Engineers Transportation Project of the Year

Project Neon wasn't NDOT's only major project in southern Nevada to make news in 2017. For an area with heavy pedestrian and vehicle traffic, safety and aesthetic improvements were appreciated by southern Nevadans between Carey Avenue and Nellis Boulevard. The $17.3 million, 4.6-mile-long upgrade was completed on-time and within budget. The 15-month project created new concrete bus lanes and improved median islands with drought-tolerant landscaping, metal sculptures and mid-block crossings with overhead flashing beacons.

Alex Wolfson

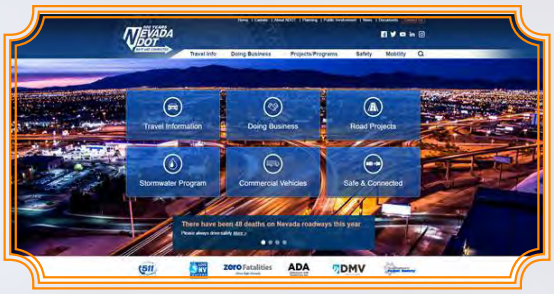
ITS Person of the Year Award

ITS Nevada awarded Traffic/Operations Engineer Alex Wolfson with the 2017 ITS Person of the Year Award for demonstrating tremendous initiative and skills in managing and improving the reliability of NDOT's network of intelligent transportation systems infrastructure in northwestern Nevada.

Alex has shared his expertise with staff to continue making as many ITS performance strides as possible. In addition to reliability and performance improvements, Alex has worked to include field ITS cameras in additional areas across the region. He is also working alongside NDOT technicians and contractors to improve reliability of field ITS systems with maintenance reports and reliability upgrades. Alex has also been key for NDOT's efforts when integrating new hardware into the system, working to reduce unnecessary delays and improve reliability.

Traffic Video to the Web Update

2017 ITS Project of the Year Under $2 Million



NDOT's "Traffic Video to the Web Update" represents a significant enhancement to the NDOT Video Distribution System. Traffic videos are more easily accessible to the public, made available in higher quality, and require less bandwidth on the user's device. For tech-savvy and new users alike, these updates are of critical importance. The update also means tremendous flexibility for users to access video across different platforms and operating systems. As a result, NDOT field crews can access video in the field using their work phones instead of needing to return to the office.
Furthermore, the upgrade means video footage is available on the Internet for both NDOT employees and the public.

Rebuilding of State Route 342 and Reclamation of Historic Mine Features

2017 Nevada Excellence in Mine Reclamation Award

Following periods of heavy precipitation in years prior, cracks were detected in State Route 342 located adjacent to Comstock Mining's pit operations near Gold Hill in Storey County. NDOT maintains prescriptive rights to operate the road; as land owner, Comstock Mining responded quickly in a collaborative effort with NDOT and Storey County to engineer and rebuild and align the highway. A new permanent channel was constructed for Gold Creek, and SR 342 was realigned for safety and stability.

First and Second Phases of Interstate 11 Completed in Southern Nevada

In 2018, NDOT completed construction of a new four-lane divided interstate freeway between Silverline Road and Foothill Drive. Overall, approximately 15 miles of new freeway was built around the southern perimeter of Boulder City from I-515 to U.S. 93 during the first phase of I-11 construction. At the eastern end, the project connects to the Hoover Dam Bypass project, which was completed in 2010. At the western end, the project connects to the existing I-515 freeway entering the Las Vegas Valley from the south. The country's first addition to the federal interstate system since 1992, the first phase of I-11 construction is envisioned as the initial segment that may one day serve as a major trade route linking the United States, Canada, and Mexico.

I-11 Northern Nevada Alternatives Planning

Planning for the future, celebrating the present, and further connecting commuters throughout the region: As the first phase of Interstate 11 in southern Nevada neared completion, public meetings began statewide to solicit feedback on corridor selection for the future Interstate 11 connecting the Las Vegas Valley and northwestern Nevada.

Stakeholder and public meetings in 2018 provided the groundwork for evaluation and advancement of the plan. Throughout July and August, a second round of public outreach meetings continued to inform planning for the future I-11 corridor. Construction of the roughly 450-mile long future I-11 could be phased over future decades as environmental impact reviews are completed and funding is prioritized.

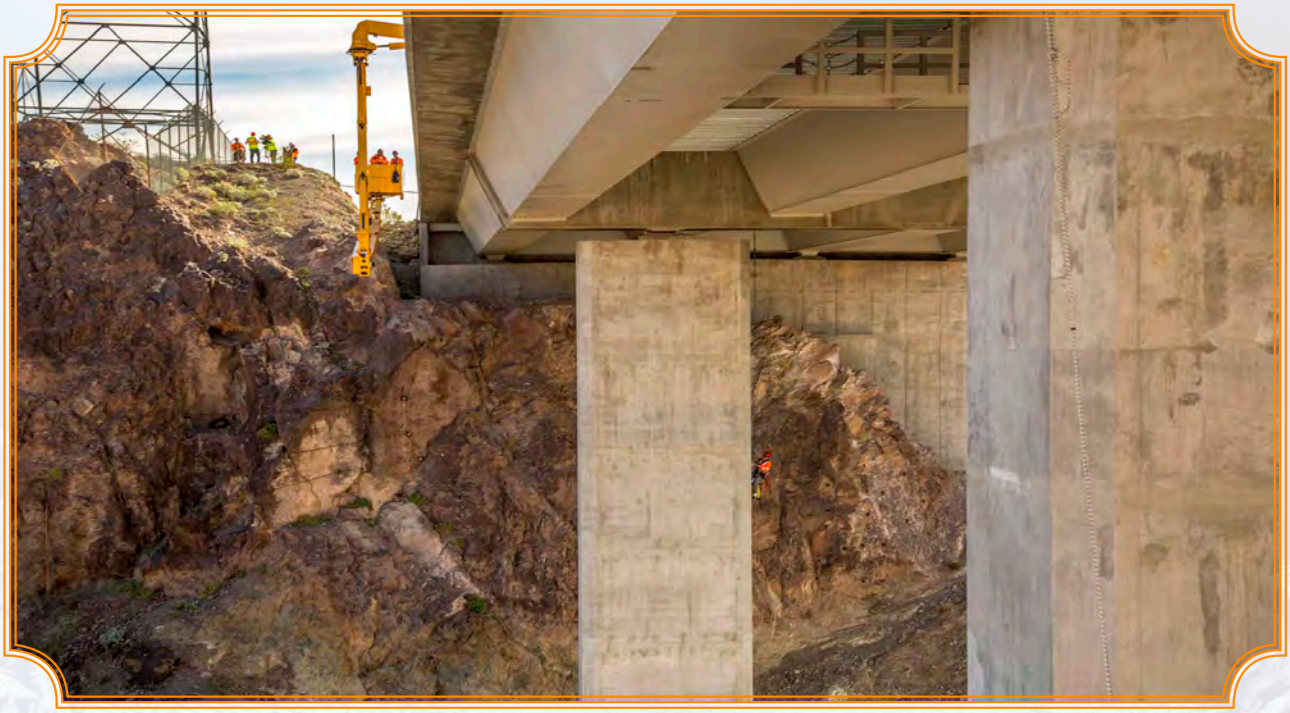
Electric Vehicle Charging Stations Added to Electric Highway

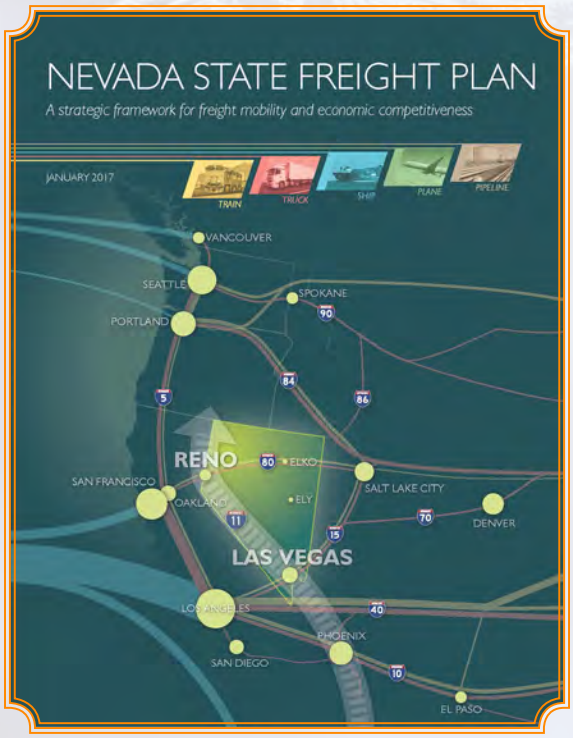
NDOT envisions a statewide transportation system continuously accommodating evolving technology and means of transportation. New electric vehicle charging stations continue to be activated, including one located at the junction of U.S. 95 and Business U.S. 95 in downtown Hawthorne. The charging stations offer free electric vehicle charging for electric and hybrid vehicles traveling the U.S. 95 "Electric Highway". The charging stations provide even more means to keep Nevadans safe and connected, reducing "range anxiety" for those traveling throughout the state.

National Bridge Report Ranked Nevada Bridges as Nation's Best

For the fifth consecutive year, the American Road and Transportation Builders Association named Nevada's bridges the best in the country. Only 1.6 percent of Nevada's nearly 2,000 public bridges were labeled "structurally deficient" compared to the 8.9 percent national average. The term "structurally deficient" is used to describe bridges in need of rehabilitation or potential replacement. Structurally deficient bridges are not necessarily unsafe or dangerous.

NDOT dedicated approximately $17 million in fiscal years 2015 and 2016 to bridge preservation. Nearly 440 of Nevada's state-owned bridges are more than 50 years of age.





Nevada's Freight Plan Named One of Best in Nation

As the department continues to position itself as a nationwide leader in transportation planning, the American Transportation Research Institute ranked Nevada's freight plan the sixth-best in the nation. NDOT received up to $60 million in Federal Highway Administration (FHWA) funds to spend over a five-year period on freight-related projects. The plan also included the creation of the 11-state Western States Freight Coalition, which increases these states' potential for earning additional FHWA funds for interstate projects.

Bond Sales Save Taxpayers, NDOT About $1 Billion

Working in conjunction with the Nevada State Treasurer's Office, NDOT announced that bonding for the financing of Project Neon road construction is projected to save taxpayers nearly $1 billion. As a result of bonding, the financing of Project Neon is expected be completed 18 years sooner with nearly $1 billion in gross savings over the life of the project compared to a proposed public-private partnership.

NDOT competitively sold three series of Highway Improvement Revenue (Motor Vehicle Fuel Tax) bonds to finance construction of Project Neon, providing the lowest financing cost.

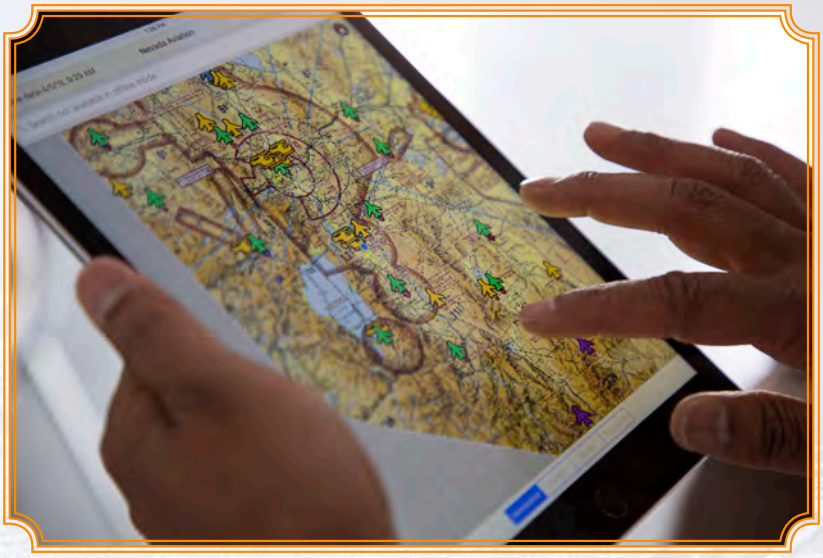
Nevada's First Compact Roundabout Installed

In just under one month, NDOT constructed a compact roundabout on State Route 88 and Centerville Lane in Douglas County. The roundabout is about 80 feet in diameter and was installed to enhance safety at the intersection with a history of crashes.

NDOT Debuts Free State Airports iPad App

Innovative, much-needed and appreciated by aviation-enthusiasts, and at a cost savings, NDOT debuted a free aviation app for iPads that offers searchable airport maps, services, communication and contact information for nearly 50 public-use airports. Similar information is available for Nevada's approximately 150 privately-owned airports in case of potential emergency landing and response needs.

Created in-house through NDOT's IT staff in coordination with Aviation Manager Kurt Haukohl, the department has saved both on the costs of soliciting a vendor to develop the app as well as the cost of printing state aviation maps and airport directories.



U.S. 50 Designated as Official U.S. Bicycle Route

From complete streets improvement projects to the building of a shared-use pathway in a highly-trafficked area, NDOT is dedicated in making state roadways more accessible for all. In 2018, U.S. 50 was designated as Nevada's first official U.S. Bicycle Route.

Expanding tourism and long-term economic potential for local communities along the route, the 410-mile bicycle route will have travelers along the "Loneliest Road in America" feeling even more connected. The designation illustrates how non-motorized modes of transportation are a valued and environmentally-friendly alternative throughout the state of Nevada.

MY511NV Provides Free Updates to the Public

Equipped with intelligent resources to plan their commute and adapt to conditions along the way, Nevada's roadway users have benefitted from the MY511NV system to receive text or email alerts for road conditions. The MY511NV system allows users to more quickly and easily access road information that is applicable to them. Users can create a catalog of often-used traffic cameras as well as their most frequently-traveled routes. Saving these trips gives users quick access to information such as estimated travel times, road conditions, and traffic cameras along the route. Users can even set daily or weekly text and email alerts for their commutes throughout the state.

2018 Annual Highlight

Dedicated NDOT employees are continuously planning the future of transportation infrastructure while maintaining the safety and connectedness of the present. We analyze past efforts with an eye toward the future, and we provide a responsive, dedicated workforce engaged with communities statewide to ensure a safe and successful present. So what, exactly, are some of the planning efforts that has NDOT staff and Nevadans so excited?

Interstate 11

Interstate 11 in southern Nevada was recently opened to the public. The total length of the project is 15 miles, saving up to 30 minutes of travel time for commuters. The landscaping and aesthetics of the roadway, meanwhile, serve as an unmistakable reminder that motorists are making their way through a state with a proud and diverse history.

I-11 in southern Nevada is the newest addition to the federal interstate system since 1992. And it is just the beginning: the new 15-mile segment of I-11 is envisioned as the start of a major trade route linking the United States, Canada, and Mexico.

To define the best future I-11 corridor connecting the northwestern edge of Las Vegas and I-80 in western Nevada, NDOT worked with community members and community leaders across the state. In seeking input from Nevada residents of all ages and demographics, NDOT has provided Nevadans the platform to help shape the future of the state that the next generation will call home.

One Nevada Plan

Whether setting up outreach materials inside a popular local coffee shop near the University of Nevada, Reno or a community center in rural Nevada, the One Nevada Plan team traveled statewide to gather input from each of the diverse demographics that compose the Silver State.
The One Nevada Plan ensures the continued movement of people and goods over a 20-year horizon. With transparency and collaboration guiding their philosophy, One NV planners work to achieve statewide goals while adapting to emerging technology. It's about planning ahead, adapting along the way, and making informed decisions based on community input to ensure a safe and connected Nevada.

From tribal government officials to land management agencies and public transportation providers, NDOT continues to build lasting relationships with partner agencies, all with the goal of best serving the public. Embracing Nevada's natural resources and preserving its identity, while strategically increasing state infrastructure to accommodate an ever-growing population, the One Nevada Plan team has mindfully tailored the ongoing plan to support an inclusive and sustainable future.

Freight

Access to efficient freight transportation is a key element in commercial site selection. As business heavyweights like Google, Switch, Tesla, and Wal-Mart set up shop in a northern Nevada industrial center, it's clear that companies are recognizing Nevada as a firmly-entrenched and ever-expanding freight hub.

To heighten Nevada's economic competitiveness with a dynamic and safe freight network, Nevada was the first state in the country to have a complete and approved freight plan submitted to the Federal Highway Administration. The plan was subsequently named one of the nation's best and firmly positions Nevada as a leader in freight planning now and in the future.

NDOT's freight plan recommended the creation of the 11-state Western States Freight Coalition, which not only encourages collaboration and establishes multi-agency rapport, but also increases chances for federal funds to be shared amongst the group. Additionally, FHWA awarded NDOT up to $60 million over five years (2016-2020) to allocate toward Nevada freight projects.

NV2X and Emerging Technology

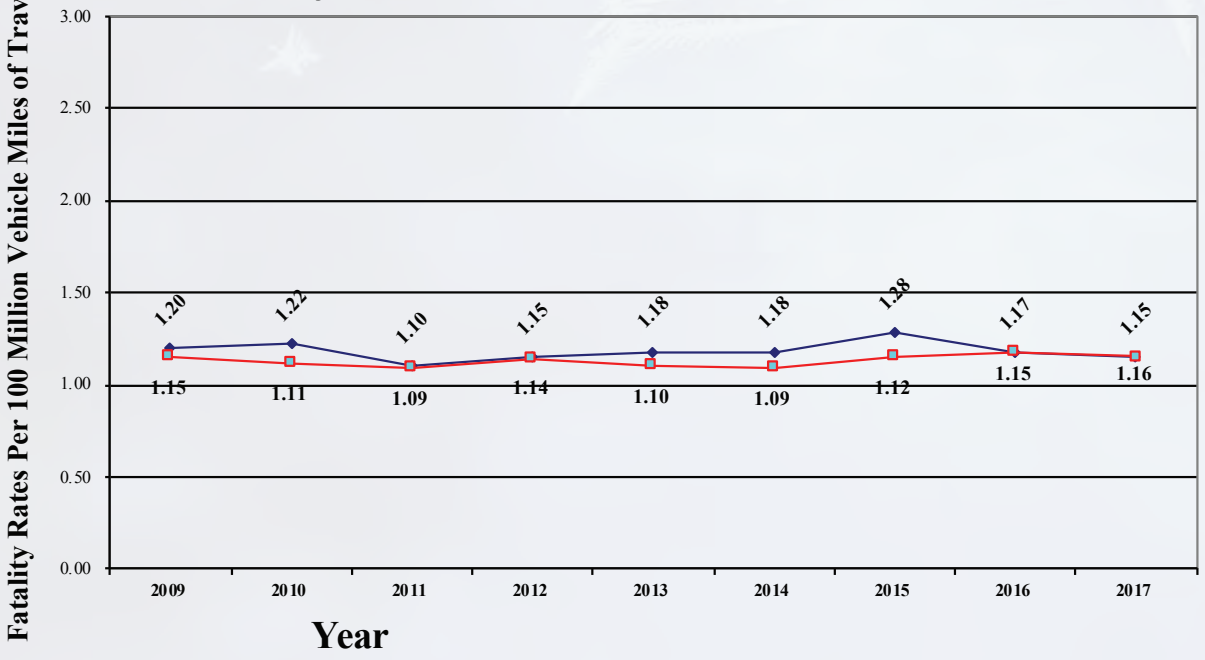
As we move closer to a reality that includes autonomous and connected vehicles on our roadways, the NV2X office was established at NDOT to achieve the goal of connecting Nevada's transportation to everything. We've progressed gradually from a base level where the human driver does everything. From advanced driver assistance systems that aid in steering, braking, and accelerating, to communication technologies that allow vehicles to connect to cloud-based information systems, NDOT embraces emerging technological research in the name of crash reduction, improved travel times, and overall safety.

NDOT has established a partnership with UNR which has led to the implementation of technology that tracks materials dispensed from NDOT snow plows. This technology better affords the department the means to ensure fiscal responsibility and accountability to the public.

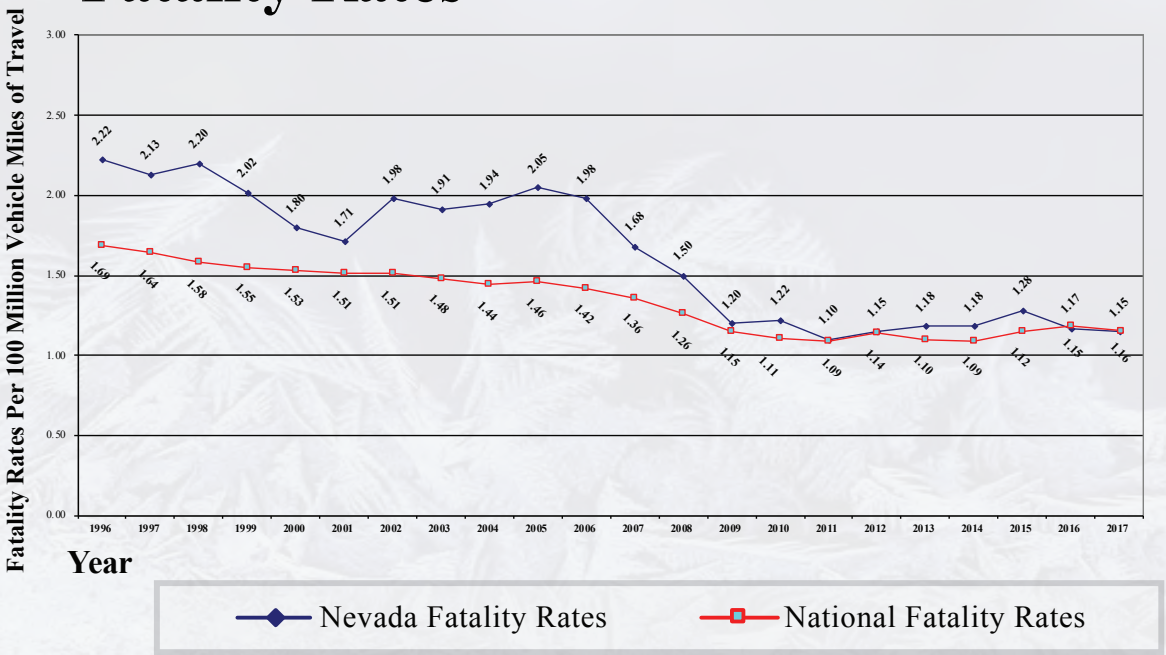
Furthermore, data collected from NDOT vehicles will allow supervisors to identify areas in need of pre-treatment before state roadways are impacted by adverse weather conditions. As well, the amount of salt and sand being dispensed will be quantitatively measured, furthering transparency.

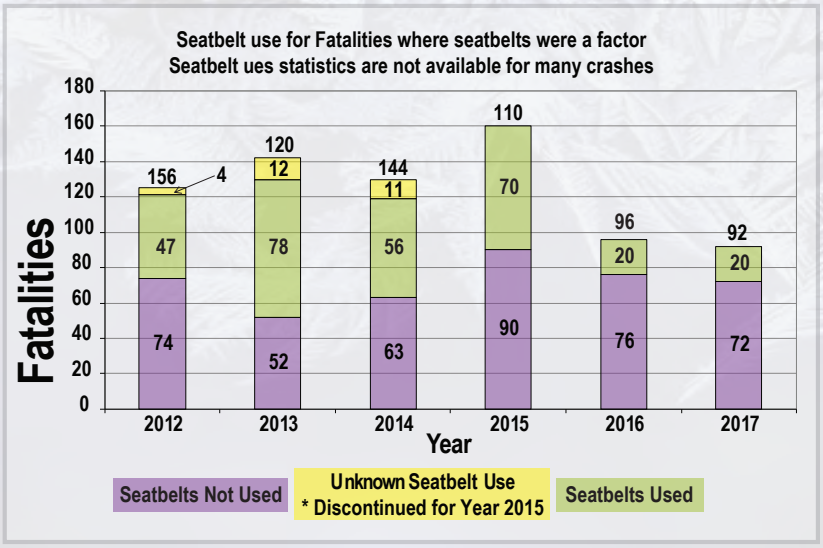
Dedicated transportation futurists at NDOT are planning to adapt state roadways to accommodate vehicles featuring all levels of automated technologies. Innovative and passionate, NDOT's NV2X office will be with Nevadans every step of the way as this once-futuristic vision comes to fruition.

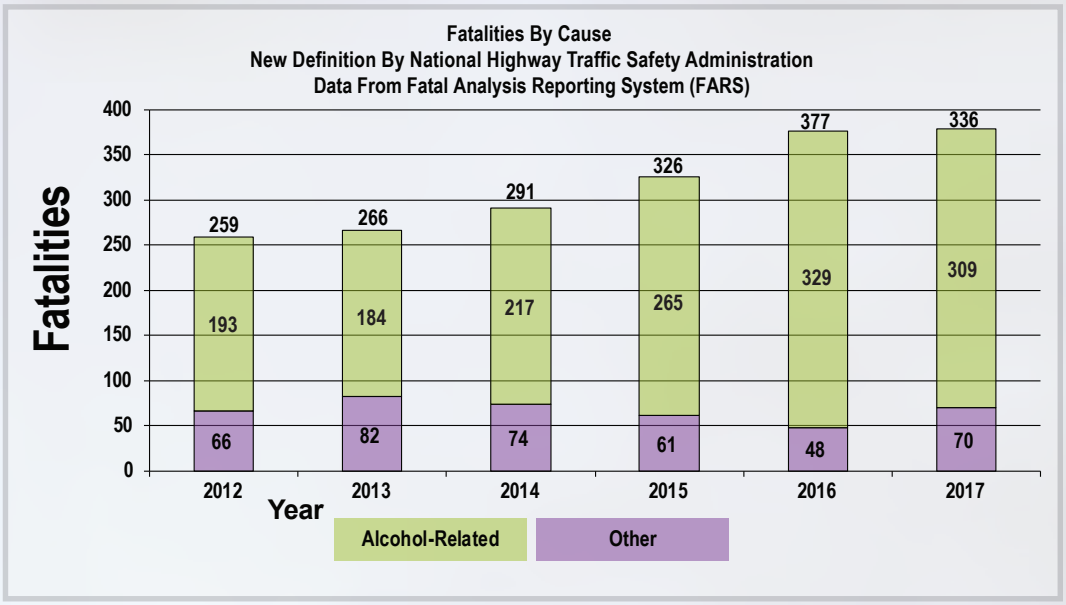
Fatality Rates

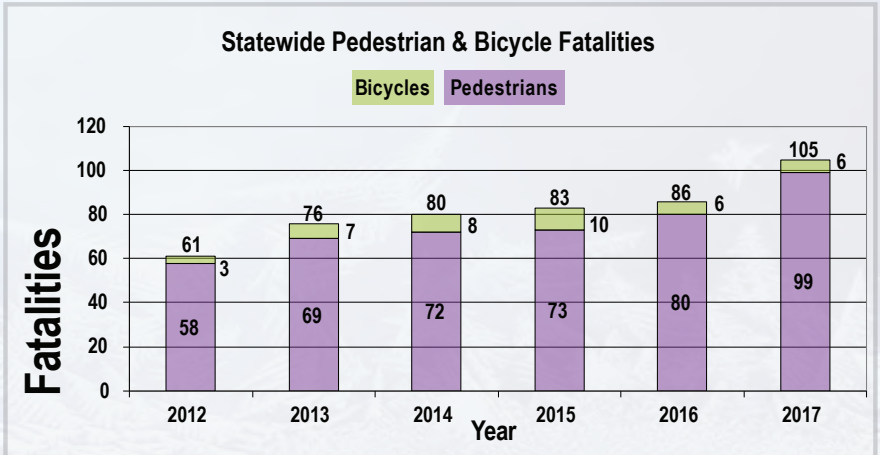


Fatality Rates




Seatbelt use for Fatalities where seatbelts were a factor
Seatbelt ues statistics are not available for many crashes
Fatalities
Year
2012
2013
2014
2015
2016
2017
156
4
47
74
120
12
78
52
144
11
56
63
110
70
90
96
20
76
92
20
72
Seatbelts Not Used
Unknown Seatbelt Use
* Discontinued for Year 2015
Seatbelts Used


Fatalities By Cause
New Definition By National Highway Traffic Safety Administration
Data From Fatal Analysis Reporting System (FARS)
Fatalities
Year
2012
2013
2014
2015
2016
2017
259
193
66
266
184
82
291
217
74
326
265
61
377
329
48
336
309
70
Alcohol-Related
Other


Statewide Pedestrian & Bicycle Fatalities
Bicycles
Pedestrians
Fatalities
Year
2012
2013
2014
2015
2016
2017
61
3
58
76
7
69
80
8
72
83
10
73
86
6
80
105
6
99

Regionally Significant Projects

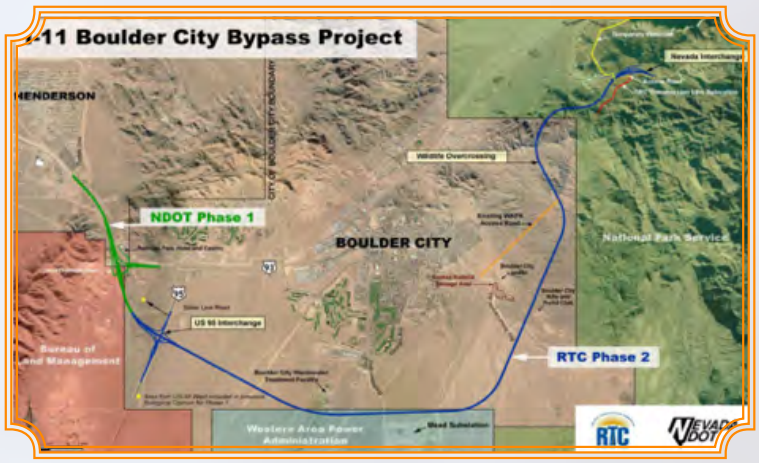
SR 160 Phase 1:
Reconstruction and widening of approximately 5.5 miles of Blue Diamond Road from SR 159 (Red Rock Junction) to mile marker 17 near the base of the Spring Mountain Range. $16.5 million construction cost. Construction completed March 2016.

USA Parkway (SR 439) Design-Build:
Construction of SR 439 from US 50 to I-80. $82 million construction cost. Construction completed September 2017.

US 95 Northwest Phase 3A:
Construction of the US 95 North to CC 215 East and CC 215 West to US95 South ramps and collector roads for the CC 215/US 95 system to system interchange. $47 million construction cost. Construction was completed in September 2017.

Tropicana Pedestrian Bridge Escalators Replacement:
Removal and replacement of sixteen escalators, improved aesthetics of four pedestrian bridges, and modernization of eight elevators. Construction completed December 2017 with final construction cost of $33.7 million.

I-11 Phase 1:
Construction of a new 2.5 mile, four-lane concrete freeway that extends south of Henderson along the I-515 corridor from the Foothills Drive grade separation to Silverline Road, north of US 95. $83 million construction cost. Opened to Traffic May 2018



I-15 North Phase 2:
Construction of 4.8 miles of freeway capacity and bridge improvements from Craig Road to Speedway Blvd. $37 million construction cost. Completed July 2018.

Regionally Significant Projects

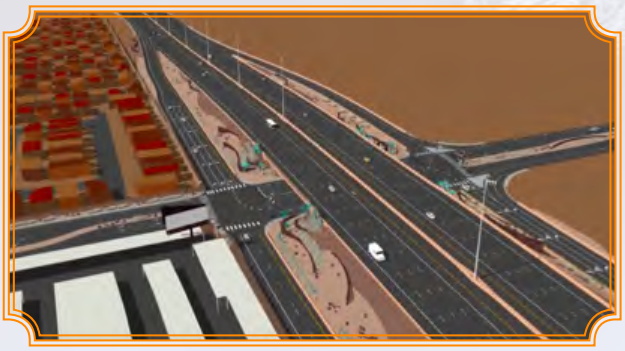
I-11 Phase 2:
Construction of a new 12.5 mile, four-lane freeway from Silverline Road north of US 95 to the Nevada Interchange. $225 million construction cost. Project completed Aug 2018.

I-15 / US 93 Garnet Interchange and US 93 Capacity Improvements:
Interchange improvements that include replacing the existing I-15 bridges and the widening of US 93 for 5-miles to the west. $65.5 million construction cost estimate. Construction completion expected December 2018.

Lake Tahoe Trail:
Construction of a 3-mile shared use path from the Sand Harbor State Park to Incline Village that includes safety, water quality, and ITS improvements along the 11-mile stretch of SR 28 between US 50 and Incline Village. $40 million construction estimate. Project completion is expected Spring of 2019.

Regionally Significant Projects

Project NEON:
Reconstruction of 3.7 miles I-15 from Sahara to the US 95/I 15 Interchange. $965 million cost estimate. Construction completion expected July 2019



I-15 Starr Avenue Interchange:
Construction of a new interchange on I-15 at Starr Avenue. Construction cost estimate $33.7 million. Construction completion expected mid-2019.

SR 160 Phase 2:
Widening SR 160 (Blue Diamond Highway) from two to four lanes, starting at the beginning of the mile marker 16 near the mountainous area to the west of the Mountain Springs Summit; $60.3 million construction estimate. Construction has begun, and the work is estimated to be completed mid-2020.

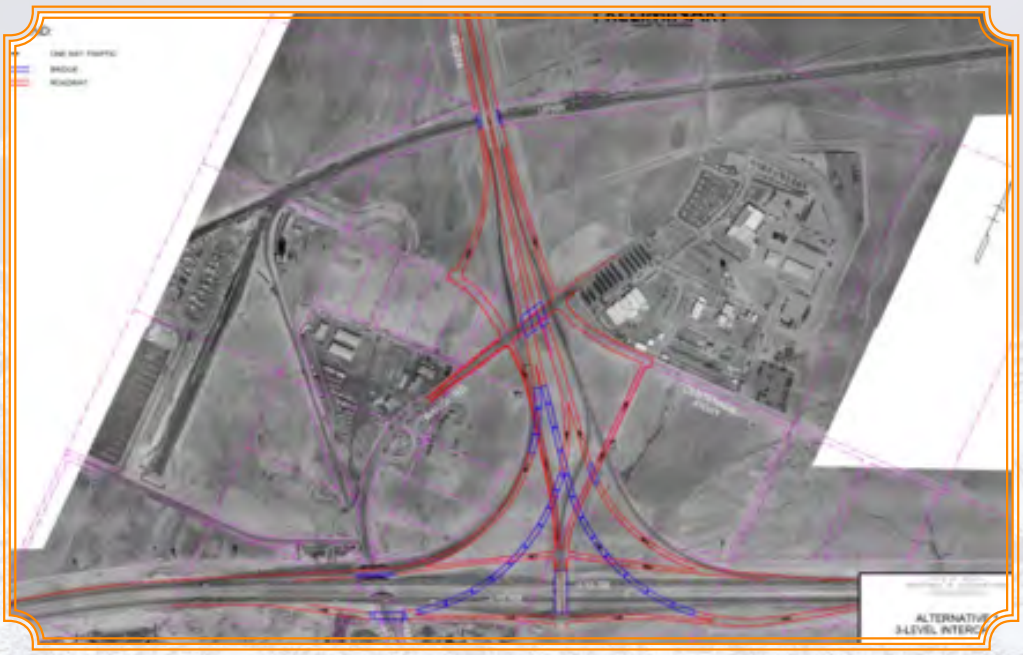
US95 Phase 2B/5 from Durango Drive to Kyle Canyon Road:
Widen US 95, construct HOV ramps at Elkhorn Road, new interchange at Kyle Canyon Road; $78 million construction cost estimate. Construction began in early 2018 and will be completed in mid-2020.

Regionally Significant Projects

US 95 Northwest Interchange Phase 3C:
Construct the US 95 North to CC 215 West; US 95 South to CC 215 East and CC 215 East to US 95 South ramps for the CC 215/US 95 system to system interchange; $73 million. Construction is anticipated to begin Winter 2018/2019 and is expected to be completed by Fall 2020.

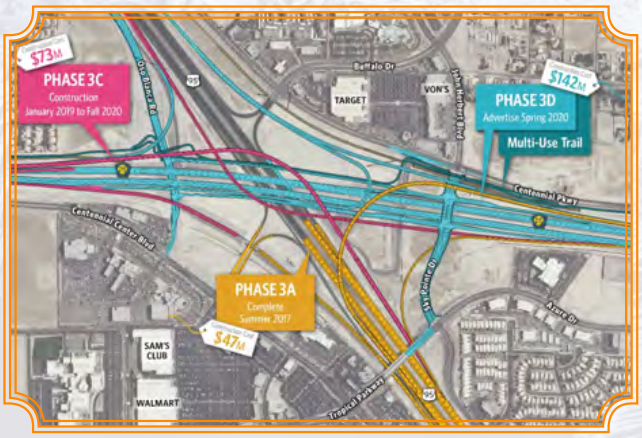
US 50 Lyon County from Roy's Road to the junction of US 95A:
Widening of US 50 from a 2-lane roadway to a 4-lane divided highway. Improvements also include: roadway lighting, drainage improvements, and a new roundabout at the junction of US 50 and US 95A. Construction cost is estimated to be $56.5 million and it is expected to begin March 2019 and be completed Summer 2021.

I-15 North Phase 4:
New CC 215/I-15 north system to system interchange; $93 million estimated construction cost. Estimated construction start in 2019 with construction completion anticipated in 2022.

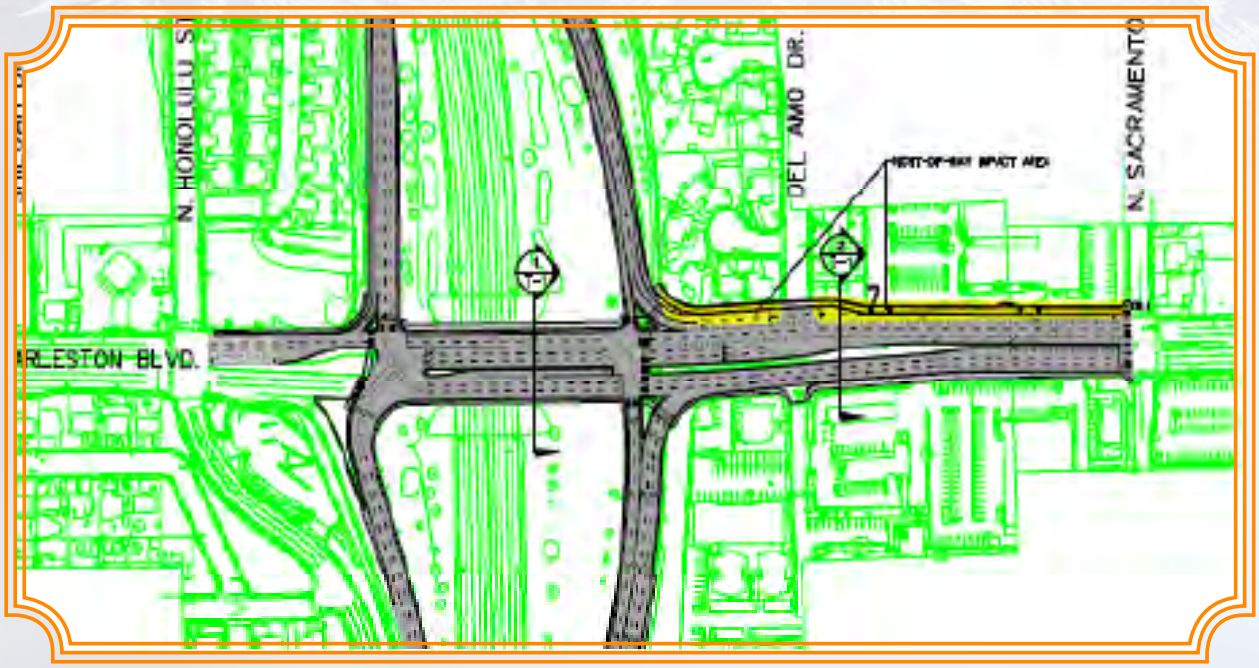


Regionally Significant Projects

US 95 Northwest Interchange Phase 3D/E:
Construction of the US 95 South to CC 215 West; CC 215 East to US 95 North; CC 215 West to US 95 North; widen US 95 North to CC 215 East to 2 lanes; new local interchange on CC 215 at Sky Pointe Drive with slip ramps; extend Sky Pointe from Azure to Centennial; realign/widen/connect Oso Blanca to Centennial; upgrade CC 215 to a 6-lane divided freeway; and construct a multi-use path from Tenaya to Grand Montecito; $142 million estimated cost. Construction is anticipated to begin Fall 2020 and be completed by Fall 2023.



I-515 Southbound Lane Drop Elimination
I-515 Viaduct Deck & Seismic Rehabilitation: extend three lanes southbound on I-515 through Spaghetti Bowl, stripe additional lane southbound from I-15 to Eastern Avenue, combine with I-515 viaduct deck and seismic rehabilitations; $35 million estimate. Construction expected to begin in 2021 and be completed in 2022.

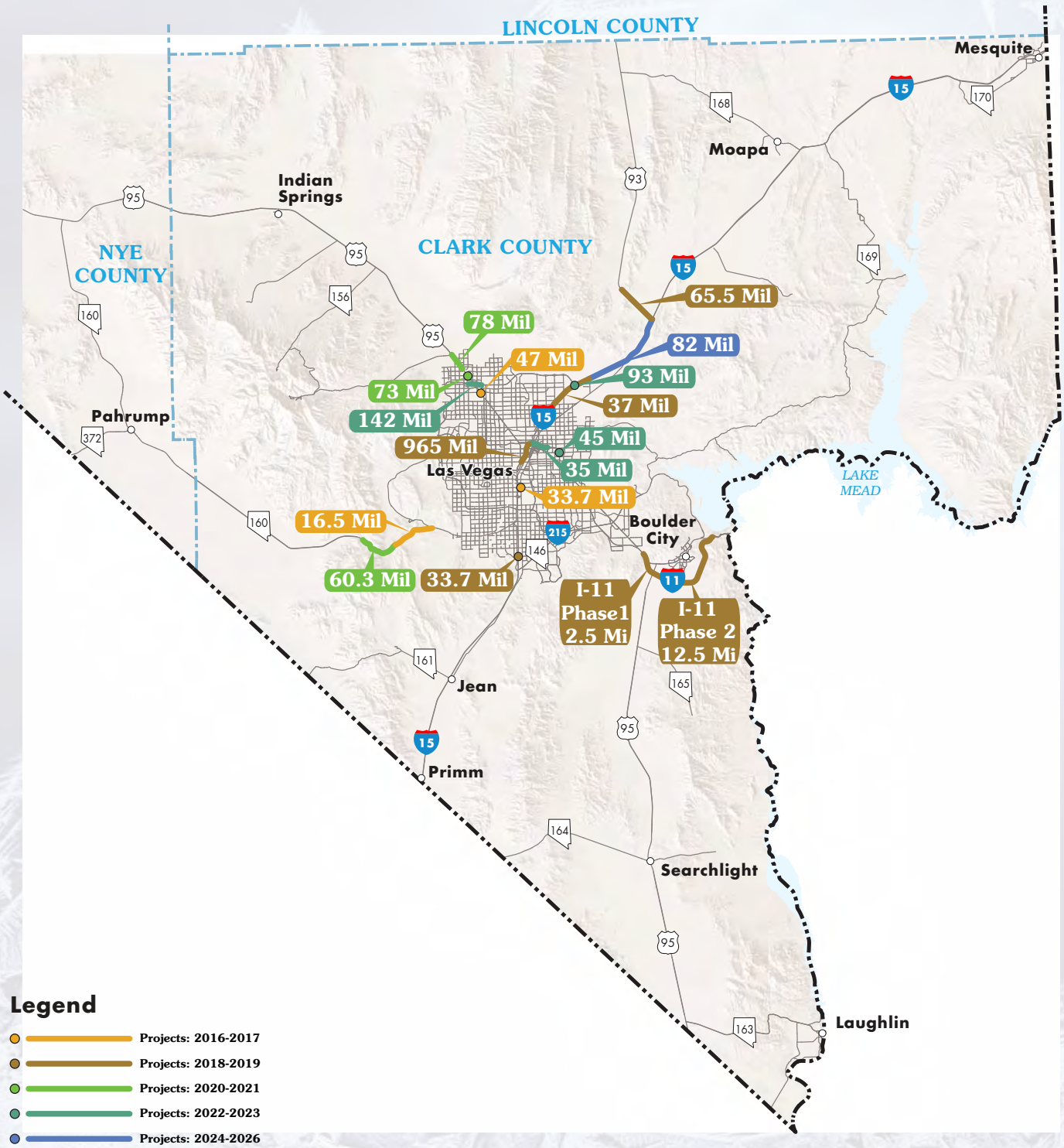


I-515/ Charleston Boulevard Interchange:
Reconstruct and improve TDI at Charleston Boulevard, add auxiliary lane on I-515 in each direction between Charleston Boulevard and Eastern Avenue; $45 million estimate. Construction expected to begin in 2022 and be completed in 2023.

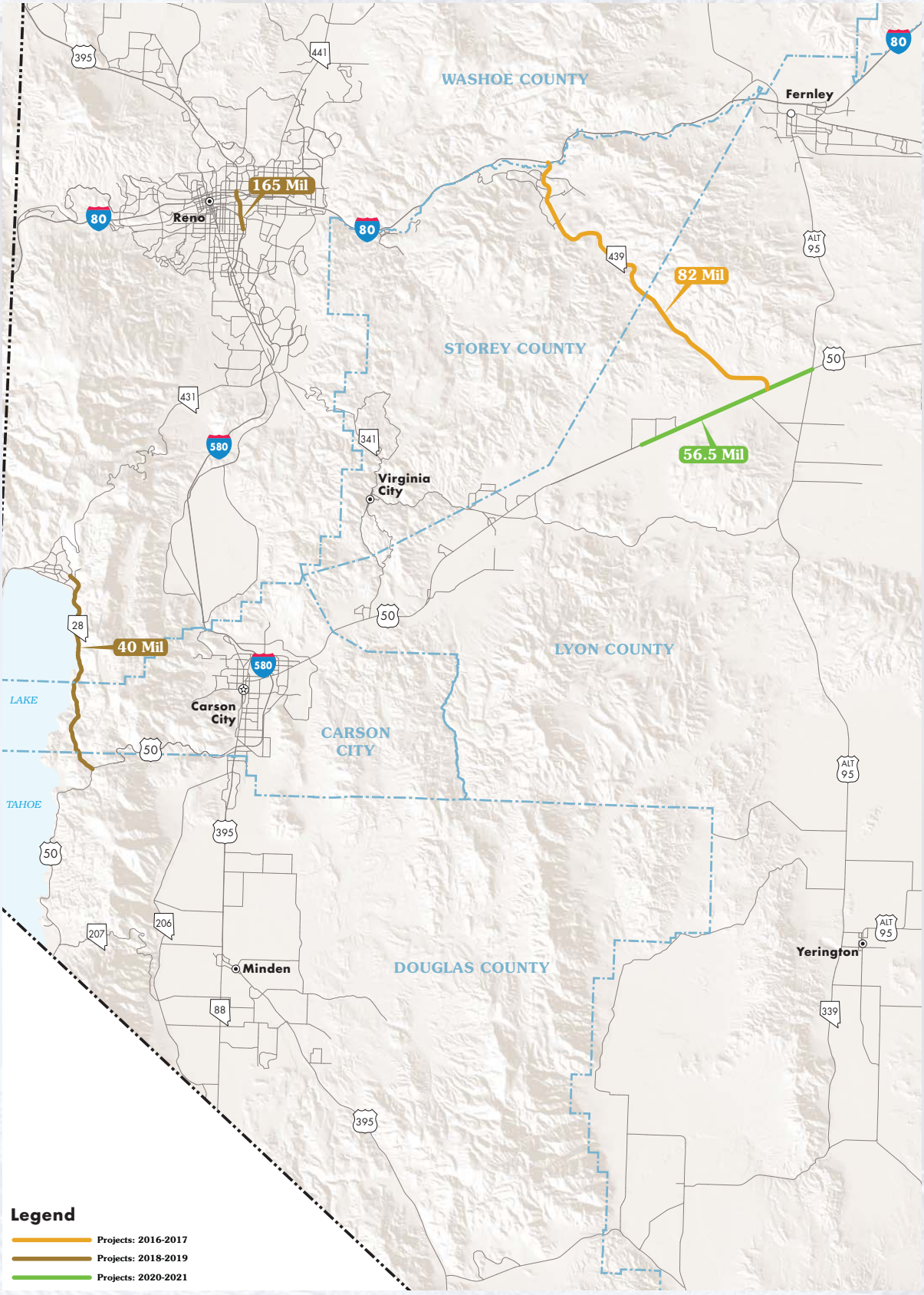
I-15 North Phase 3:
I-15 capacity improvements from Speedway Blvd to Apex Interchange. $82 million estimated construction cost. Construction is expected to begin in 2024 and be completed in 2026.

Reno Spaghetti Bowl Xpress (SBX):
Improvement a 2-mile segment of I-580/US 395 from just north of the I-80/I-580 system interchange to Villanova Drive. Improvements will include increased highway capacity and improved traffic operations; expanding the existing highway infrastructure to be compatible with future long-term corridor needs; improving the conditions to the existing highway infrastructure; and enhancing highway safety features to help reduce crash frequency and severity. The Department anticipates a Contract amount between approximately $135 million and $165 million with an approved Design Builder to begin in Summer 2019.

Regionally Significant Projects



Regionally Significant Projects



Freeway Service Patrol

The Freeway Service Patrol (FSP) program operates in the Reno and Las Vegas areas to mitigate traffic congestion in the heavily-traveled sections of our metropolitan freeways by providing quick and safe incident clearance. Statistics indicate that roadway incidents account for 25% of travel delay and that for every minute that a travel lane is blocked, the resulting congestion takes 4 minutes to dissipate and the probability of a secondary incident increases by 2.8%. The FSP program, as a guideline, aims to mitigate traffic incidents in under 15 minutes. These traffic incidents may include but are not limited to: crashes, disabled and abandoned vehicles, debris, lost or sick motorists, pedestrians and animals, scene safety, and other situations that disrupt traffic flow such as fires and hazardous spills. Table 1 below reflects the statistical data for State Fiscal Year 2018.

Table 1: FY 2018 FSP Statistics

Freeway Service Patrol	Las Vegas	Reno
Routes	11	3
Centerline Miles	80.5	28.5
Mitigation Clearance Times	**Las Vegas**	**Reno**
Under 15 Minutes	79%	85%
15-30 Minutes	13%	9%
Over 30 Minutes	8%	6%
Mitigations	**Las Vegas**	**Reno**
Disabled Vehicle	17,002	4,572
Abandoned Vehicle	3,744	1,187
Incident Scene Safety	7,359	1,764
Crashes	3,339	1,183
Debris on Roadway	1,493	710
Left on Arrival	2,139	1,082
Other	148	74
Total Mitigations	35,224	10,572

FY 2017/2018 Comparison:

Las Vegas FSP

- Total number of routes and total centerline miles remained unchanged
- Total mitigations decreased by 2.6% (926 Mitigations)
- Mitigations under 15 minutes remained the highest with 79% (2,339 Mitigations)
- Mitigations classified as other decreased 52.7% (165 Mitigations)

Reno FSP

- The centerline miles remained unchanged, and a part time route was added 3:30pm-7:30pm, Monday-Friday
- Total mitigations decreased by 1.8% (193 Mitigations)
- Mitigations under 15 minutes remained the highest with 85% (722 Mitigations)
- Crash Mitigations increased by 8.2% (90 Mitigations)

What Was New in FY 18?

Due to the success of the pilot Multi-Use Response Vehicle (MRV) in Las Vegas, NDOT introduced the MRV to the Reno-Sparks metropolitan area in early 2018. The MRV is unique in that it can clear up to two crashed vehicles from travel lanes simultaneously; and thereby, reducing congestion and improving safety for first responders and the motoring public.

Performance Management Plan & Performance Measures

NDOT uses 15 performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be acheived. For a complete look at Department performance measures, go to http://www.nevadadot.com/documents, and then click on "Annual Performance Management Report. Following are the performance measures organized by major areas:

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per 100 employees	2% Annual Reduction	0.5% Decrease			
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual Reduction	1.4% Decrease			
Provide Employee Training (2)	Percentage Employees Trained According to Requirements	77% Compliance Annually	Average 81% Compliance			
Improve Employee Satisfaction (3)	Percentage Employees Satisfied with NDOT	75% Annually	69% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage Agreements Processed within 30 days	90% Annually	98% Processed within 30 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage Projects Completed on Schedule and Within Budget	80% Annually	94% within Budget			
			100% within Schedule			
			75% Change Order < 3% Cost Increase			
Streamline Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of Scheduled Projects Advertised within the Reporting Year	80% Advertised within the Reporting Year	74% Performance			
	Percentage of Advertised & Awarded Projects within Established Construction Cost Estimate Range	80% Delivered within Established Cost Estimate Range	41% (Oct. vs Award)			
			37% (Eng. vs Award)			
Streamline Permitting Process (15)	Percentage Encroachment Permits Processed within 45 days	95% Annual	95.8% Processed within 45 Days			
Assets						
Maintain State Highway Pavement (8)	State Roadways Maintained at "Fair or Better" Condition (Road category definition in report)	Category 1: 95%	98.1%			
		Category 2: 95%	86.1%			
		Category 3: 95%	93.8%			
		Category 4: 95%	72.6%			
		Category 5: 95%	39.7%			
Maintain NDOT Fleet (9)	Percentage Mobile Equipment in Need of Replacement	1% Annual Decrease	4.2% Decrease			
	Percentage Fleet in Compliance with Condition Criteria	1% Increase	1.5% Decrease			
Maintain NDOT Facilities (10)	Percentage of Facilities Assessments & Condition	2% Annual Increase	2%			
Maintain State Bridges (14)	Annual Reduction in Structurally Deficient (SD) Bridges	Replace or Rehabilitate at least 1 SD Bridge Per Year	0 SD Bridge replaced			

Performance Management Plan & Performance Measures

Performance Measures Overview

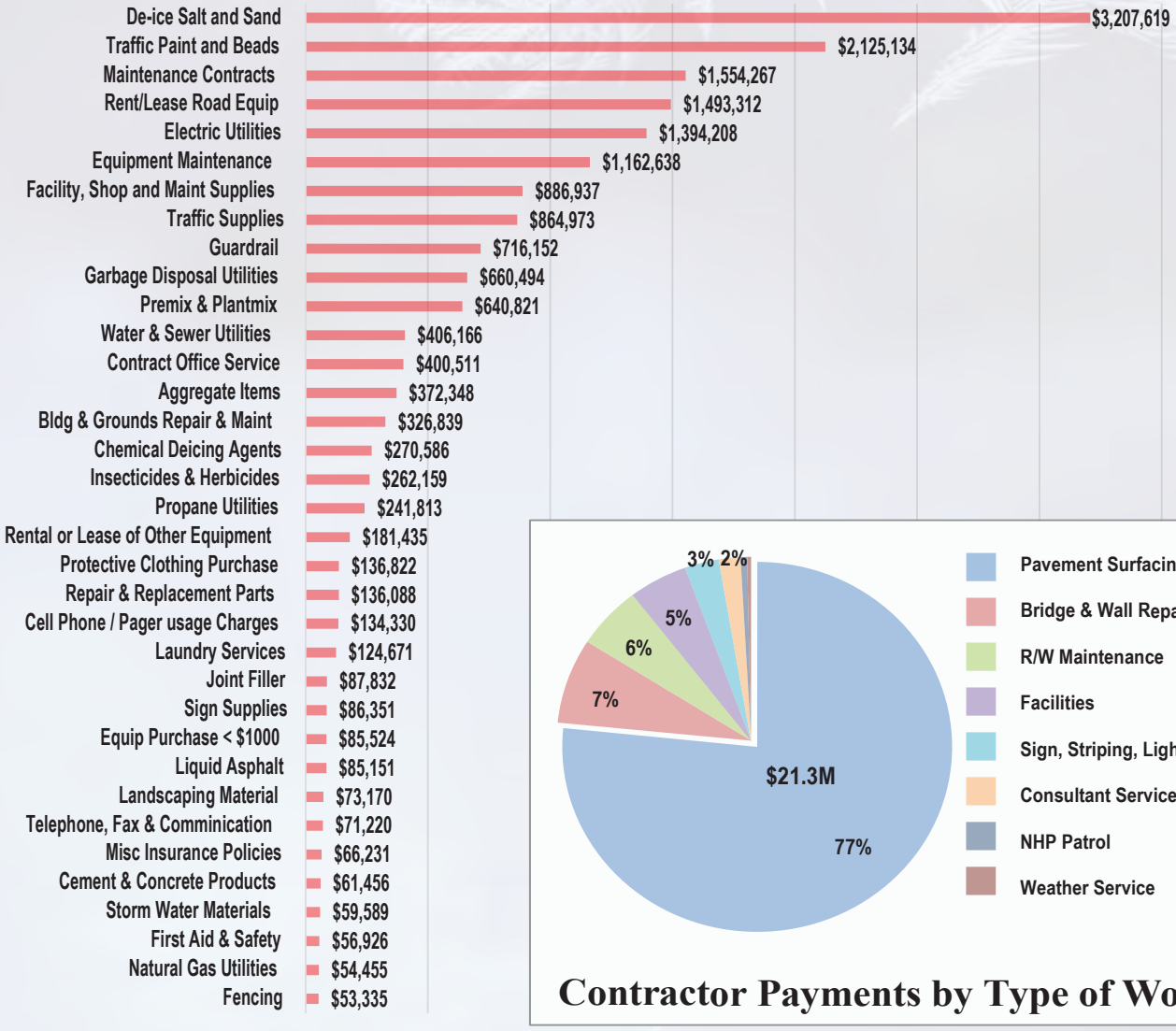
Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of Emergency Management Plans Implemented	100% Annually	100% Compliance			
Reduce Fatal & Serious Injury Crashes (12)	Number of Traffic Fatalities	Decrease the projected 2013 - 2017 five year rolling avg. of 303 fatalities by at least one	311			
	Number of Serious Traffic Injuries	Decrease the projected 2013 - 2017 five year rolling avg. of 1,184 serious injuries by at least one	1,180			
	Number of Traffic Fatalities per 100M VMT	Decrease the projected 2013 - 2017 five year rolling avg. of fatalities per 100M VMT by at least .05	1.22 to 1.15			
	Number of Serious Traffic Injuries per 100M VMT	Decrease the projected 2013 - 2017 five year rolling avg. of serious injuries per 100M VMT by at least .05	3.77 to 3.88			
Our Partners						
Improve Customer and Public Outreach (5)	Customer Satisfaction & Public Outreach	Annual Increase in Social Media Goals (Facebook likes, Twitter followers & retweets, YouTube views)	75%			
Reduce and Maintain Congestion Levels on the State Roadway System (6)	Percent of person-miles traveled on Nevada Interstate that are reliable	85%	86.8%			
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	65%	86.8%			
	Annual hours of peak-hour excessive delay per capita (Urbanized Areas)	< 12hrs	11hrs			
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	> 20%	21.5%			

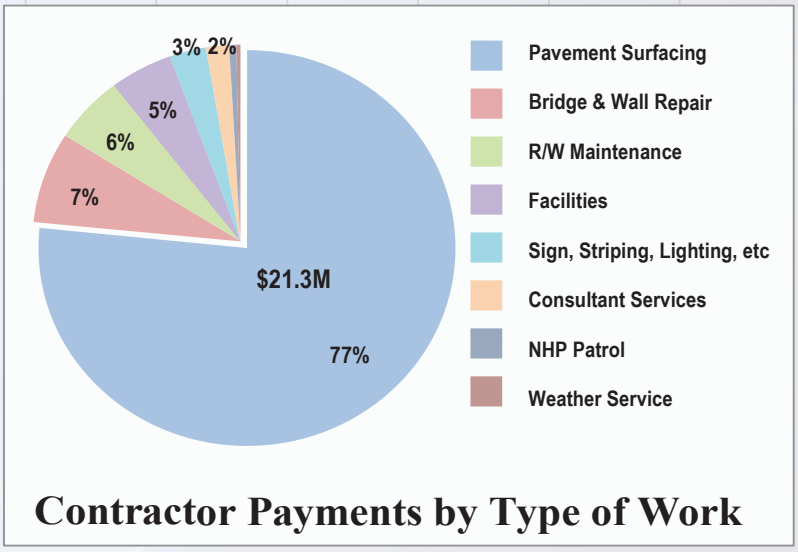
Zero Fatalities
Drive Safe Nevada

Every life saved adds about $5 million to future economic earning power.

Maintenance Costs

Based on Fiscal Year 2018 Expenditures



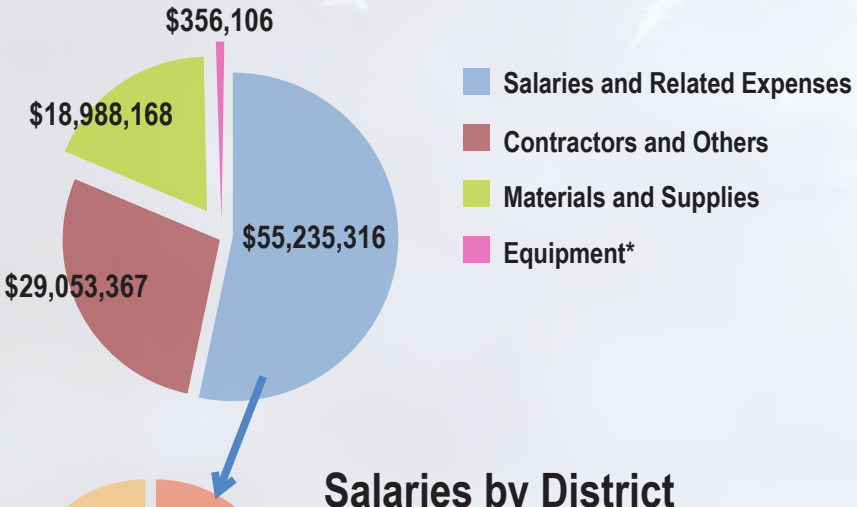


Contractor Payments by Type of Work

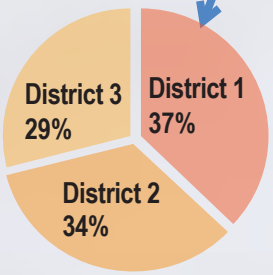
Expenditures for Material and Supplies

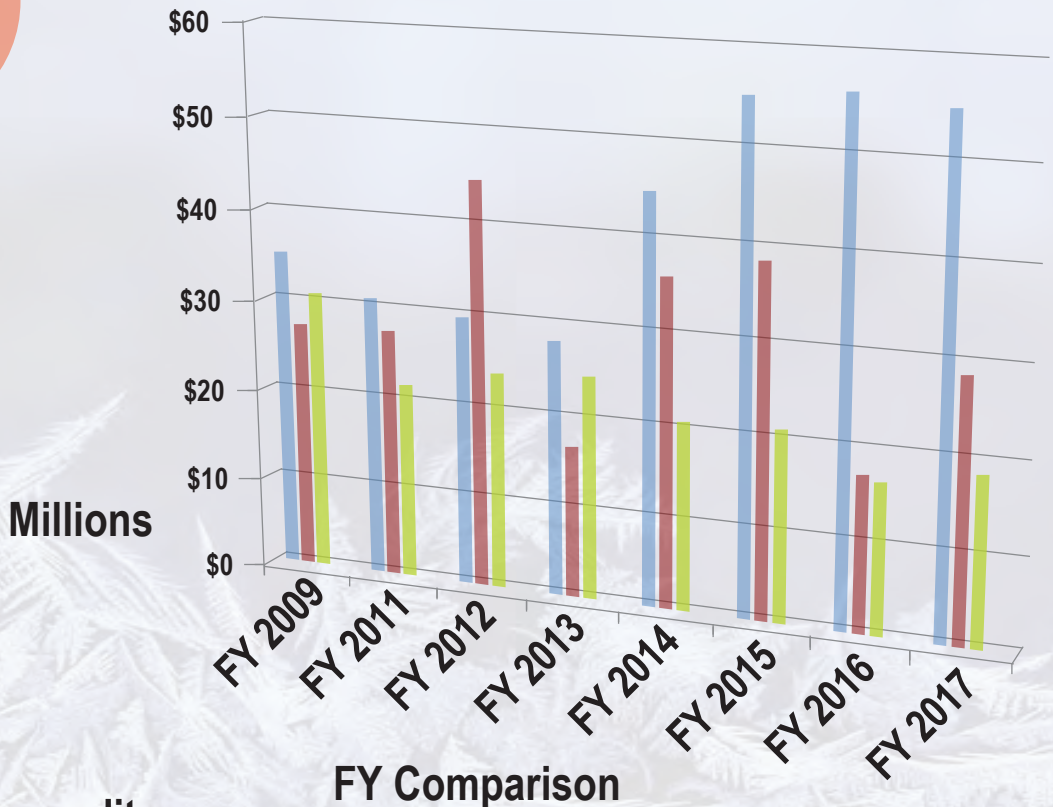
Maintenance Costs and Activities

Maintenance Costs
Based on Fiscal Year 2018 Expenditures



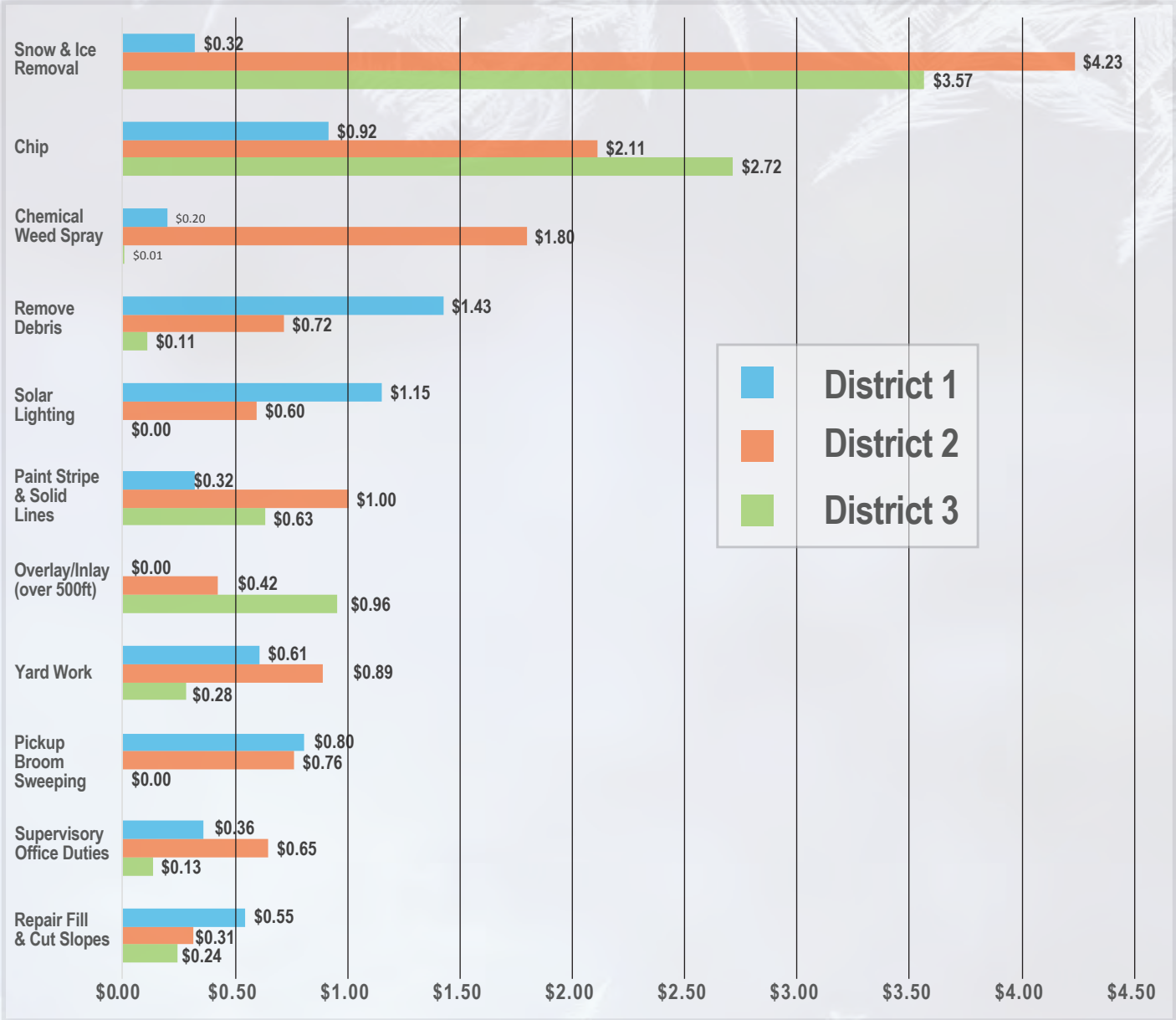
Salaries by District



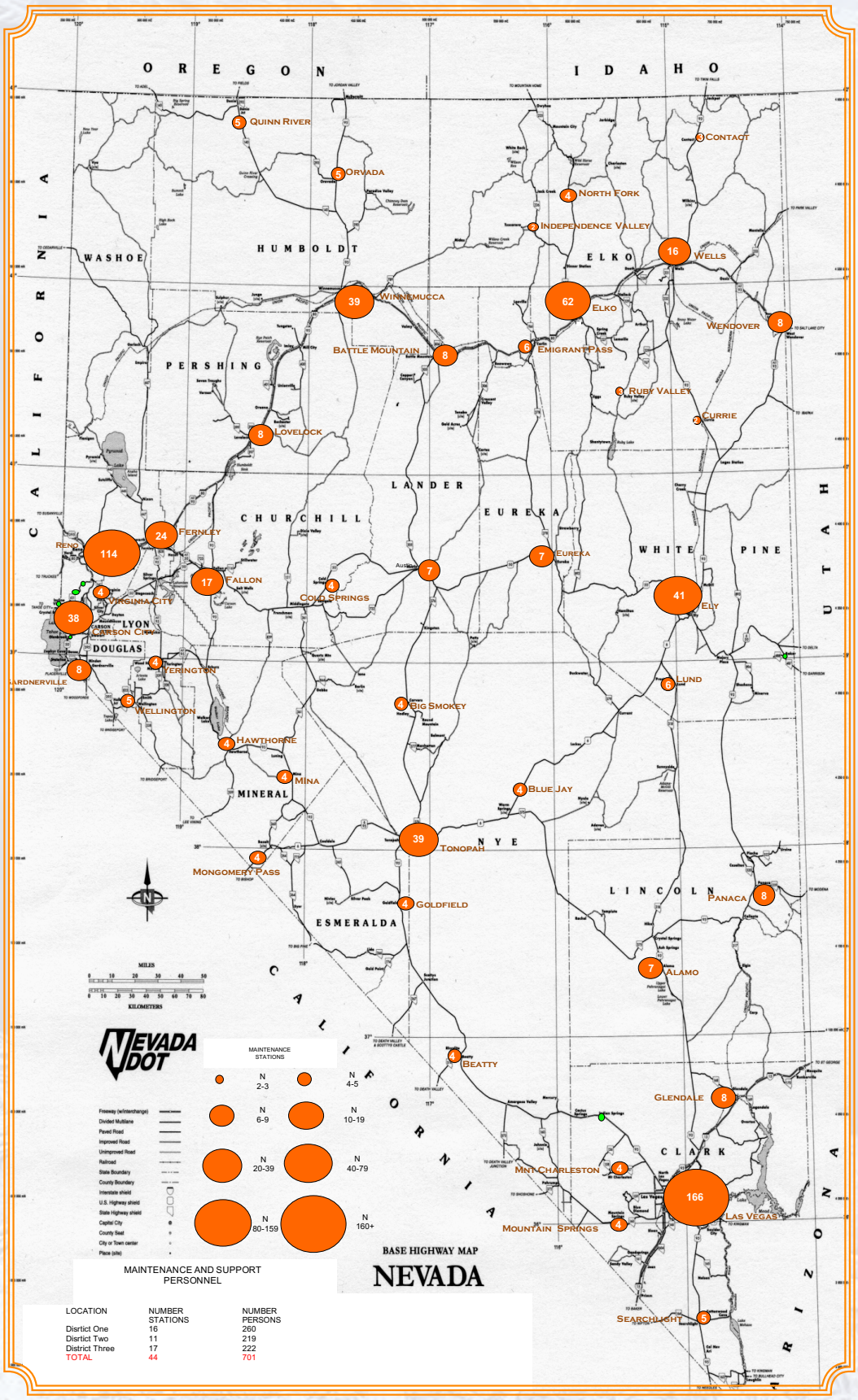


Statewide Expenditures
*Non-Rental Equipment

Maintenance Activities
Based on Fiscal Year 2018 Expenditures



Maintenance Stations and Personnel



MAINTENANCE AND SUPPORT PERSONNEL

LOCATION	NUMBER STATIONS	NUMBER PERSONS
Disrtict One	16	260
Disrtict Two	11	219
District Three	17	222
TOTAL	44	701

Department Personnel

It takes dedication and expertise to administer, construct and maintain a road and bridge system that has continually been named one of the nation's best. Whether in administration, construction or maintenance, NDOT's dedicated, expert employees are the driving force behind Nevada's top transportation system.

Rapid population growth of past years and spikes in commodity movement have greatly increased traffic on Nevada highways. With staff overseeing ever-increasing transportation needs and ever more complex projects and programs, NDOT looks to innovation, partnership and increasing efficiency to successfully fulfill Nevada's transportation needs.

From maintenance, road preservation, snow removal and safety enhancements to targeted projects, technologies and programs, Department employee workloads and numbers continue to be balanced by improved technologies, streamlined processes, partnerships and hard-working staff.

Department Personnel

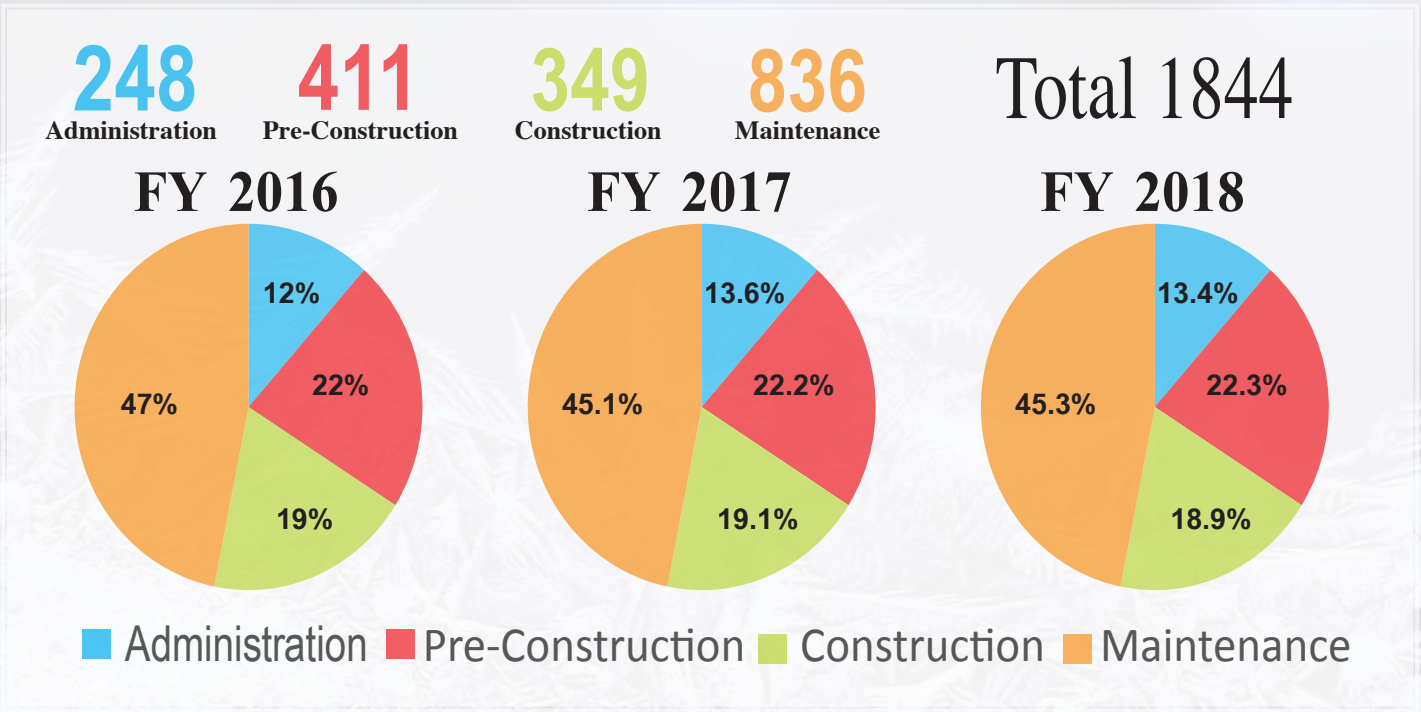
Administration:
Office of The Director, Public Information, Internal Civil Rights, Performance Analysis, Audit Services, Multimedia, Financial Management, Flight Operations, Accounting, Information Technology, Administrative Services, Reproduction & Graphic Arts, Buildings & Grounds, Records Management, Human Resources, Training, Industrial Safety, Stormwater Training, Stormwater Administration, Stormwater Inspection, Rotating Engineers, Agency Risk Management, Permits, Road Operation Centers, and Headquarters Stockroom.

Pre-Construction:
Specifications, Design, Structures, Environmental Services, Project Management, Traffic Operations, Location, Right Of Way Divisions, Planning Divisions, Research, Program Development, and Roadway Systems.

Construction:
Materials Divisions & Labs, Construction Administration, External Civil Rights, Architecture, and Construction Crews.

Maintenance:
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions & Administration.

The numbers of employees in each function are as follows:



Safety Culture Working Group

Safety is more than just a priority; it is an NDOT philosophy ingrained into the work ethic of employees statewide. Following feedback provided to NDOT via the annual employee satisfaction survey, the NDOT Safety Culture Working Group was developed in 2018 to coincide with the department's updated strategic plan. The group is focused on improving the department's safety culture, whether it's internal (reducing workplace injuries, providing more funding for safety elements in preservation projects) or external (reducing highway traffic fatalities and serious injuries).

A diverse group of committee members, representing various NDOT work groups statewide, provide observations of the successes and obstacles that each group faces in their part of the state. Whether it's maintenance and construction or administrative and office-related safety concerns, the group discusses tangible and long-lasting methods to improve safety culture for everyone.

Move Over Law

Since 2003 Nevada law has required drivers to slow down, proceed with caution, and when possible, move to the far lane when passing an official emergency response vehicle(s) pulled over on the side of the road with amber lights flashing. On July 1, 2017, NRS 484B.607 expanded to require drivers to do the same for Nevada Department of Transportation vehicles stopped on the side of the road with their flashing amber or non-flashing blue lights on.

Since October 1, 2017, the "Move Over" law expanded to apply to any "traffic incident" including stalled vehicles and debris on the roadway.

NDOT Upgrades Equipment Division to M5 Technology System

It's all about enhancing outdated technology and saving the department time – and saving taxpayer money! NDOT's equipment division manages the M5 system that maintains the department's fleet of vehicles statewide. From snowplows to roadway maintenance trucks and everything in-between, NDOT vehicles are serviced as needed to maintain the safety of state roadways throughout each season. With the department's equipment and vehicles meticulously tracked and organized using fleet management computer software, quick processing of data with minimal downtime is crucial.

Throughout 2018, NDOT's IT division worked to upgrade the equipment division to the newer M5 fleet management software. The upgrade to M5 means less time working around slow technology, which translates to more time to spend in the shop and tending to the department's fleet of vehicles. With a cloud-based fleet management system now in place, NDOT's equipment division can continue to spend valuable manhours as needed, ultimately keeping the department's vehicle operators – and the traveling public – safe.

Unmanned Aerial Vehicle Technological Advancements

More efficient processes and financial savings for the department and taxpayers has NDOT staff flying high. NDOT's use of drones has reduced the amount of time for surveyors in the field, which has far-reaching safety, financial, and work productivity benefits. Talk about efficiency – topographical mapping that takes a mere few hours with a drone may take weeks on the ground. What might have taken months before the use of Unmanned Aerial Vehicle (drone) technology, NDOT can now accomplish in a matter of days or weeks. Advancements in imagery software has reduced post-processing time to produce highly-detailed and accurate mapping products.

SB53 Telecom Infrastructure Sharing Law Already Paying Dividends

Since SB53 was enacted into law, NDOT has found great success in establishing relationships with telecommunications providers. Since being granted authority to share and trade telecommunications infrastructure with private businesses, NDOT has already developed policy for non-interstate routes and has preliminary regulations for interstate routes as well. Based on best practices and more than 20 years of evidence in expansive statewide networks in nearby Utah, the department anticipates short- and long-term benefits for the department, private businesses, and residents alike.

On USA Parkway, for example, a business has requested the use of spare conduit and related facilities owned by the department. NDOT began the process of identifying the financial value of the conduit and is in the process of entering a mutually-beneficial agreement.

Since passing this beneficial and valuable bill, NDOT anticipates benefits for the Governor's Office of Science Innovation and Technology, the Department of Education, the Nevada System of Higher Education, expanding broadband throughout rural Nevada, and improvements for educational and telemedicine purposes.

Intelligent Transportation Systems Improvements

The Federal Highway Administration tabbed Nevada as a leading state in implementing integrated mobile observation technology. To continue being fiscally responsible and accountable to the public, data is collected through NDOT snow plows and light duty vehicles outfitted with mobile weather data technology. The goal is to provide the public with real-time road weather information through traveler information systems like NDOT's public 5-1-1 system.

Maintenance support is another benefit of IMO technology: As systems detect hazardous weather on the horizon, pre-treatment and snow and ice removal recommendations are made based on federal and departmental guidelines and practices.

To help traffic flow more smoothly and safely, NDOT incorporates Intelligent Transportation Systems into roadway projects around the state. Thus far, enhanced driver information systems have been incorporated into a project on U.S. 395 in northern Nevada. In southern Nevada, radar-based wrong-way driver warning systems are scheduled by 2019 at Interstate 15 and Starr Avenue as well as Kyle Canyon Road and U.S. 95.

TIM Coalition

The NDOT-sponsored Traffic Incident Management Coalition (TIM) continues to educate its members statewide to provide better service and safer interactions on the roadways with the public. TIM Coalition agencies are learning and evolving their methods of emergency response and the technology they use during roadway incidents.

In October 2018, the coalition held a safety summit in Las Vegas to further advance the skills of emergency responders. Complete with vehicles damaged in traffic incidents that were donated to the TIM Coalition, first responders were guided through training exercises as though they were working through actual incidents. Following the success of continued multi-jurisdictional emergency training and collaboration, Nevada is poised to most effectively respond to roadway incidents to keep drivers safe and the freeway free-flowing.

Left Lane Law Keeps Nevada's Motorists Safer

Since AB334 was enacted, motorists have begun seeing relief of an ongoing issue of drivers in the extreme left lane traveling below the posted speed limit and thus impeding drivers behind them with two or more lanes for traffic traveling in the same direction. The extreme left lane is known as a "passing lane" and is also designated for use by emergency vehicles. The law is practical and has been a great relief to motorists and emergency responders alike, as instances of unsafe passing on the right side of vehicles is lessened.

NDOT put up "Slower Traffic Keep Right" signs on Interstate 15 and Interstate 80, as well as U.S. 395, reminding drivers across the state to drive in the right lane except when passing.

Operational Improvements

The Nevada Department of Transportation Stormwater Division has had a productive and successful year. Working with the Environmental Protection Agency and the Nevada Division of Environmental Protection, consent decree requirements for the stormwater program have been met, and a foundation for a sustainable program has been built.

Water quality improvement practices, such as Low Impact Development (LID), have been incorporated into many projects. For example, on the USA Parkway, a barrier rail was removed and additional shoulder areas were provided to increase the amount of runoff that is infiltrated. Increased monitoring efforts are being implemented to assess how the highway system impacts water quality and to evaluate the effectiveness of current practices intended to reduce pollutants leaving NDOT right-of-way roads. These programs provide essential information and guidance to meet NDOT stormwater permit requirements.

Enhanced program elements for NDOT Construction Projects and NDOT Encroachment Permits Projects statewide have been developed and implemented. A robust Illicit Discharge Detection and Elimination program and Maintenance Facility inspection program has been developed to achieve and maintain compliance with the NDOT stormwater permit requirements and to promote stormwater stewardship with NDOT stakeholders through a compliance based approach.

Over 400 employees and contractors completed training on topics such as basic stormwater awareness, construction site stormwater management, stormwater best management practices (BMPs), illicit discharge detection and elimination (IDDE), post-construction stormwater management, and water quality management of highway runoff. New classes have been developed to meet the specific stormwater related learning needs of maintenance and construction personnel.

Stormwater information technology continues to develop with innovative geographic information system (GIS) mapping. Mobile applications allow crews to conduct inspections, monitoring and design work while in the field.

Through ongoing participation in public and industry events, school presentations, partnering with other MS4's, and through social media platforms, the NDOT stormwater outreach program Love NV Waters, continues to promote stormwater pollution prevention education and NDOT's commitment to water quality preservation on every project and roadway activity.

The NDOT Stormwater Division will continue to promote stormwater stewardship as an essential element of all NDOT operations, moving forward on a compliant and successful path.

Safety Improvements

What is a Saftey Management Plan?

A Safety Management Plan (SMP) is a transportation analysis effort that focuses on traffic safety for all road users incorporating corridor studies, access management, public and stakeholder input, crash analysis, roadway engineering and applications of the Highway Safety Manual methods to reduce roadway crashes. The SMP process is consistent with the Nevada Strategic Highway Safety Plan's (SHSP) goals of significantly reducing the number of fatalities and serious injuries on Nevada's roadways. SMPs are in progress for the following corridors in 2017: SR Rancho Drive (from US Highway 95 up to Cheyenne Avenue (SR 574)) in Las Vegas, NV, Lamb Boulevard (from Lake Mead Boulevard to its transition to East Desert Inn Road) in Las Vegas, NV and McCarran Boulevard (from Greg Street to Probasco Way) in Sparks, NV.

Nevada Traffic Safety Summit

NDOT and the Department of Public Safety annually host the Nevada Traffic Safety Summit. The purpose is to gather safety partners from around the state to share best practices for implementing strategies and action steps to reach the ultimate goal of Zero Fatalities in Nevada. Attendees across the state participate in the summits, representing the four "E's" of transportation safety: engineering, enforcement, education and emergency medical services. Discussions range from motorcycle safety, legislative efforts, pedestrian safety, driver behavior, traffic incident management and much more.

Wrong Way Driving

Wrong way movement crashes are a major cause for safety concern along freeways and limited access facilities. Despite providing the necessary DO NOT ENTER and WRONG WAY signs and pavement markings (wrong way arrow and others) as per the MUTCD, wrong way entry onto limited access facilities is still occurring. NDOT and FHWA are researching the effectiveness of installing a Red RRFB Wrong Way Assembly to face the wrong way driver to caution and warn them of the wrong way movement with the expectation that corrective action will be taken.

NDOT Traffic Safety Engineering, Railroad Safety Program

Railroad Safety, housed within the Nevada Department of Transportation Traffic Safety Division, is considered the administrative agency for the State of Nevada for all public at-grade railroad crossings. The program is required to conduct and systematically maintain a survey which identifies those railroad crossings that may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose. Railroad Safety maintains a crossing inventory database, including information about warning devices and signage, for each public crossing in Nevada. The following Railroad Crossings Safety Improvement Projects will be completed in 2018. Railroad crossing surface improvements at three crossings on Greg Street and on Franklin Avenue in Sparks, NV, and install a new crossing signal system and rail-highway approach improvements at Eccles Road in Caliente, NV.

Zero Fatalities

(www.zerofatalitiesnv.com) The Zero Fatalities traffic safety program continues to make an impact with the overall goal of eliminating fatalities on our roadways. Once again this year, the NDOT worked together with our safety partners to update the Strategic Highway Safety Plan (SHSP) to establish statewide traffic safety goals. The road to Zero Fatalities focuses on six critical emphasis areas: always buckle up, don't drive impaired, focus on the road, stop on red, be pedestrian safe and ride safe. The Zero Fatalities has thus far reached 97% of Nevadans with a variety of educational tools including the new "don't be a phony" and "ePEDemic" campaigns that focus on distracted driving and pedestrian safety. Zero Fatalities also continues to educate young drivers about the importance of being safe behind the wheel. The campaign asks, why zero? Because every life matters.

High Risk Rural Road Program

High Risk Rural Roads are defined in Federal Code as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan." Due to the number of crashes on Nevada's Rural Roads, NDOT is now required to establish a High Risk Rural Roads (HRRR) program. Under HRRR program, NDOT Traffic Safety Engineering has identified two projects for Federal Fiscal year 2019. These projects include signage improvements and lighting, guard rail improvements, pedestrian crossing improvements, widening shoulders, installing rumble strips and adding high friction surface treatments along roadways to help vehicles stay on the roadway.

Landscape and Aesthetics

NDOT strives to provide transportation design solutions that enhance the quality of life, emphasize safety, plus preserve and protect environmental resources. Through its Landscape and Aesthetic Program, NDOT provides improvements that benefit Nevadans and visitors alike. It seeks to integrate community values and regional context into the design of Nevada transportation systems to ensure NDOT's transportation facilities visually complement the landscape and communities of Nevada.

Beautiful, site-appropriate highways contribute to Nevada's economic vitality and enhance the quality of life of its residents. NDOT's freeways and interchanges provide the welcome into our communities.

Rockery planter walls with Metal Hawk Sculpture relate the airport vicinity's flight theme, I-580 at Plumb Lane, Reno

Hoover Dam Obelisk and Overlook Shelter above Lake Mead, I-11, Boulder City

Erosion control using salvaged plants, rock and boudlers, I-11, Boulder City

Landscape and aesthetics goes beyond the surface appearance of NDOT's roads. It also contributes to the preservation of natural resources by providing erosion control through roadside vegetation management and storm water management. It uses landforms to enhance water retention and native vegetation development.

Landscape and Aesthetics

The addition of landscape and aesthetic features to our roadway projects helps to attain and reflect economic prosperity and is a strong contributor to the success of commercial development. These amenities add to the state's economic development efforts by employing a wide variety of professionals from landscape architects to artists. Projects with landscape and aesthetic treatments create opportunities in many construction industry fields such as operators, welders, metal and concrete workers, masons, painters and landscapers. In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air and water quality, restores native vegetation, and protects our wildlife.

Remembering the builders of Hoover Dam through sculpture, I-11, Boulder City

Funding for landscape and aesthetics is included in projects where capacity is being added or for new construction. Up to 3 percent of the construction cost is directed toward landscape and aesthetics. Landscape and aesthetic improvements are also being identified on existing infrastructure.

Highway corridors are planned for a hierarchy of treatment levels. The rural highways are enhanced with more subdued treatments that blend into the natural landscape while urban areas can be punctuated with art and accentuated structures creating a suitable aesthetic addition to Nevada's Cities.

Art in terrazzo paving of historic Hoover Dam designed for the overlook above Lake Mead, I-11, Boulder City

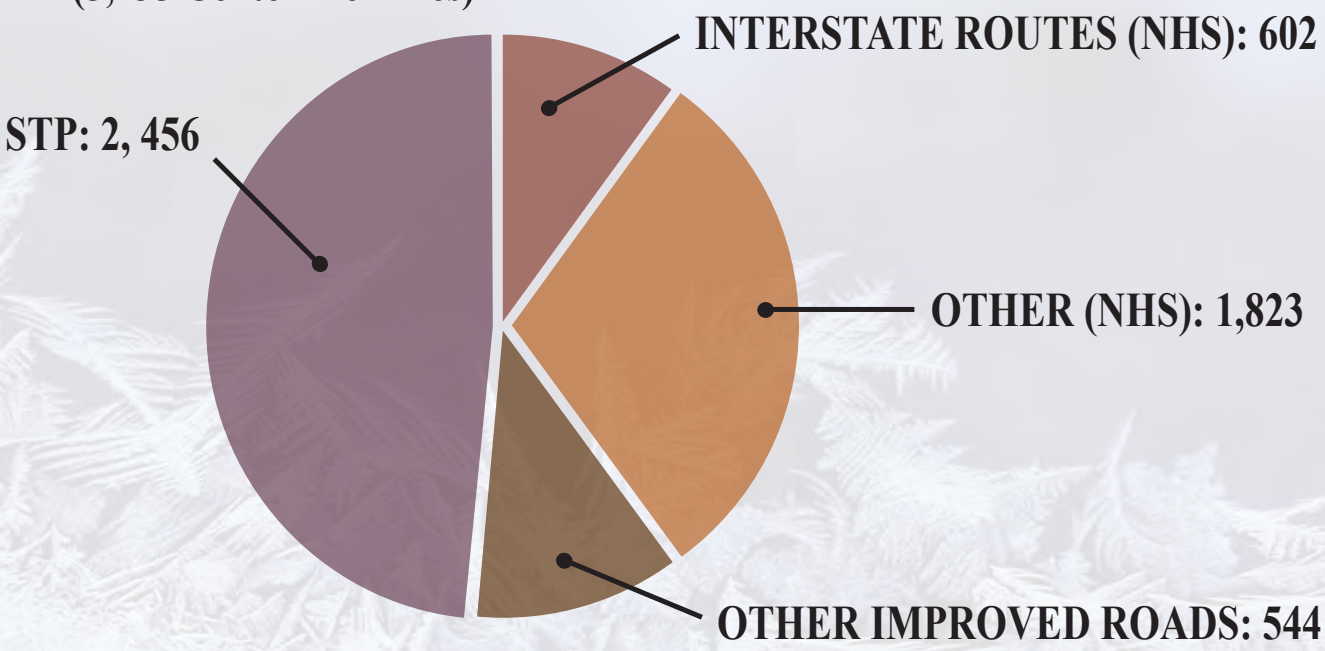
Sculpture showcasing historic ranching, Damonte Ranch Parkway, I-580, Reno

Roadway System Mileage (Centerline Miles)

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic

	NDOT MAINTAINED	LOCAL MAINTAINED	STATEWIDE MAINTAINED
Federal Aid			
NHS	2,435	148	2,573
STP	2,456	2,788	5,244
Non-Federal Aid			
Other Improved	544	23,621	24,165
Unimproved	0	7,402	7402
Total	5,435	33,959	39,384

Total Roadway System Mileage Maintained By NDOT
(5,435 Centerline Miles)



System Definitions

FEDERAL AID PROGRAMS

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The National Highway Performance Program (NHPP) is the largest source of federal dollars the department receives and may be obligated only for a project on eligible faciities of the NHS. Projects that qualify for this fund source include improving infrastructure conditions, safety, improve mobility or freight movements. Any projects using federal funds must reflect accordingly in the Statewide Transportation Improvement Program (STIP), the Statewide Long Range Plan and the Metropolitan Transportation Improvement Program (TIP).

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

This is the most flexible fund source available to DOTs across the nation, including NDOT. In general, the location of STBGP projects is not limited. However, STBGP projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, except for bridges not on federal-aid Highways. STBGP is also broken down by statewide, and various rural and large Metropolitan Planning Areas.

ROAD DEFINITION

NATIONAL HIGHWAY SYSTEM (NHS)

The National Highway System (NHS) is a system of major federal-aid roads including all interstate routes, principal arterials, the defense strategic highway network, and strategic connectors. Interstate routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The interstate routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

NON-NHS ROADS

A system of roads that is not part of the NHS system but is funded through federal-aid programs. The system is not considered to be strategic to national defense but do play some role in connectivity and accessibility.

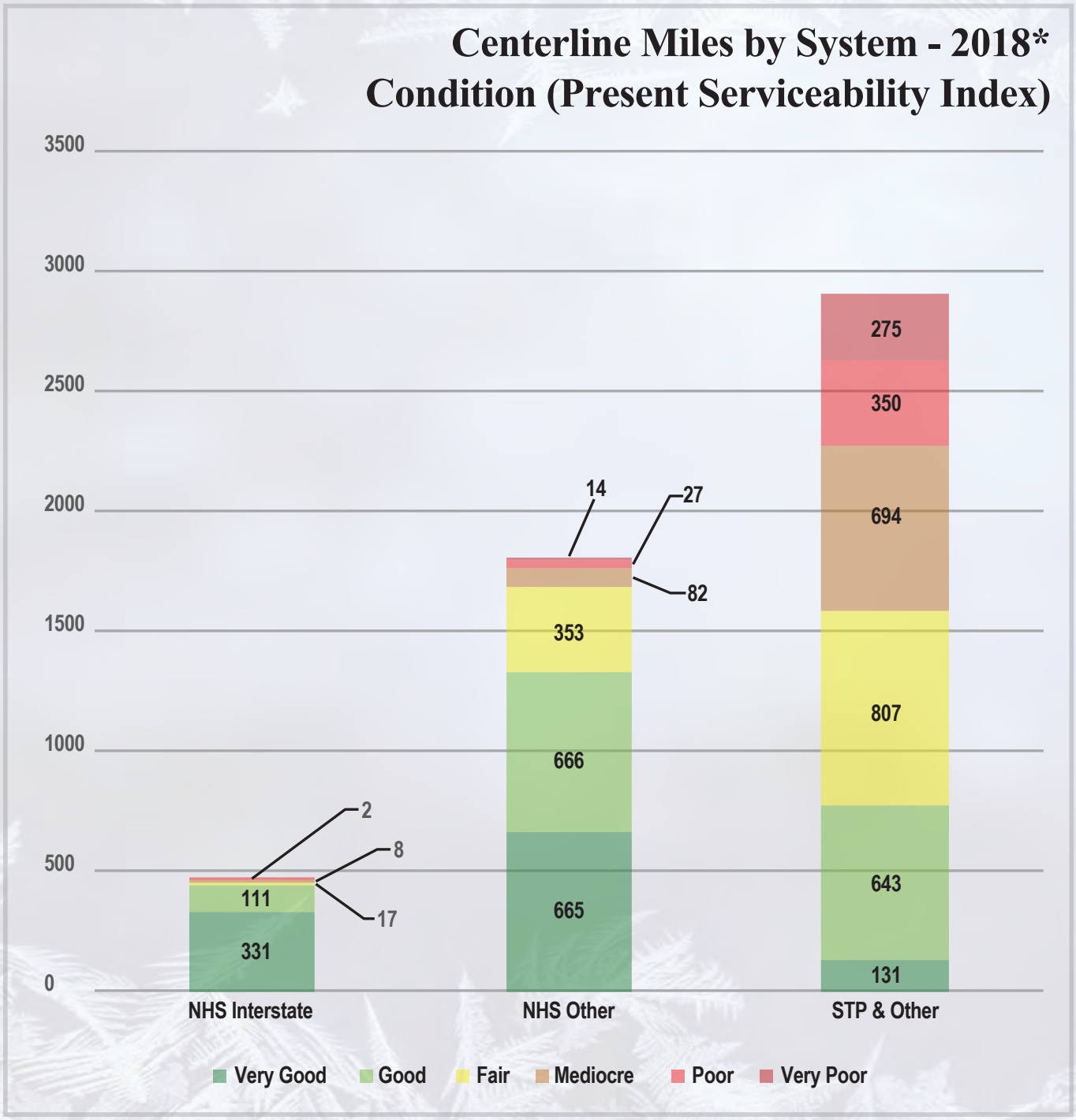
OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

NDOT Maintained Pavement Condition

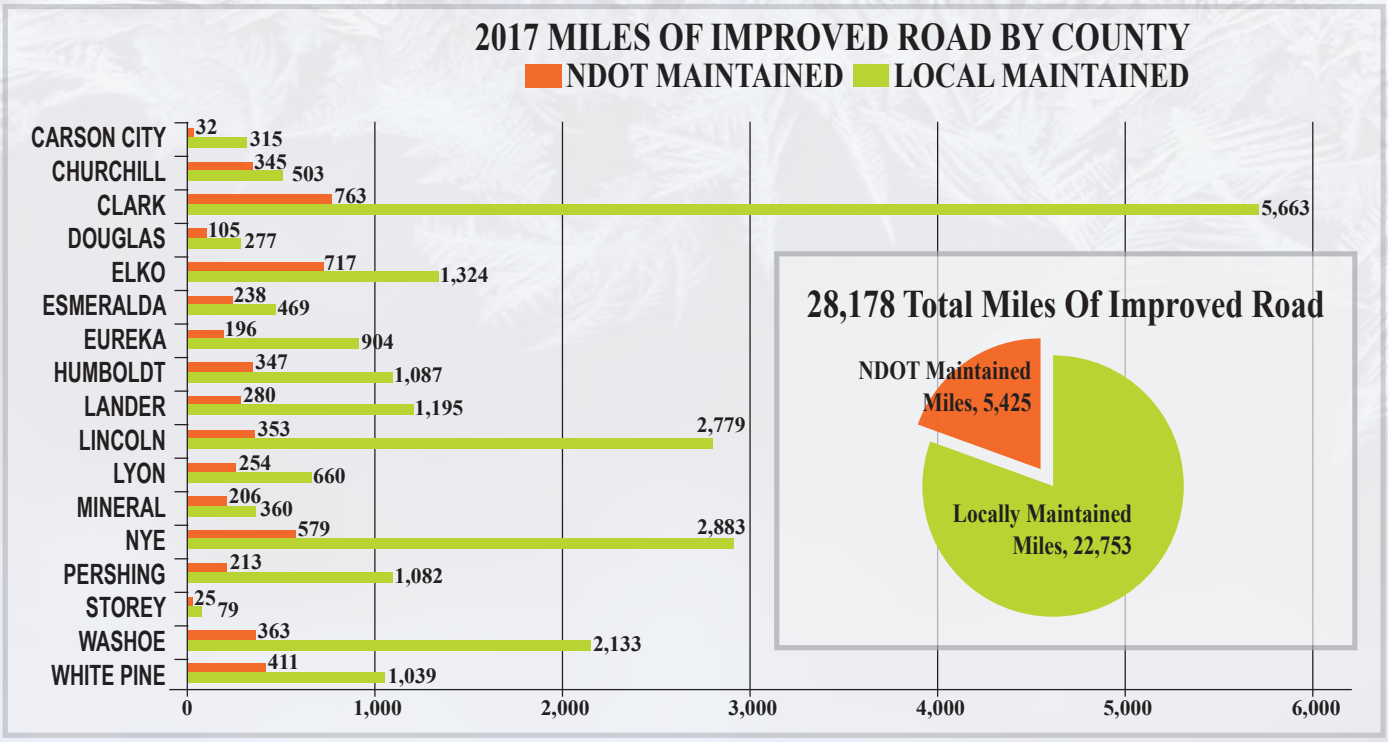


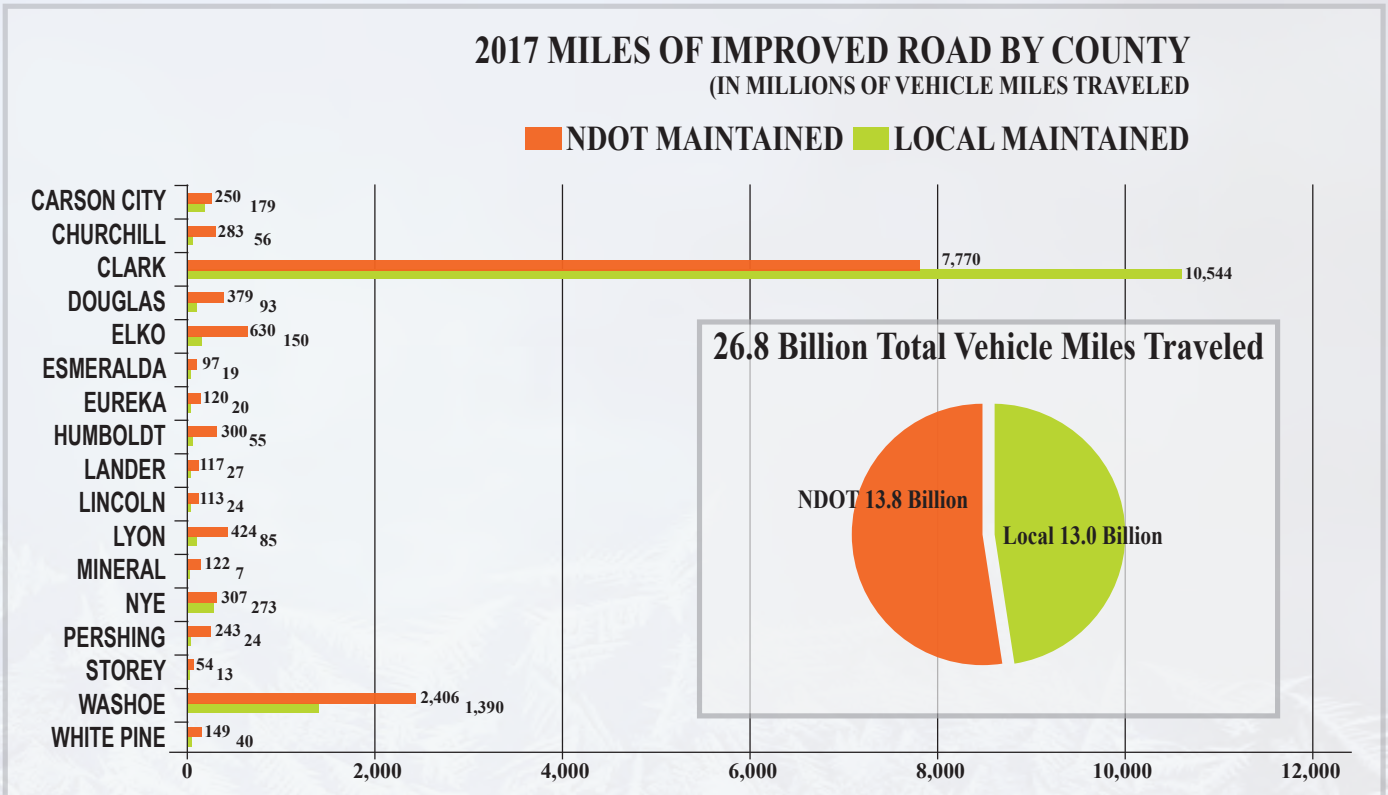
Highway System

Note: System miles above may not match those on page 42 because not all roads have had thier condition rated.

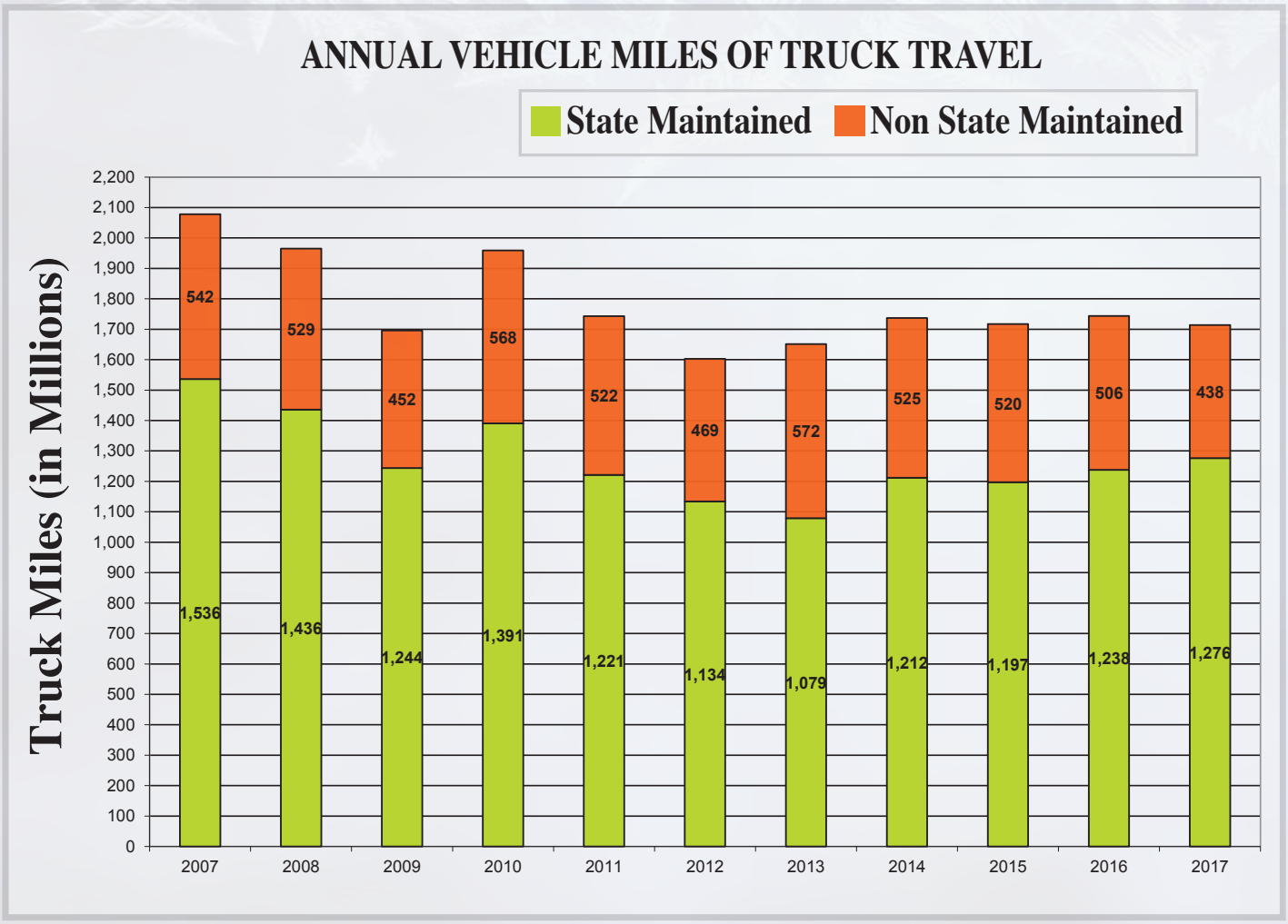
***Data is collected every two years.**

Vehicle Miles of Travel





Truck Miles of Travel



**Any tractor traiiler with 3 or more axies and greater than 52,000 lbs.*
The state-maintained systems also carries 70% of all truck traffic and 68% of the
** heavy truck traffic.*

Seismic: 82
Structural: 15

NDOT Maintained Deficient Bridges Needing Renovation

Currently, there are 2,062 bridges inspected by the Nevada Department of Transportation (NDOT) in the interest of public safety. Federally-owned bridges are inspected by the respective Federal agencies (i.e. USFS, BLM). NDOT maintains 1208 bridges; 844 bridges are maintained by county, city, other local agencies, railroad or other state agencies; and 10 bridges are privately maintained.

CAPITAL ASSETS AND DEBT ADMINISTRATION

The State's capital assets for governmental and business-type activities as of June 30, 2017 amount to $8.3 billion, net of accumulated depreciation of $1.3 billion, leaving a net book value of $7.0 billion. This investment in capital assets includes land, buildings, improvements other than buildings, equipment, software costs, infrastructure, rights-of-way, and construction in progress. Infrastructure assets are items that are normally immovable, such as roads and bridges.

As allowed by GASB Statement No. 34, the State has adopted an alternative process for recording depreciation expense on selected infrastructure assets. Under this alternative method, referred to as the modified approach, the State expenses certain maintenance and preservation costs and does not report depreciation expense on infrastructure. Utilization of this approach requires the State to: 1) commit to maintaining and preserving affected assets at or above a condition level established by the State; 2) maintain an inventory of the assets and perform periodic condition assessments to ensure that the condition level is being maintained; and 3) make annual estimates of the amounts that must be expended to maintain and preserve assets at the predetermined condition levels.

The State has set a policy that it will maintain a certain percentage of each category of its roadways with an International Roughness Index (IRI) of 95* or less and will also maintain its bridges so that not more than 10% are structurally deficient or functionally obsolete. The following tables show the roadway condition assessments under the current and previous State's policy and current condition level of bridges:

The most recent condition assessment shows a decline in the condition level of the roadways. However, the results of the three most recent condition assessments provide reasonable assurance that the condition level of the roadways is being preserved above, or approximately at, the condition level established for all road categories.

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amounts of expense incurred for fiscal year 2017 by $14.1 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to approximately meet or exceed the target condition levels for the roadway category. Additional information on the State's infrastructure can be found in the Schedule of Infrastructure Condition and Maintenance Data in the Required Supplementary Information section to the financial statements.

Condition Level of the Roadways
Percentage of roadways with an IRI of 95 or less*

	Category				
	I	II	III	IV	V
State Policy-minimum percentage	**70%**	**65%**	**60%**	**40%**	**10%**
Actual results of 2017 condition assessment	90%	85%	90%	61%	25%
Actual results of 2016 condition assessment	91%	88%	92%	66%	30%
Actual results of 2015 condition assessment	87%	82%	85%	45%	13%

Percentage of roadways with an IRI of less than 80

Condition Level of the Bridges
Percentage of substandard bridges

	2018	2016	2012
State Policy-maximum percentage	10%	10%	10%
Actual results condition assessment	1.5%	2%	4%

In 2016, the State realigned its IRI thresholds for determining the condition level of the roadways based on the guidelines set by the Federal Highway Administration (FHWA). The prior policy was to maintain each category with an IRI of 80 or less. The 2015 assessment results are based on the previous rating system.

Transportation Financing

General

State highways maintained by the Nevada Department of Transportation are financed primarily with highway-user revenue and federal funds. General Fund (general tax) revenue is not normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government are placed in the Federal Highway Trust Fund (HTF). Congress allocates these funds to the states per provisions in the Fixing Americas Surface Transportation Act (FAST) passed in 2015, and annual appropriation bills. The HTF is the main source of funding for most of the programs in the FAST Act. Federal funds are available only for reimbursements of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay (match) 5 to 20% of the project's cost, with the majority of Nevada's funding reqireing only a 5% match due to the large amount of federal lands in the state.

State Constitutional Provisions

Article 9, Section 5 of the Nevada Constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, ecept costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."

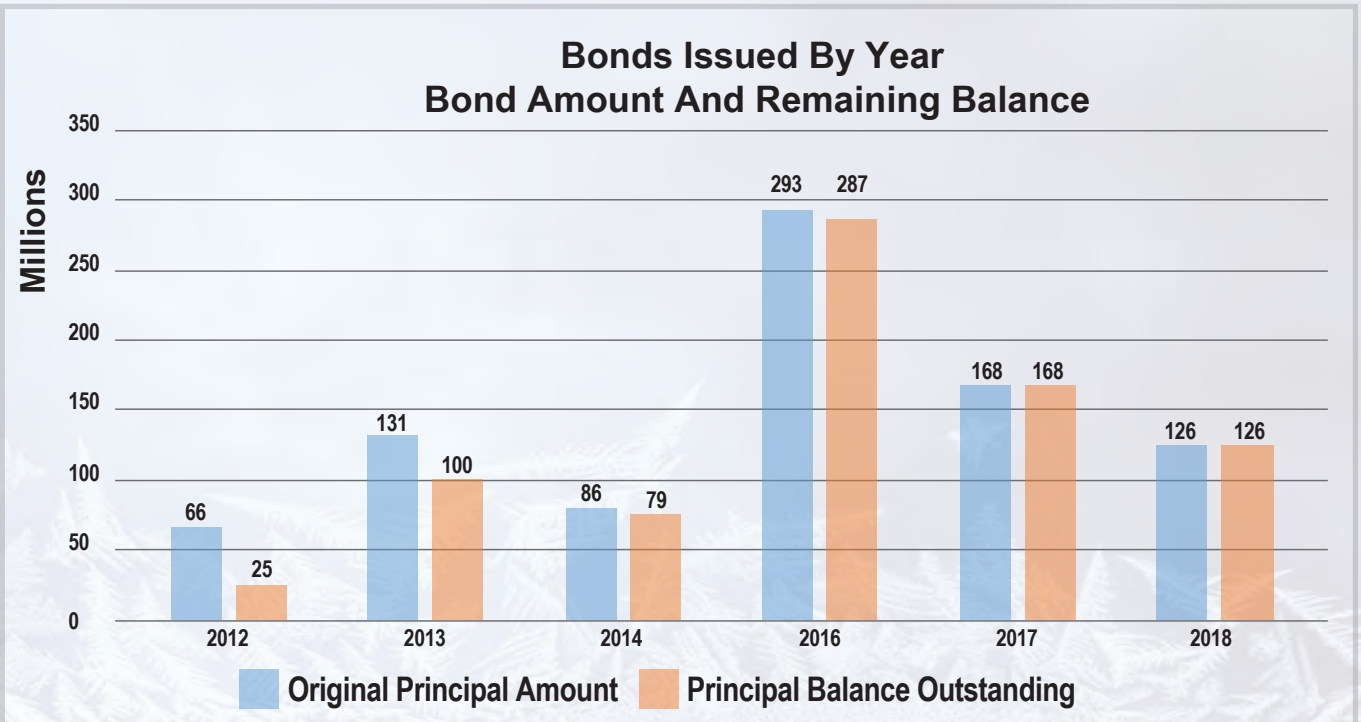
State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenuefund established to account for the receiptand expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, a significant amount the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety (primarilyHighwayPatrol) are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Servic Authority.

All over Nevada, NDOT employees are determined to build and maintain a top transportation system for the state.

Annual Report State of Nevada
Highway Improvement Revenue Bonds
June 30, 2018

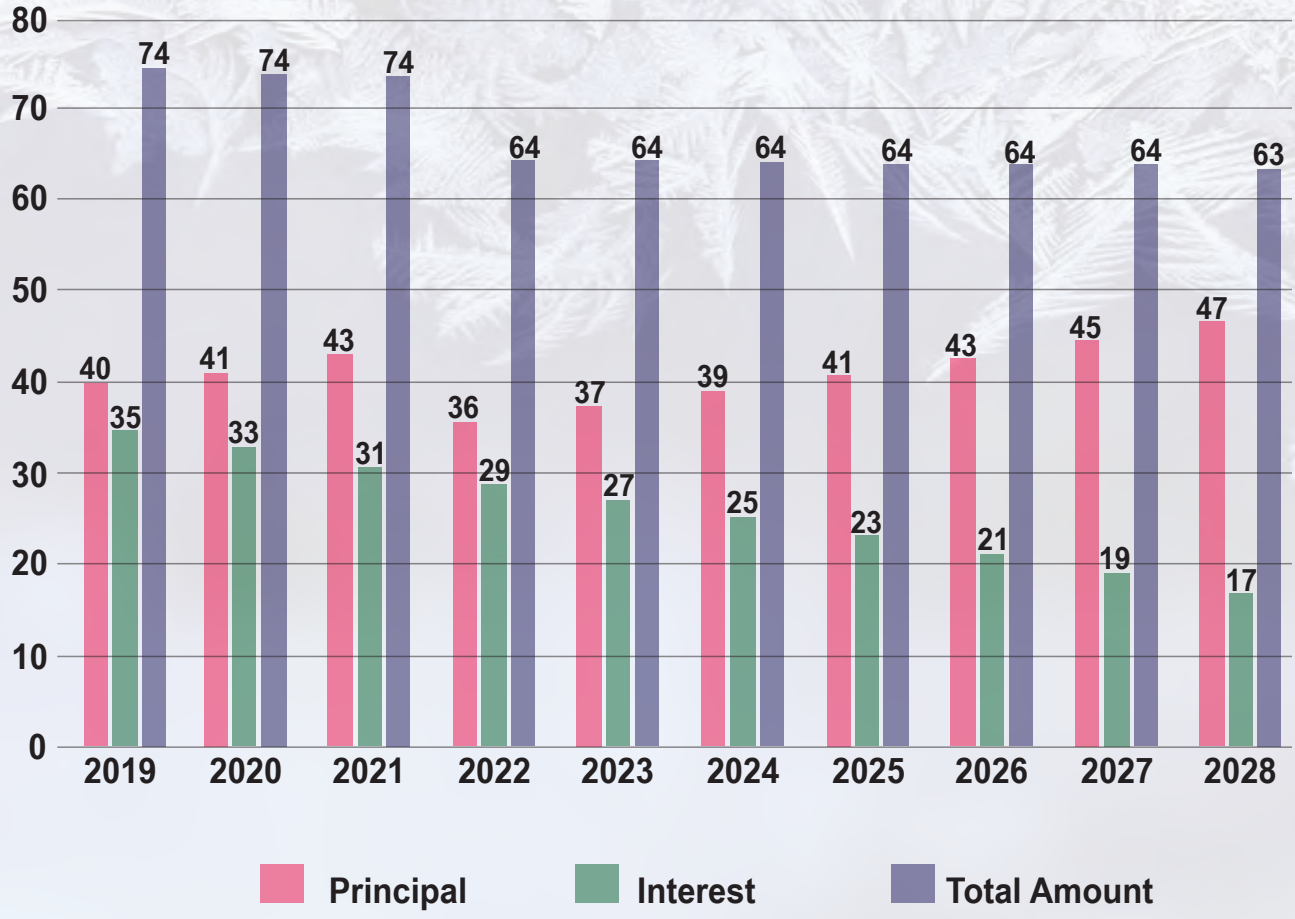
Highway Revenue Bonds	Original Principal Amount	Principal Balance Amount
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2012	66,490,000	25,030,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000	100,360,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2014	86,20,000	79,430,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement Refunding Bonds, Series 2016	292,600,000	286,695,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2017	167,665,000	167,665,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2018	125,905,000	125,905,000
Totals	**$869,925,000**	**$785,085,000**

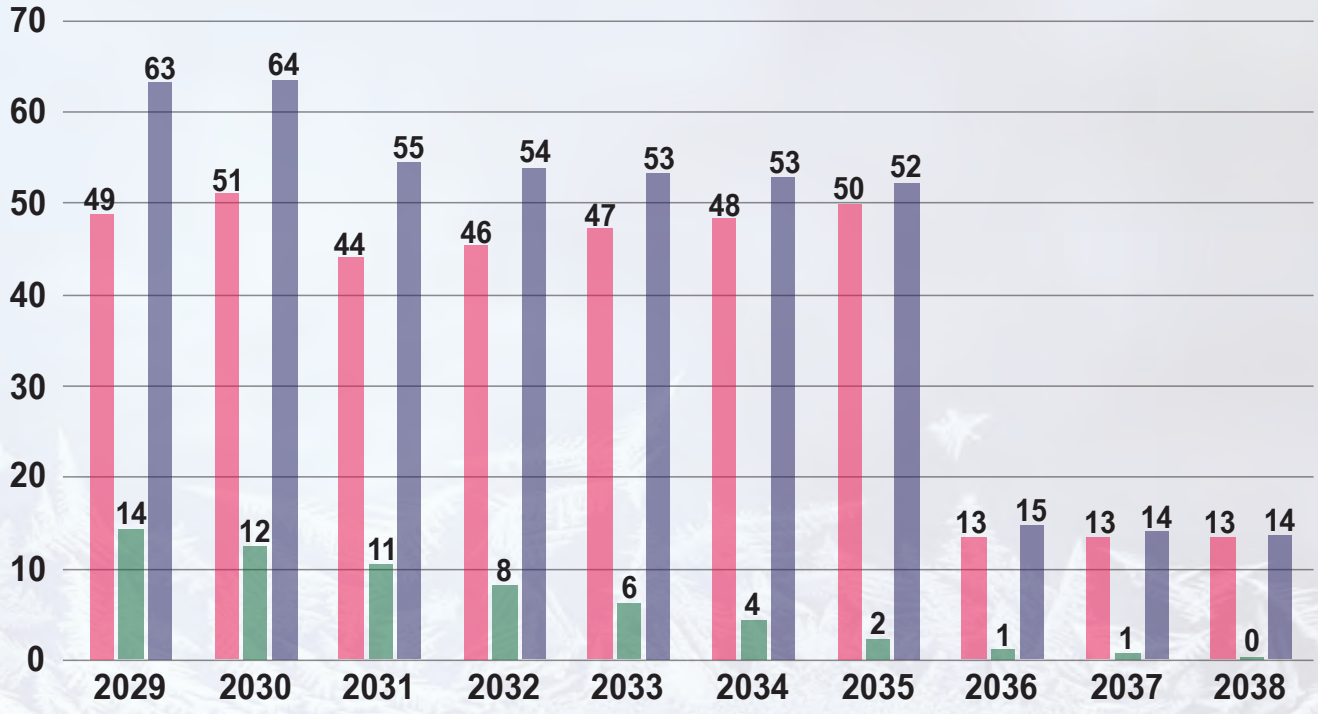


Annual Debt Service Report
State of Nevada
Highway Improvement Revenue and Refunding Bonds
Ended on June 30, 2018

Fiscal Year	Principal Amount	Interest	Total Amount
2019	39,790,000	34,627,366	74,417,366
2020	40,835,000	32,750,988	73,585,988
2021	42,875,000	30,658,238	73,533,238
2022	35,545,000	28,697,738	64,242,738
2023	37,225,000	26,942,838	64,167,838
2024	38,855,000	25,117,938	63,972,938
2025	40,675,000	23,142,438	63,817,438
2026	42,605,000	21,060,438	63,665,438
2027	44,635,000	18,984,238	63,619,238
2028	46,560,000	16,809,163	63,369,163
2029	48,790,000	14,425,413	63,215,413
2030	51,125,000	12,418,788	63,543,788
2031	44,020,000	10,531,413	54,551,413
2032	45,550,000	8,292,163	53,842,163
2033	47,150,000	6,210,413	53,360,413
2034	48,495,000	4,297,513	52,792,513
2035	49,900,000	2,371,769	52,271,769
2036	13,485,000	1,179,938	14,664,938
2037	13,485,000	707,963	14,192,963
2038	13,485,000	235,988	13,720,988
Total	$785,085,000	$319,462,744	$1,104,547,744

Transportation Financing (Bonds Cont.)





Passenger Car Operating Costs

(expressed in cents per mile of travel)

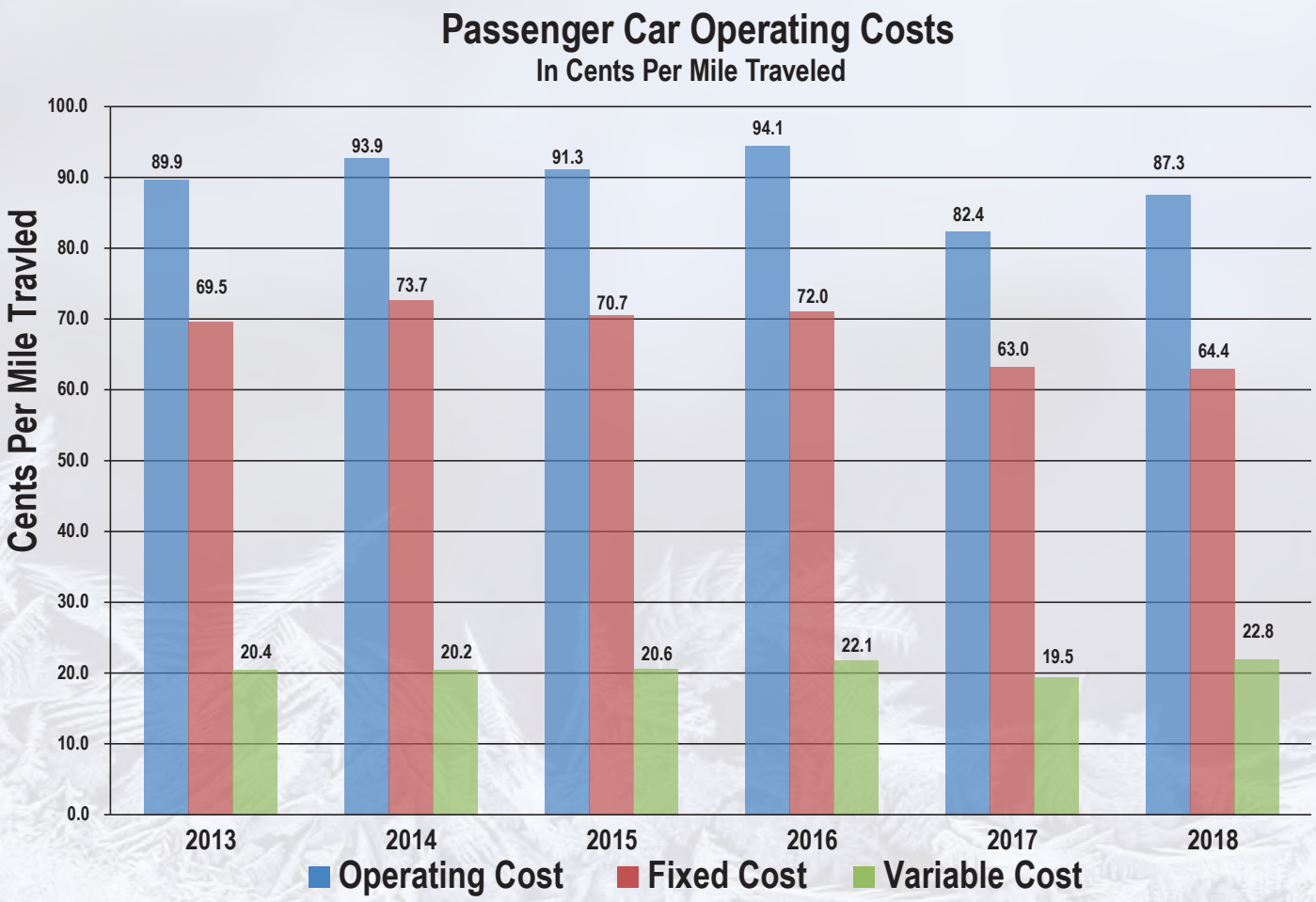
2018 model year, large sedan with V-6 which gets 24 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.36 per gallon. Based on Nevada's gas tax and licensing fees.

Average Gas Tax Per Vehicle-Mile-Traveled: (VMT) is approximately 2.0 cents.

Variable Costs: 22.8¢ per mile traveled. Includes gas, gas tax, oil, tires and maintenance.

Fixed Costs: 64.4¢ per mile traveled. Includes depreciation, insurance, finance and licensing.

Total Operating Cost: 87.3¢ per mile traveled.



Source: American Automobile Association's "Your Driving Costs 2016" and *www.fueleconomy.gov*

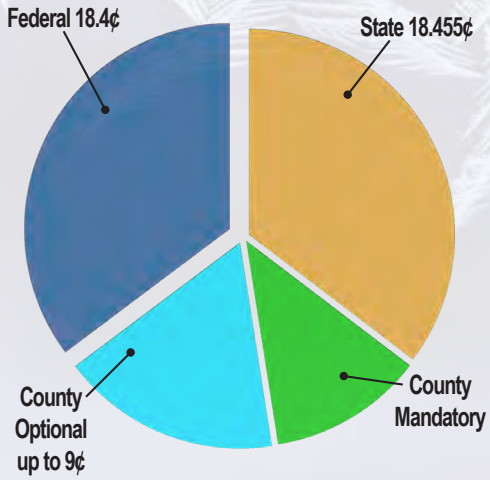
Gas Tax (Per Gallon)

1.Federal

Legal Citation Chapter 365, Nevada Revised Statutes

15.44¢	To Federal Highway Trust Fund for highways.
2.86¢	To Federal Highway Trust Fund for transit.
0.1¢	Leaking underground storage tank trust fund.
18.4¢	Total Federal Gasoline Tax

Total: Up to 52.205¢ per gallon statewide Not Including Inflation Index



2. State

17.650¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 445C.330) For cleanup of petroleum discharges.
0.055¢	(NRS 590.120) Inspection fee for imported gasoline.
18.455¢	Total State Gasoline Tax

3.County Mandatory

1.25¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in FY 2003. Used for bond service, road construction maintenance and repair – not for administration.
2.35¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area,1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
1.75¢	(NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.
1¢	(NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

6.35¢ Total County Mandatory Tax

Gas Tax (Per Gallon)

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission
The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:
9¢ Carson City, Churchill, Clark, Douglas, Elko, Humboldt, Lander, Lyon, Mineral, Nye, Pershing, Washoe, and White Pine;
4¢ Esmeralda, Lincoln, and Storey, Eureka

		Total Collections Mandatory/	Optional	State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
1)-	1955	6.05¢		4.55¢	1.5¢	(Clark & Washoe C0. only)			
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all County's w/RTC)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢			1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	9.0¢	* * 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	9.0¢	* * 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	9.0¢	* * * 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	>9.0¢	* * * 18.455¢	6.35¢	3) varies		9.0¢	

Fuel Tax Inflation Indexing

Nevada Revised Statutes (N.R.S. i.e. Nevada law) prior to 2015 allow counties within certain population criteria to index fuel taxes to offset the effects of inflation. (N.R.S. 373.066, 373.0663).

AB516 took effect Oct. 1, 2003 requiring all motor fuels sold in Washoe County be subjected to fuel tax inflation indexing using CPI.

SB201 took effect Jan 1, 2010 allowing all motor fuels and special fuels delivered in Washoe County be subjected to fuel tax indexing (PPI) in addition to the previous CPI.

AB413 took effect Jan 1, 2014 allowing Clark County to start indexing all fuel types including special fuel but excluding jet and aviation fuels using PPI.

AB191 signed by the governor in 2015, required counties to include a question for the voters in the November 8, 2016 ballot on fuel tax indexing. Only Clark County voters voted in favor. Washoe County already had fuel tax indexing authority.

Motor Fuel Indexed Taxes

County	Gross Tax Rate	Net Tax Rate*	Authority
Clark County Index - PPI	11.4¢	11.1¢	AB413, NRS 373.0663
Washoe County Index - CPI	2.7¢	2.6¢	AB516, NRS 373.065
Washoe County Index - PPI	30.4¢	29.8¢	SB201, NRS 373.066

*Net Tax rates are calculated by taking the gross tax rate less 2% collection allowance. Charge customers gross rate, remit net rate to Department.

 # By Ordinance
** Voter Approval*
** * 0.6¢ to State Petroleum Cleanup Trust Fund*
** * * 0.75¢ to State Petroleum Cleanup Trust Fund*

1)- 0.05¢ to Inspection Fee to 1989
2)- 0.055¢ to Inspection Fee since 1989
3)- Rate indexed to inflation
> means "more than"

Special–Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel	
Federal Tax	**24.4 ¢**
State Tax	**27.75 ¢**
Propane (Liquefied Petroleum Gas)	
Federal Tax	**18.3 ¢**
State Tax	**22 ¢**
Methane (Compressed Natural Gas)	
Federal Tax	**18.3 ¢**
State Tax	**21 ¢**

Distribution (Cents Per Gallon)

	Federal Highway Trust Fund			State	
Fuel	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	16.17	2.13	0	22.0	
Methane	17.07	1.23	0	21.0	

History

Year	Total Tax	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢
2009	Inflation index based on lesser of 7.8 percent or PPI for Street & Highway Construction imposed in Clark and Washoe Counties only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.	

* 0.60¢ to petroleum clean-up fund
** 0.75¢ to petroleum clean-up fund

Special Fuels and Indexed Taxes

County	Gross Tax Rate	Net Tax Rate*	Authority
Clear Diesel, Biodeisel, LNG	27.0¢	26.5¢	NRS 366.190
Clark County Index - PPI	11.3¢	11.1¢	AB413, NRS 373.0663
Washoe County Index - PPI	28.9¢	28.3¢	SB201, NRS 373.066
CNG	21.0¢	20.6¢	NRS 366.190
Clark County Index - PPI	8.6¢	8.4¢	AB413, NRS 373.0663
Washoe County Index - PPI	21.8¢	21.3¢	SB201, NRS 373.066
LPG	6.4¢	6.3¢	NRS 366.190
Clark County Index - PPI	8.8¢	8.6¢	AB413, NRS 373.0663
Washoe County Index - PPI	22.3¢	21.9¢	SB201, NRS 373.066
A55	19.0¢	18.6¢	NRS 366.190
Clark County Index - PPI	4.1¢	4.0¢	AB413, NRS 373.0663
Washoe County Index - PPI	10.5¢	10.3¢	SB201, NRS 373.066

*Net Tax rates are calculated by taking the gross tax rate less 2% collection allowance. Charge customers gross rate, remit net rate to Department.

Vehicle Registration and Permit Fees

Legal Citation Chapters 482, 484, & 706 Nevada Revised Statutes

$33	for mopeds, automobiles, RV's and Motor Homes
$39	for motorcycles
$27	for travel trailers
$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is $1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.
$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW
$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
$60	for non-reducible loads carried on over legal-size or weight vehicles.

* Declared Gross Vehicle Weight

GOVERNMENTAL SERVICES TAX

Legal Citation Chapter 371, Nevada Revised Statutes

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill, and White Pine counties.

Distribution

Basic Governmental Services Tax: for vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used for road construction or other governmental functions of the county.

DRIVER'S LICENSE FEES

(4-year renewable)
(Transitioning to 8-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

$23.25 for operating passenger cars
$18.25 for persons 65 or older
$9.25 for a motorcycle endorsement
$142.25 for operating commercial vehicles (Original)
$112.25 for operating commercial vehicles (8-yr Renewal)
$58.25 for operating commercial vehicles (4-yr Renewal)
$42.00 for operating passenger cars

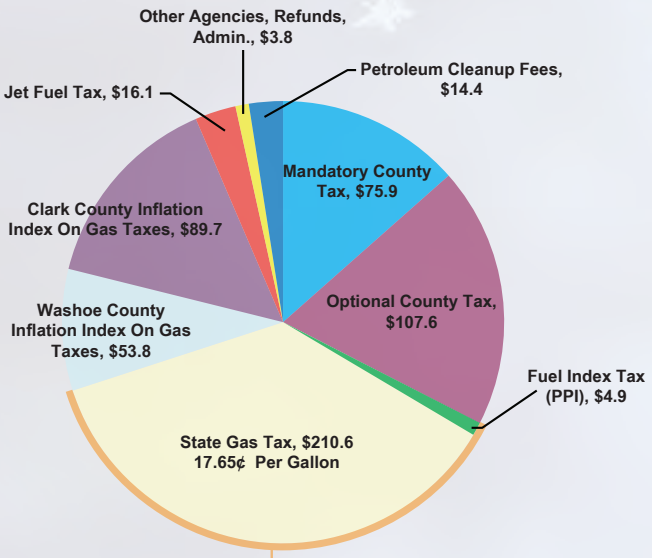
Title Fee (one-time fee)

$36.00 all out of state vehicles
$21.00 all in state vehicles (new title)

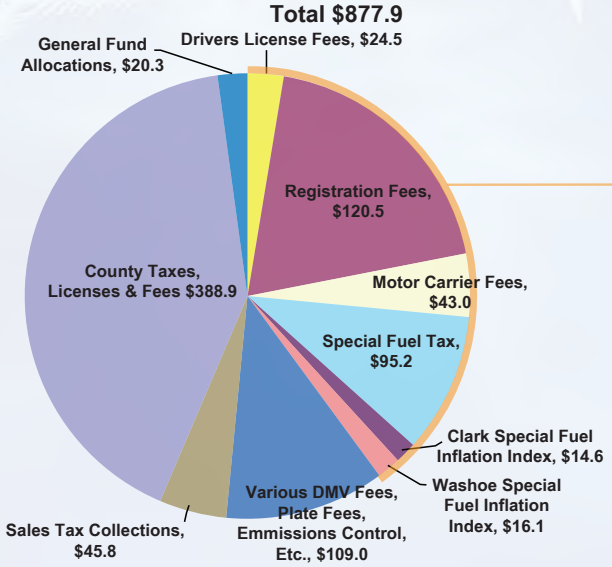
State Highway Fund Revenue Sources

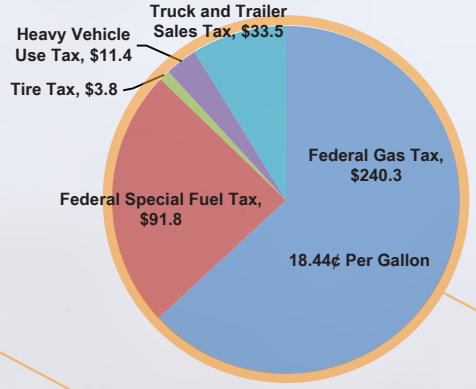
2018 Revenue (In Millions)

State Gasoline Tax Revenues
Total $576.7



State Motor Vehicle Fund Revenues
Total $877.9

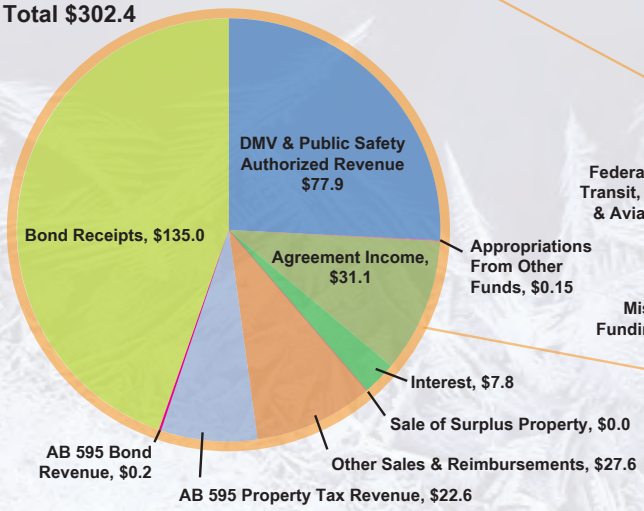


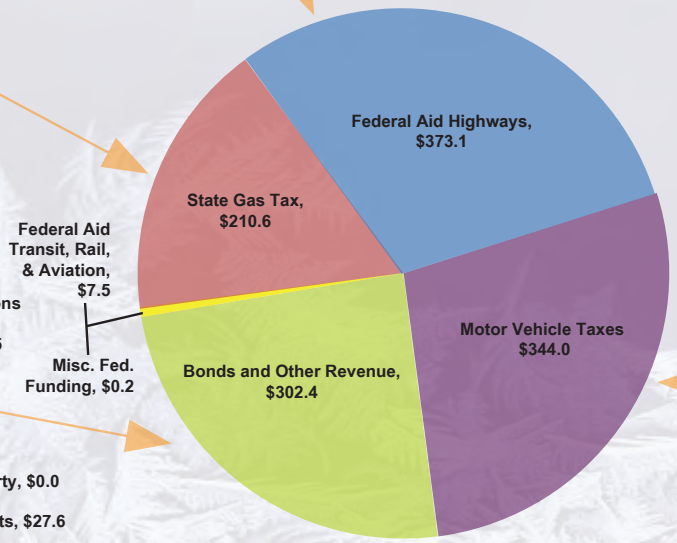


Federal Aid Revenue
Total $380.8

($344.0) State Motor Vehicle Taxes to the Highway Fund

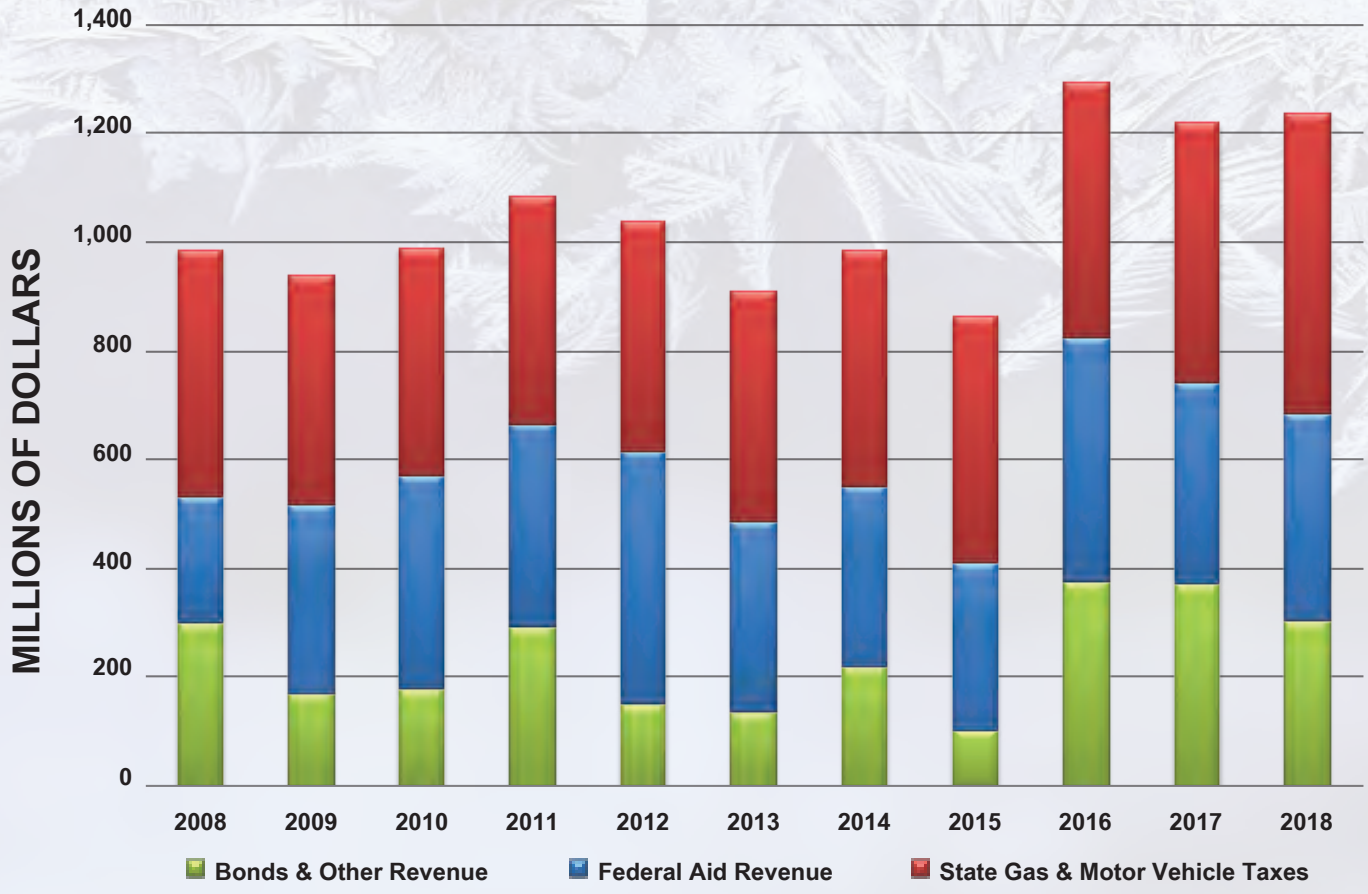
Bonds And Other Revenues
Total $302.4





2017 State Highway Fund Revenue
Total $1,242.7

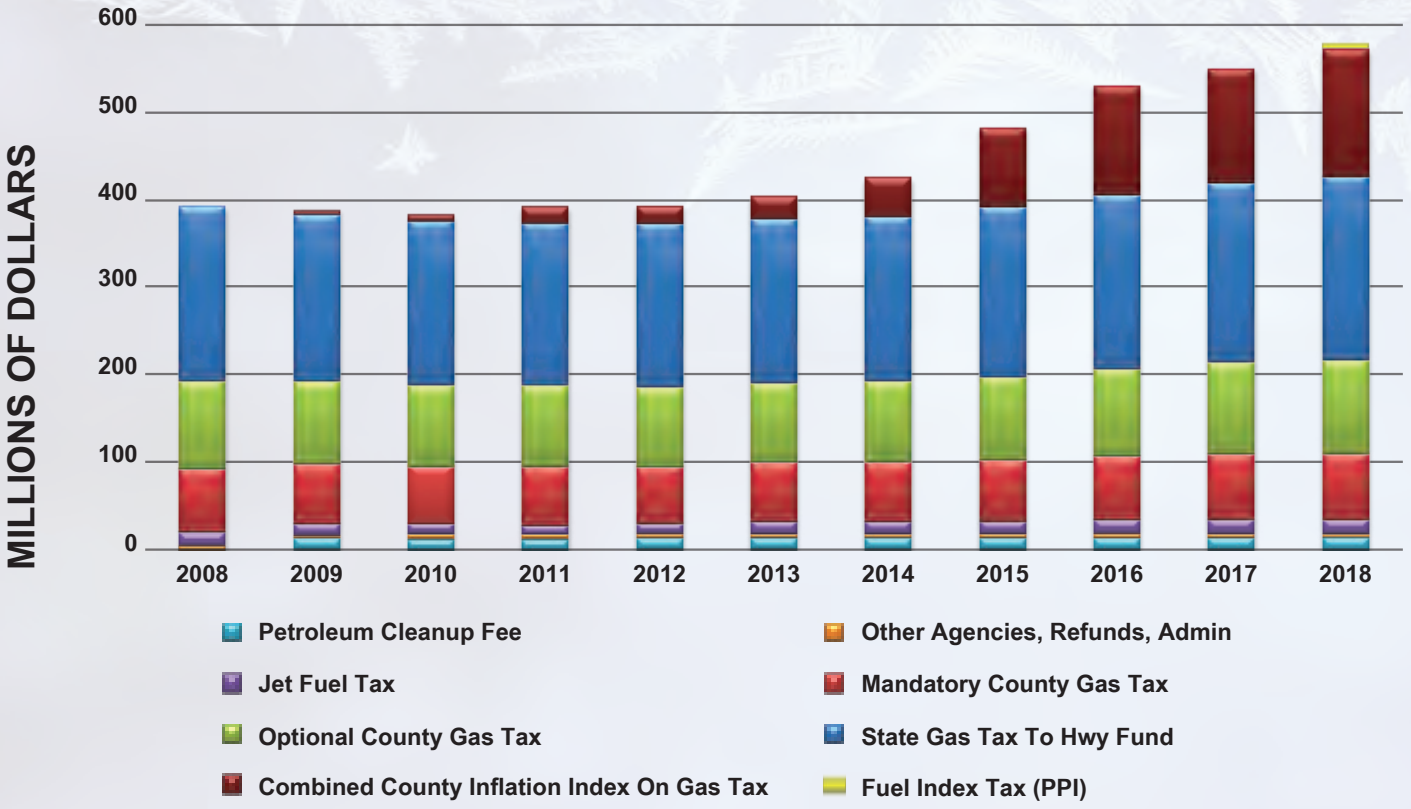
Total State Highway Fund Revenue (in millions)



Fiscal Year	Federal Aid Revenue	State Gas & Motor Vehicle Taxes	Bonds & Other Revenue	Totals
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.3	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.8	291.2	1,084.2
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2
2016	450.8	467.6	375.8	1,294.3
2017	368.6	516.9	372.7	1,258.3
2018	380.8	559.5	302.4	1,237.7

Note 1: Total revenue is net to the staye highway fund
Note 2: Other revenue includes intrest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and rembursements
Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs

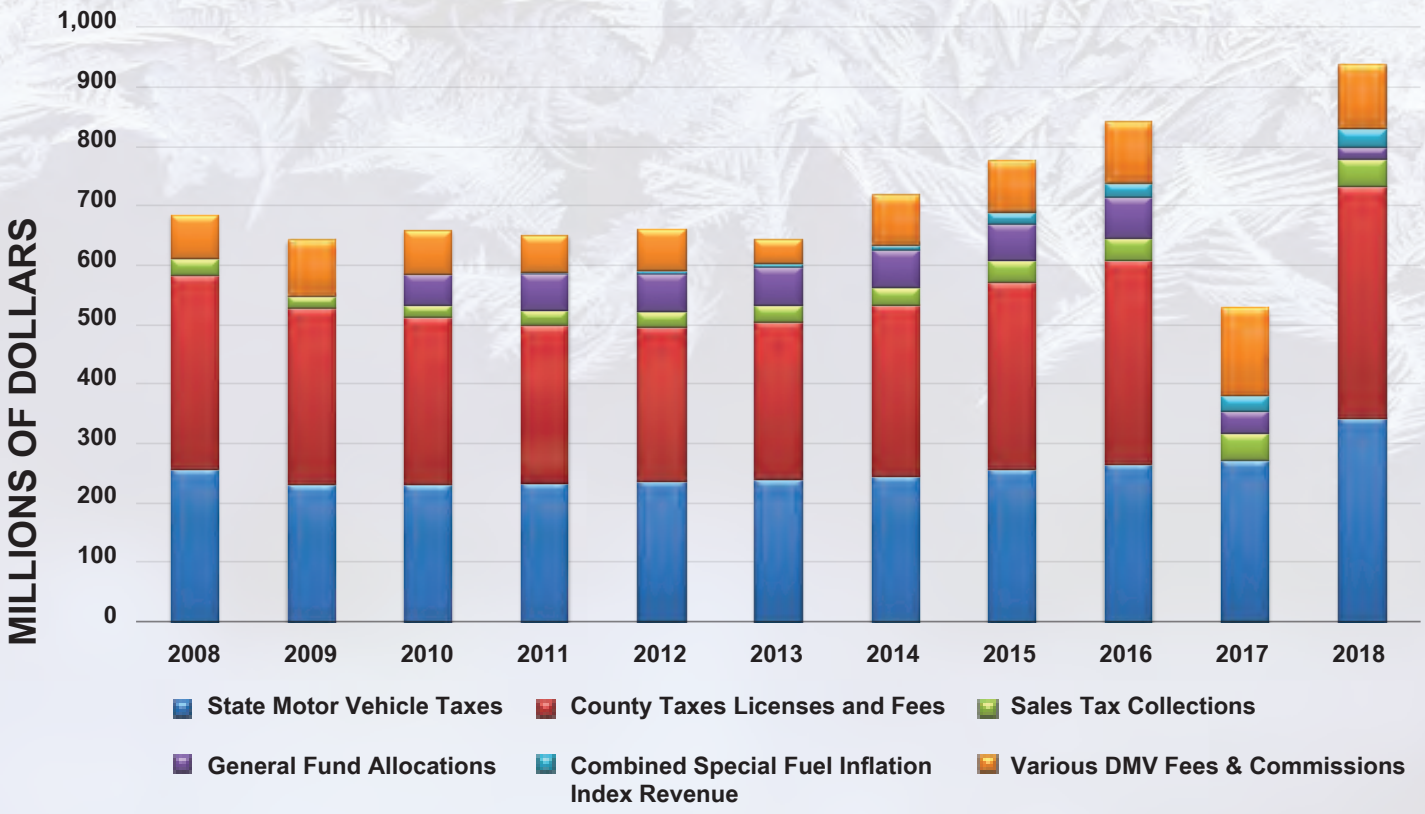
State Gasoline Tax Revenue (in millions)



Fiscal Year	State Gas Tax To Hwy Fund	Fuel Index Tax (PPI)	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Taxt	Jet Fuel Tax	Petroleum Cleanup Fee	Other Agencies, Refunds, Admin.	Totals
2008	197.6	–	72.1		102.5	14.8	0.2	5.0	392.1
2009	189.9	–	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	–	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	–	66.9	92.6	18.1	11.4	12.3	5.0	392.3
2012	185.2	–	66.6	92.0	19.7	11.5	12.7	4.8	392.5
2013	185.7	–	66.8	92.5	25.6	15.1	12.7	4.7	403.0
2014	187.8	–	67.5	94.0	44.1	14.2	12.9	4.3	424.9
2015	193.4	–	69.5	96.6	89.9	14.4	13.0	5.3	482.2
2016	200.1	–	72.0	100.9	123.1	15.5	13.3	5.6	530.5
2017	205.7	–	74.0	104.9	129 4	16.5	13.6	5.4	549.4
2018	210.6	4.9	75.9	107.6	148.1	16.1	14.4	3.8	576.7

**Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.*
Note: Revenue in shaded column goes into stste highway fund.

State Motor Vehicle Fund
(taxes,licenses & fees revenue in millions)



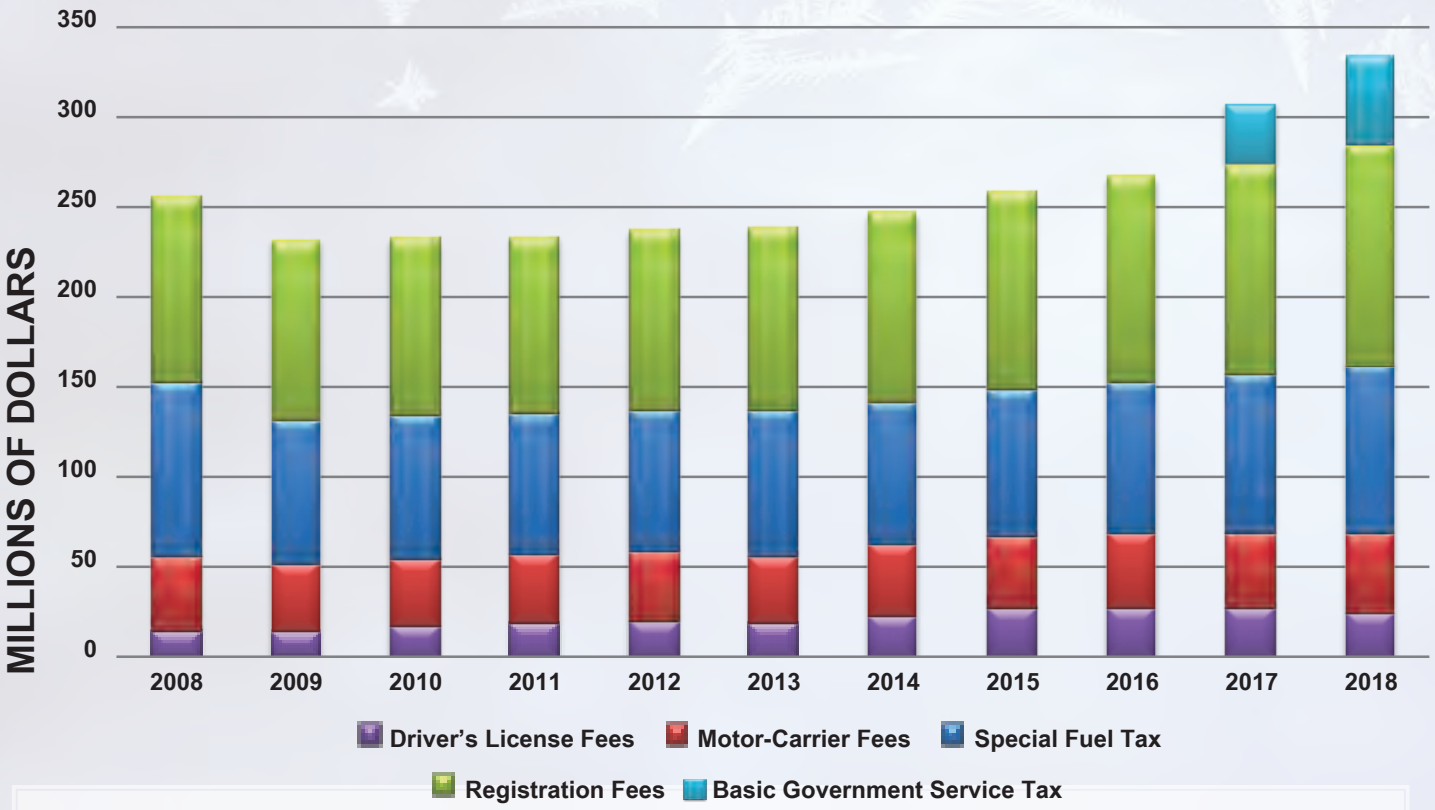
Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses & Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees & Commissions	Totals
2008	255.7	328.0	27.5	–	–	73.6	684.9
2009	231.2	298.3	20.0	–	–	93.8	643.3
2010	232.0	281.7	21.0	51.3	–	72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.6	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.5	266.8	27.7	63.5	6.4	41.3	644.1
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	35.4	62.9	19.8	86.3	776.8
2016	266.5	341.0	40.3	66.7	24.8	102.3	841.6
2017	272.6	–	43.9	38.6	27.1	145.3	527.5
2018	344.0	388.9	45.8	20.3	30.6	109.0	938.6

**DMV Fees and Commissions includes various DMV authorized revenue, off-road vehicle fees, license plate factory revenue, emissions fees, and specialty plate fees.*

Note: Revenue in shaded column goes into stste highway fund.

State Motor Vehicle Taxes to Highway Fund

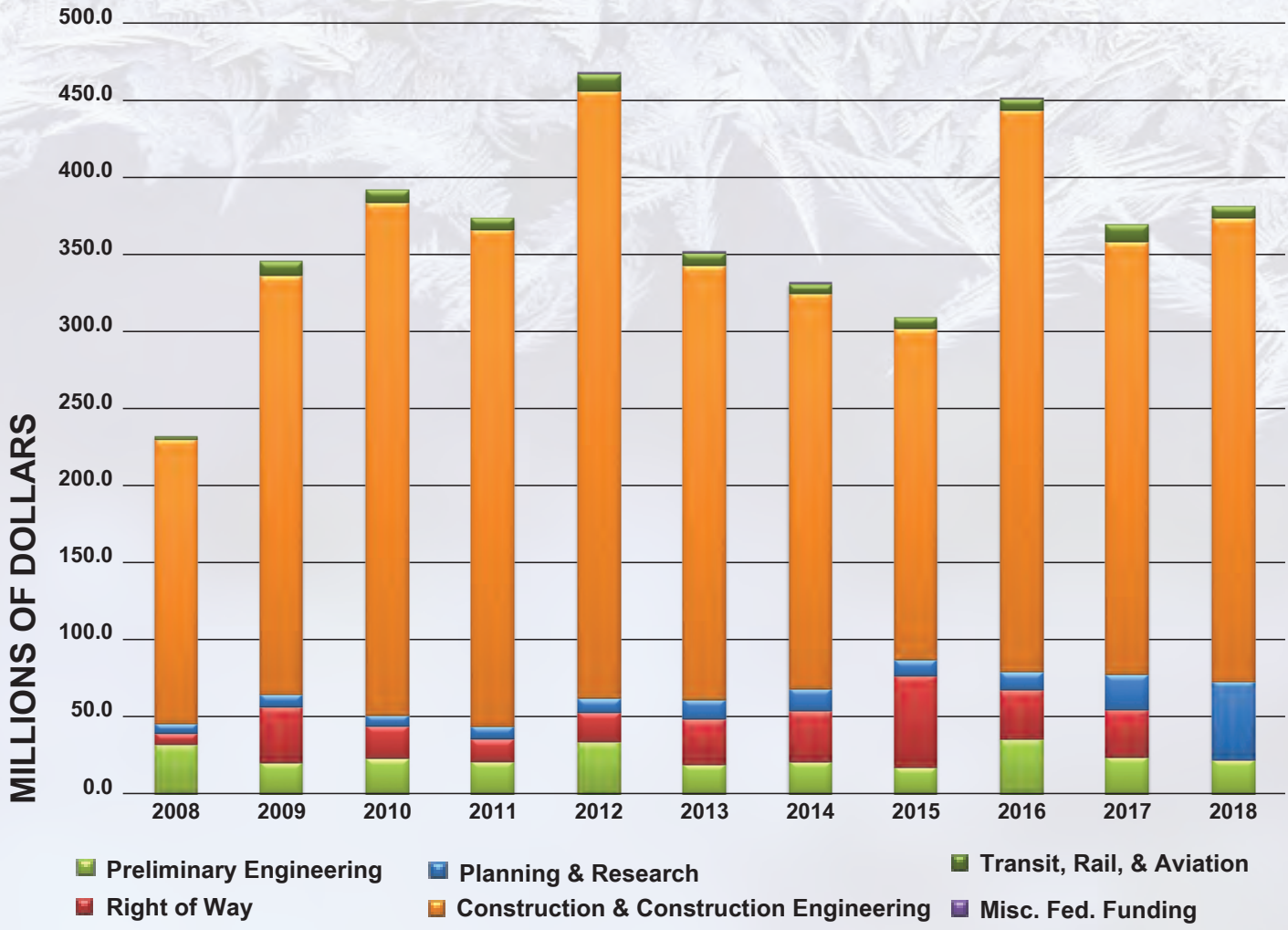
(derived from the state motor vehicle fund in millions)



Fiscal Year	Special Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Basic Government Service Tax	Totals
2008	96.4	41.2	103.9	14.2	–	255.7
2009	79.5	37.9	100.1	13.6	–	231.2
2010	79.3	37.1	98.2	17.4	–	232.0
2011	78.5	37.6	98.0	18.6	–	232.7
2012	79.2	38.5	99.8	19.0	–	236.6
2013	80.9	36.7	102.1	18.7	–	238.5
2014	79.1	39.0	104.7	23.1	–	246.0
2015	81.1	40.2	110.3	26.2	–	257.8
2016	84.7	40.9	113.9	27.0	–	267.5
2017	88.4	41.4	116.1	26.7	38.6	311.2
2018	95.2	43.0	181.3	24.5	60.7	405.7

*Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions

Federal–Aid Revenue (in millions)

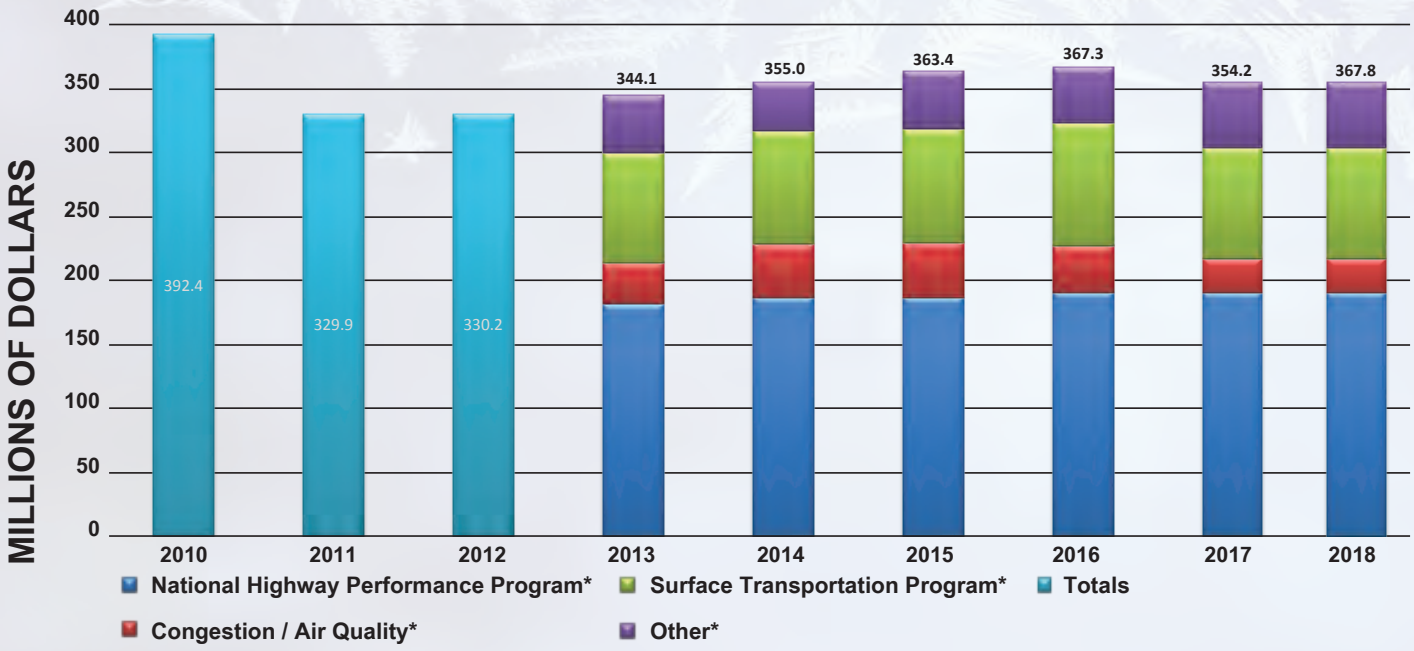


Fiscal Year	Planning & Research	Right of Way	Preliminary Engineering	Construction & Construction Engineering	Transit, Rail, & Aviation	Misc. Fed. Funding	Totals
2008	6.7	7.6	31.6	184.1	1.9		232.0
2009	8.3	36.0	20.3	271.8	8.6		344.9
2010	7.7	20.9	22.7	331.6	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	8.0	0.5	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.7
2013	12.8	29.4	19.2	281.3	8.1		350.8
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.8
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7
2016	11.5	32.1	35.6	363.7	7.9	0.0	450.8
2017	22.6	31.0	23.8	280.3	10.9	0.0	368.6
2018	50.3	0.0	22.3	300.4	7.5	0.2	380.7

Note 1: Federal-a id revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

Federal-Aid Apportionments

(under MAP 21 starting FFY 2013; totals only prior to FFY 2013)



Federal-Aid Apportionments (Under SAFETEA-LU FROM FFY 2010 TO FFY 2012)

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other	ARRA	Totals
2010	77.1	84.3	35.8	111.2	84.0		392.4
2011	82.2	93.6	28.4	82.5	43.2		329.9
2012	79.8	88.6	32.8	82.1	46.8		330.2

Federal-Aid Apportionments (Under MAP 21 Starting FFY 2013)

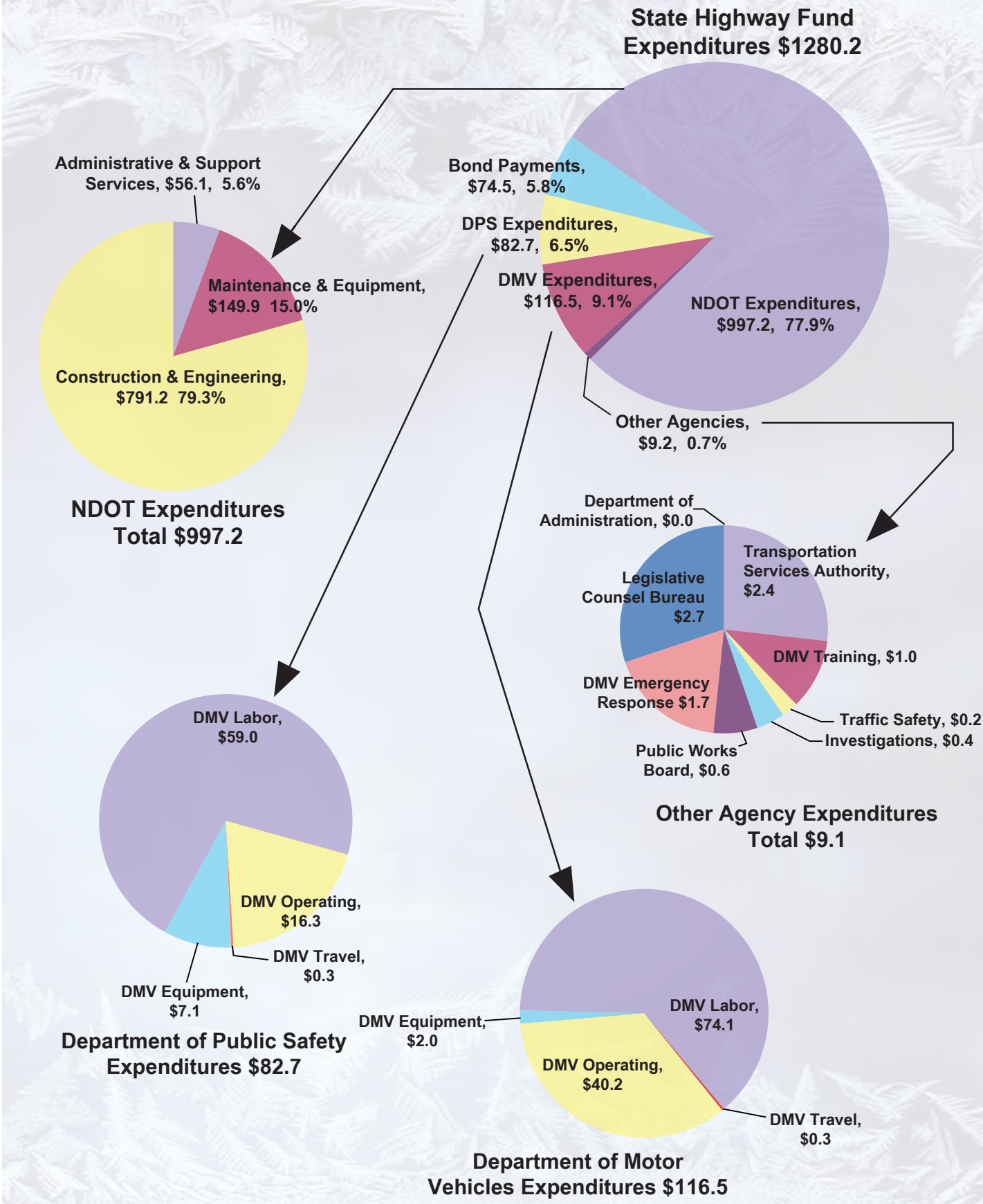
Fiscal Year	National Highway Performance Program*	Congestion/ Air Quality*	Surface Transportation Program*	Other*	Totals
2013	182.0	31.3	86.4	44.4	344.1
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.5	88.7	45.0	363.4
2016	190.2	36.6	96.8	43.7	367.3
2017	190.3	26.6	87.4	49.9	354.2
2018	197.4	33.0	95.7	51.0	377.1

FFY 2009 *ARRA funds caused a spike in Highway Fund Federal-Aid Apportionments in this year.*

*FFY 2013** **MAP-21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board rescission.*

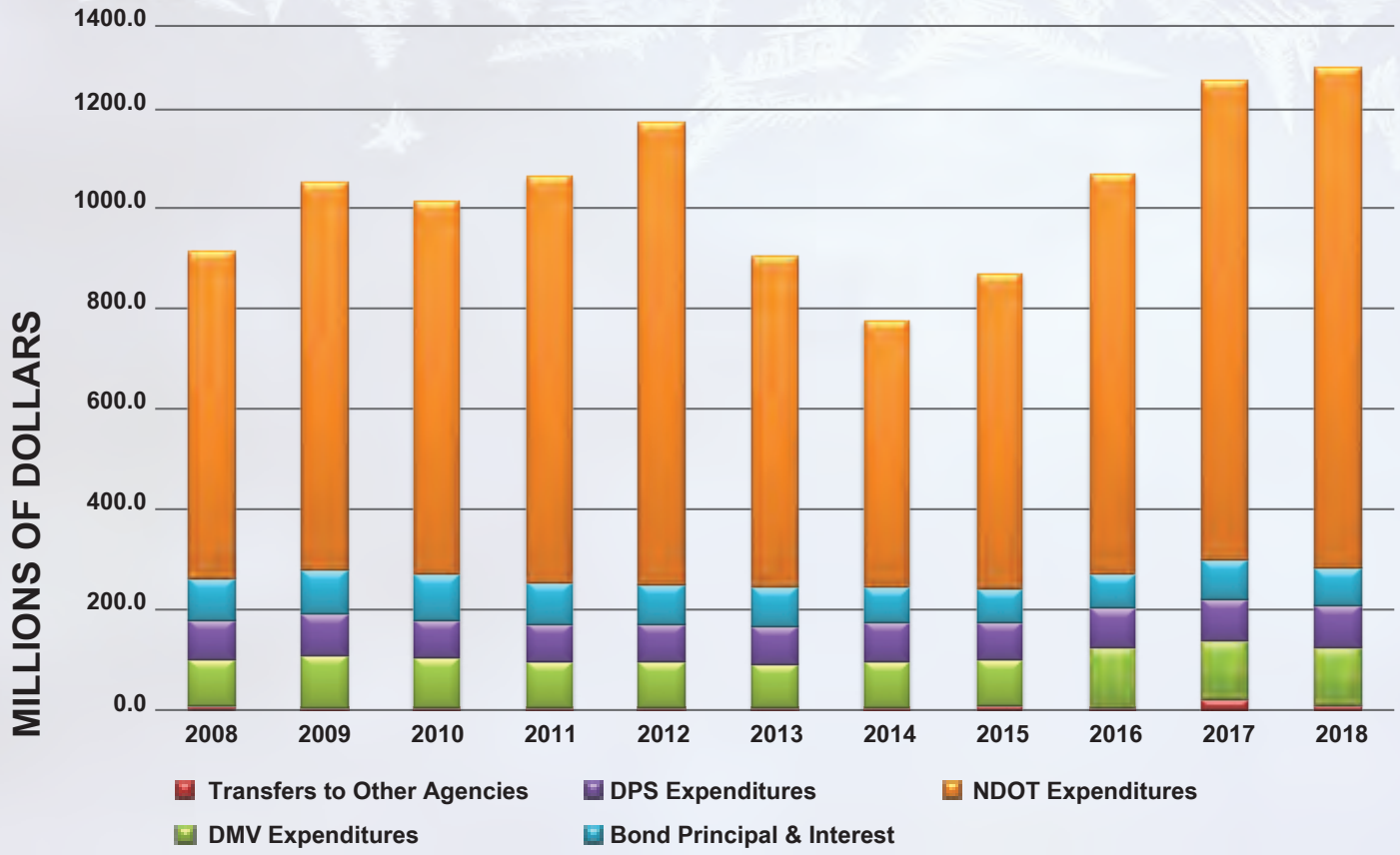
State Highway Fund Expenditures & Disbursements

(in millions)



State Highway Fund Expenditures & Disbursements

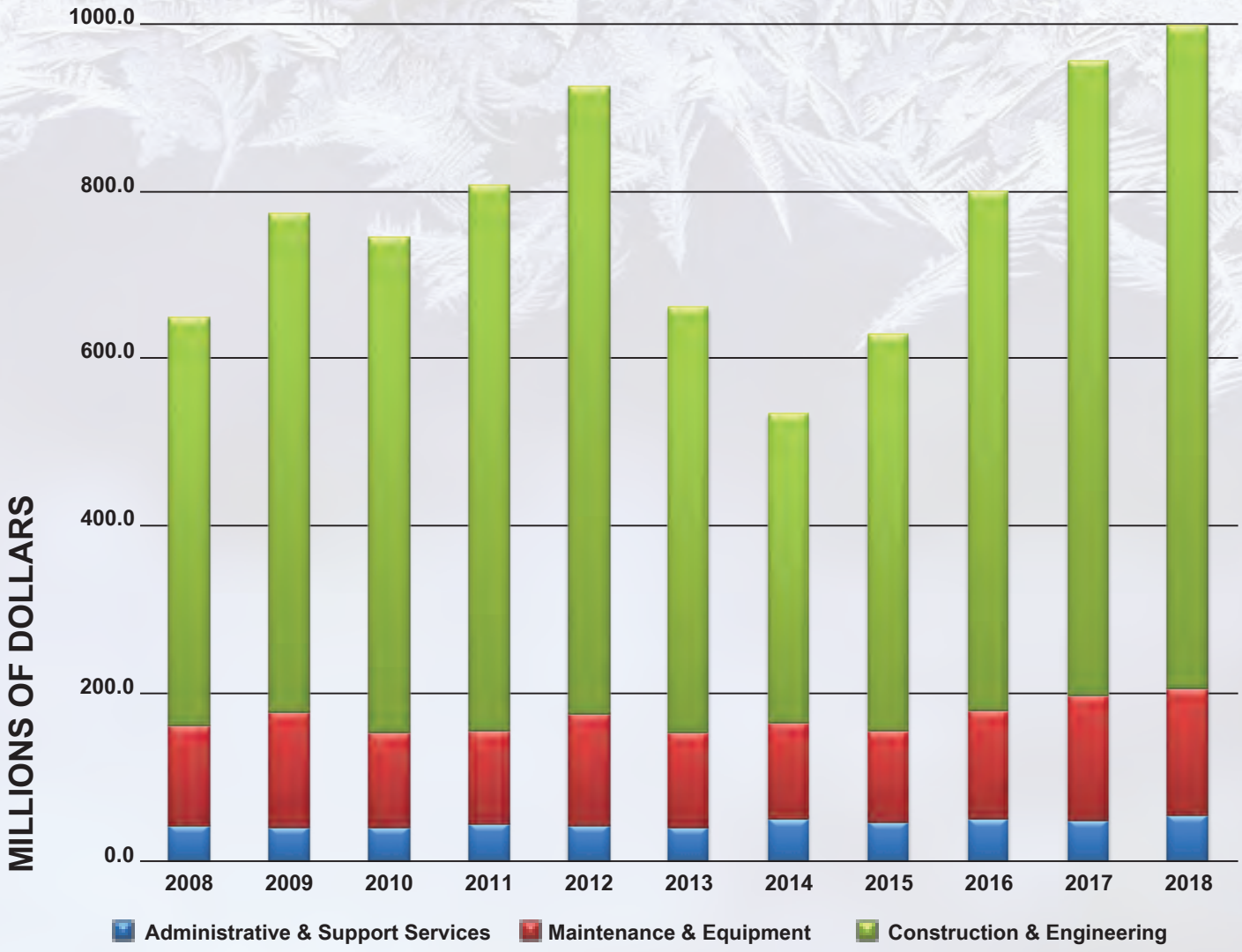
(in millions)



Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Totals
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.8	108.0	81.1	89.0	772.4	1,052.3
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.2	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4
2013	4.2	85.5	76.5	79.8	661.0	906.9
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,070.3
2017	22.0	119.4	78.3	78.9	955.3	1,253.9
2018	9.1	116.5	82.7	74.5	997.2	1,280.2

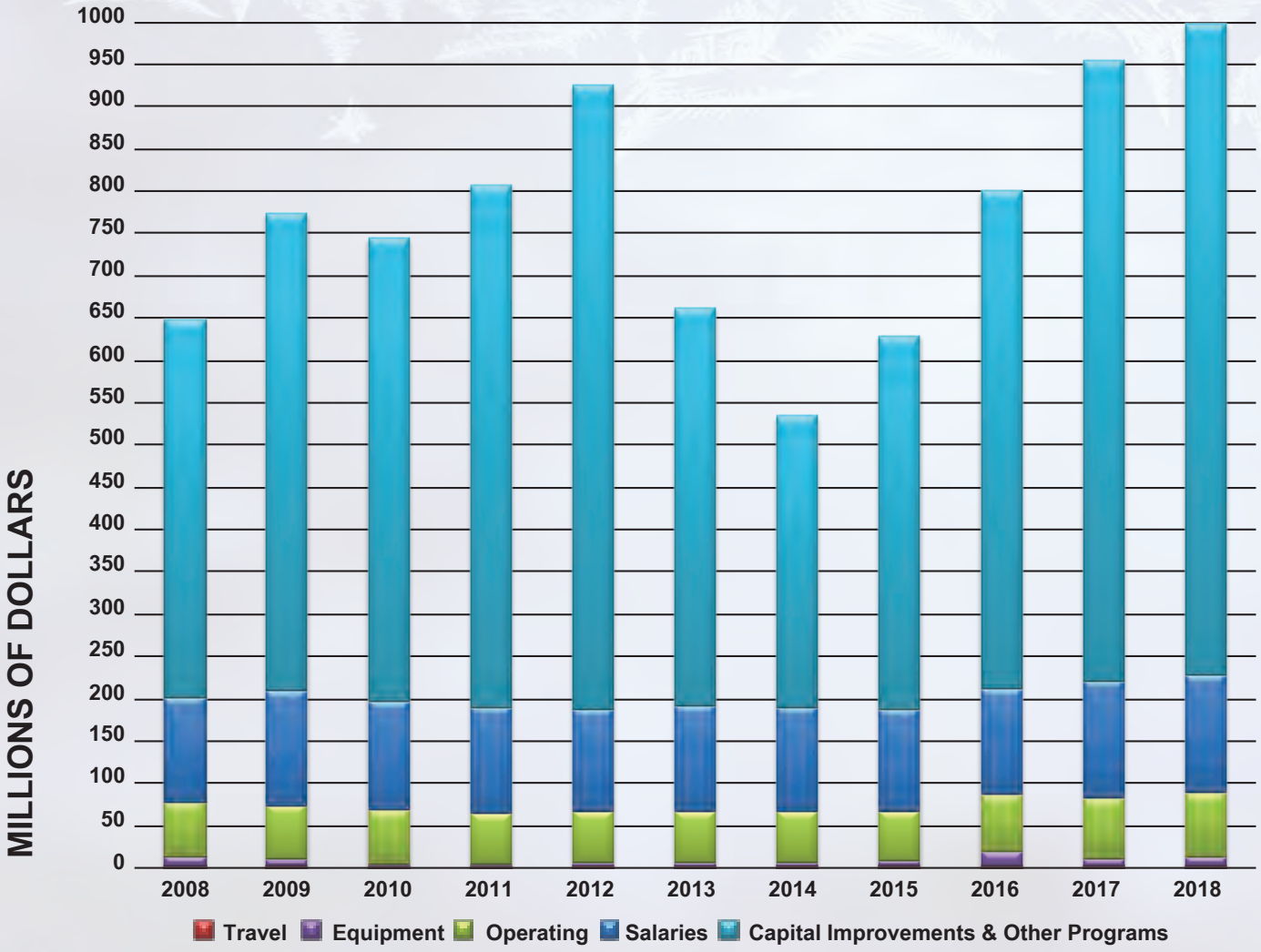
Notes: DPS stands for (Department of Public Safety) includes Nevada Highway Patrol.
DMV stands for Department of Motor Vehicels

NDOT Expenditures By Activity (in millions)



Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Totals
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.2	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.3
2015	47.5	109.2	472.2	628.9
2016	51.7	128.1	619.5	799.3
2017	49.6	148.8	757.0	955.4
2018	56.1	149.9	791.2	997.2

NDOT Expenditures By Appropriation

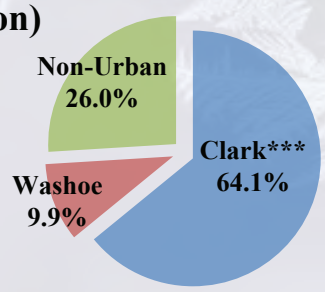


Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements & Other Programs	Totals
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.4
2018	139.1	2.6	75.8	11.5	768.3	997.2

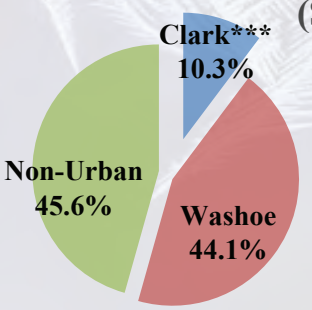
Fiscal Year 2018 Project Obligations

Projects advertised during Federal fiscal year 2018

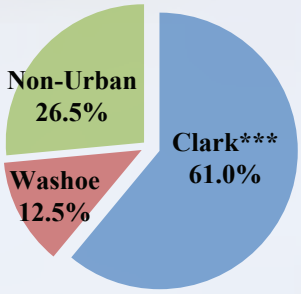
FY 2018 Capacity Projects ($196.0 Million)



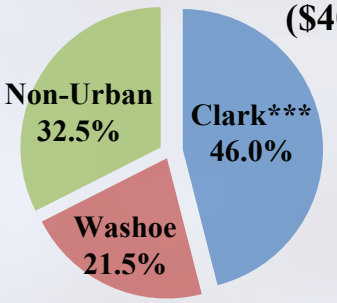
FY 2018 Preservation Project ($131.8 Million)



FY 2018 Other Project ($77.7 Million)



FY 2018 Total Project Obligations ($405.6 Million)



FY 2018 Projects*

	Capacity	Preservation	Other**	Total
Clark* **	$125,632,588	$13,527,863	$47,427,324	$186,587,775
Washoe	$19,471,677	$58,136,393	$9,728,919	$87,336,989
Non-Urban	$50,903,817	$60,148,837	$20,581,202	$131,633,857
Total	$196,008,083	$131,813,093	$77,737,445	$405,558,621
Percent	48.3%	32.5%	19.2%	100.0%

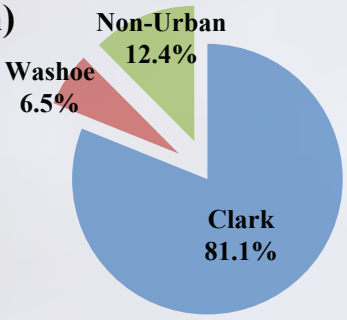
**Note: Does not include design, ROW, in-house projects or work by other agencies*
Illustrative use only, based on Federal Fiscal Year
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*
****Includes Garnet Interchange Design Build $66,202,175*

Project Obligations In Urban & Rural Areas

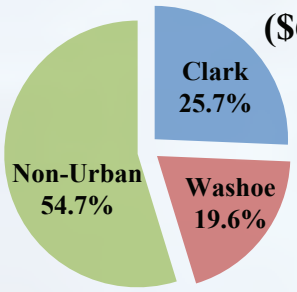
FFY 2014-2018 Total Distribution of Project Funding*

Projects advertised during Federal fiscal year 2018

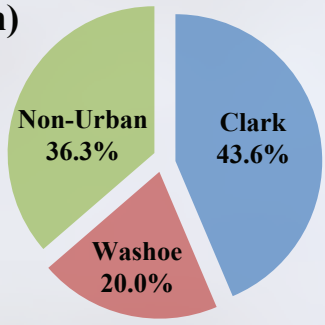
FY 2014-2018 Capacity Projects ($1.8 Billion)



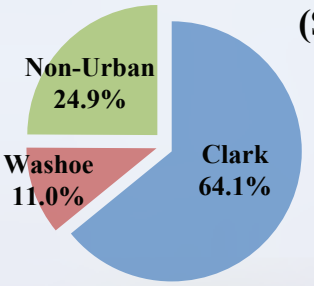
FY 2014-2018 Preservation Projects ($665.0 Million)



FY 2014-2018 Other Projects ($282.8 Million)



FY 2014-2018 Total Project Distributions ($2.8 Billion)



FFY 2014-2018 Total Distribution of Project Funding*

	Capacity	Preservation	Other**	Total
Clark	$1,498,646,956	$170,594,951	$123,326,015	$1,792,567,922
Washoe	$119,389,178	$130,379,360	$56,663,480	$306,432,018
Non-Urban	$230,049,484	$363,998,157	$102,764,595	$696,812,237
Total	$1,848,085,619	$664,972,468	$282,754,089	$2,795,812,177
Percent	66.1%	23.8%	10.1%	100.0%

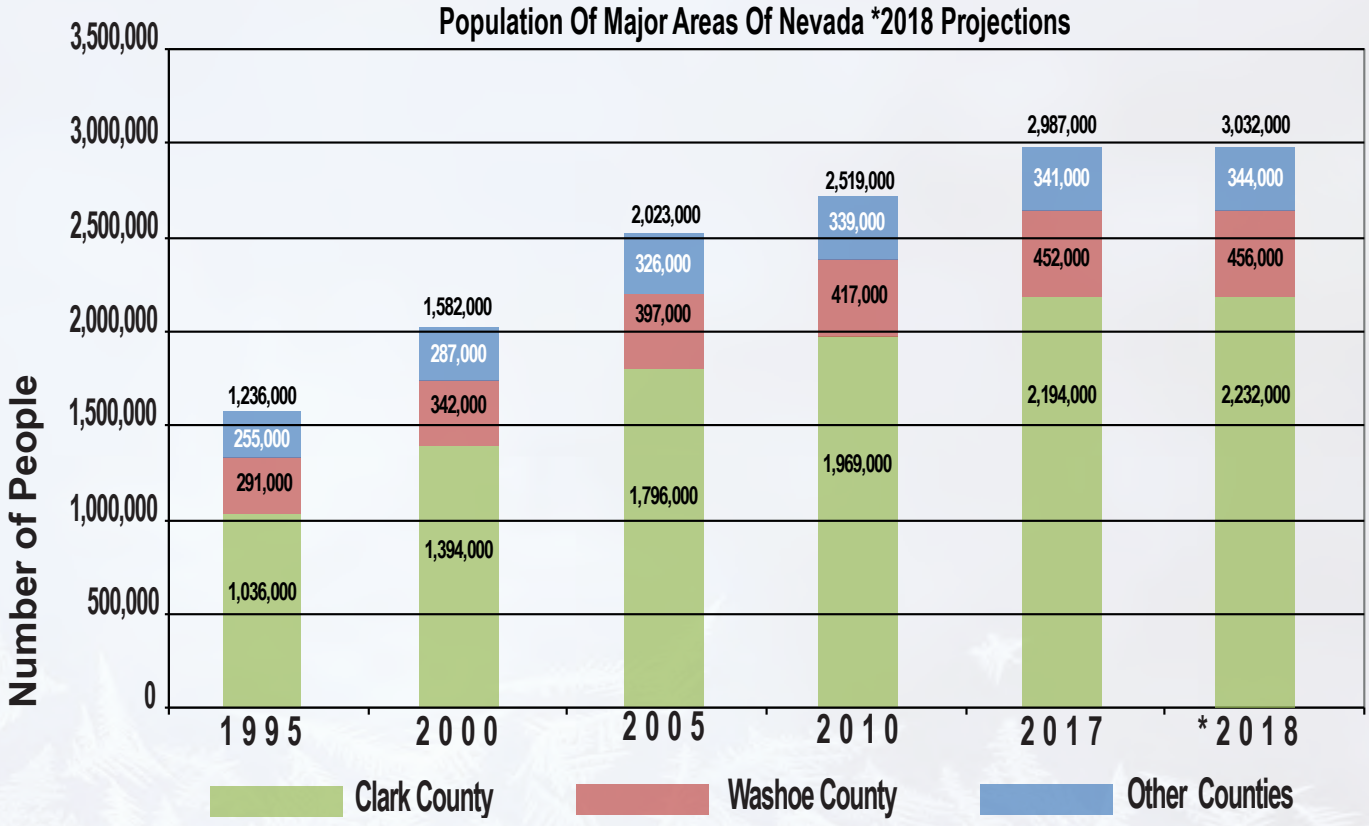
**Note: Does not include design, ROW, in-house projects or work by other agencies*
Illustrative use only, based on Federal Fiscal Year
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	**1995**	**1,072,376**
	2018	**1,944,748**
Passenger Vehicles	**1995**	**1,130,278**
	2018	**2,195,379**

Nevada has experienced tremendous population growth for over 30 years with little slow down until the last few years. The State's population has more than tripled since 1985 to over 2.9 million residents. The majority of the growth has been in the major urban areas.



Transit

The public transit system in Nevada consists of both urban and rural areas. Metropolitan planning organizations, or MPOs, provide transit service in in large and small urban areas with populations of 50,000 or more. Local government authorities, Native American tribes, public and private non-profit organizations, and private operators of public transportation services, including intercity bus operators, provide transit service in rural areas with populations less than 50,000.

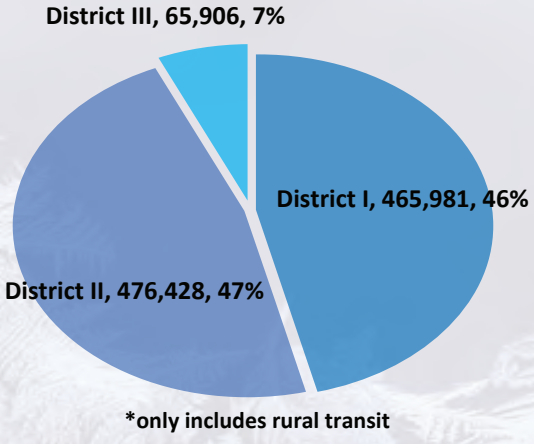
The Nevada DOT Transit Section provides operating, capital, and program administration funding assistance to rural public transit agencies and is responsible for state administration, subrecipient oversight, and the approval of pass-through funding from the Federal Transit Administration (FTA). The Nevada DOT conducts its activities with an approved State Management Plan (SMP) which outlines the responsibilities of both the State and all program subrecipients.

The Transit Section ensures the availability of transit service and enhances the access of people in rural areas to health care, shopping, education, employment, public services, cultural activities, and recreation. The program consists of providing operating funds, capital funding for transit vehicles purchases, and subsidies to enhance the mobility of seniors and individuals with disabilities.

More than one million rides are offered by bus transit providers across the state every year, providing vital ride-sharing and mobility to reach healthcare, jobs and other opportunities.

UPT*		
District I	**District II**	**District III**
Southern	**Northwestern**	**Northeastern**
3212	41215	13588
8648	17707	39285
337280	8105	13033
23553	4856	
61999	404545	
10289		
16144		
4856		
465,981	**476,428**	**65,906**

Unlinked Passenger Trips*
National Transit Database Report Year 2017



**Based upon NTD data for Report Year 2017 with §5311 rural transit agencies.*

Total UPT: **1,008,315**

Bicycles & Pedestrians

Planning

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually works to make the mobility of non-motorized users more efficient, convenient and safe. The State's Bicycle and Pedestrian Planning Program produces the Statewide Bicycle Plan and Bicycle Touring Map, coordinates with partners on local and regional plans, identifies and prioritizes needs for facilities, and supports programs and projects which will increase the mode share and safety of bicyclists and pedestrians.

Nevada, with its unique geography and weather, offers bicyclists and pedestrians a variety of low traffic volume roadways and diverse terrains by which to travel making it a very popular crosscountry touring destination. The department has just secured the designation of the first U.S. Bicycle Route (USBR) in Nevada. U.S. Bicycle Route 50 (USBR 50), streching from Utah to California, will add over 400 miles to the national network of interstate bicyle routes. Bicyclists and pedestrians are permitted on all of Nevada's roadways except those areas which are specifically prohibited and marked by signage (e.g., urban freeways, etc.). For more information regarding bicycle and pedestrian programs in Nevada, visit www.bicyclenevada.com.

Education

The Department's Bicycle and Pedestrian Education Program provides training and support for regional and local education programs, develops statewide education materials, and conducts extensive safety outreach throughout the state. The program provides for the education of all ages regarding bicycling and pedestrian skills, and appropriate interaction of non-motorized modes and vehicular traffic.

Safe Routes to School

The purpose of Safe Routes to School program is to enable and encourage children, including those with disabilities, to walk and bicycle to school. The goal of the Safe Routes to Schools is to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. In addition, the program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

NDOT, in coordination with school districts and regional partners across the state, established the annual Nevada Moves Day each Spring. This event, along with other bike and walk to school days, focuses on the encouragement of children and their families to safely walk or bicycle to school. Each year there are over 100 schools statewide that participate in programs related to Nevada Moves Day, International Walk to School Day and National Bike to School Day.

Freight

The NDOT Freight Program develops strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. The planning process considers access to ports, rail, airports, intermodal transportation facilities, major freight distribution routes, and enhancement of the efficient movement problem areas, as determined in cooperation with appropriate private sector involvement, including but not limited to, addressing interconnected transportation access and service needs of intermodal facilities.

The Nevada first Freight Plan proposes eighteen strategies for addressing the freight plan's goals—supported by a series of implementation actions. These actions include broad-based policies and initiatives, as well as projects and further investigation that will help Nevada advance the State's freight system to capture future economic opportunities and facilitate appropriate flow of goods.

- **The Freight Plan 2016** identifies potential infrastructure improvements and/or polices to facilitate efficient freight movement throughout the State of Nevada, with the ultimate goal of providing the state with a competitive advantage that will result in a growing and diversifying economy.

- **Commercial Truck Parking 2018**--Truck parking shortages are a national safety concern. Commercial truck drivers need access to safe, secure, and accessible truck parking. With the projected growth of truck traffic, the demand for truck parking will continue to outpace the supply of public and private parking facilities and will only exacerbate the truck parking problems experienced in many regions. One of the strategies addressed in the Freight Plan is a Truck Parking Implementation Plan that will develop an implementation plan for expanding, improving, and integrating freight truck parking and communications systems in response to rising demand, changing hours of service requirements, and safety standards defined in Jason's Law. When implemented, these improvements will provide adequate and safe public truck parking where it's most needed, full-service private truck facilities, and real-time truck parking availability information.

- **Hazardous Commodity Flow Study 2018**-- This study will aid local, regional, state and federal response authorities to understand the volumes and nature of hazardous materials movement in the state. The information will enable relevant agencies to analyze, plan and respond to potential risks associated with hazardous materials being transported in Nevada.

Existing Freight Challenges

Nevada's existing freight network has evolved incrementally over the past century as a system of stops along the national freight corridors between the coastal gateway ports to the west and the inland hubs to the east. As a result, Nevada's major metropolitan areas (Las Vegas and Reno-Sparks-Carson City) function primarily as "stop-drop-and-pick up" points and do not serve a larger western United States distribution network, but only the local market space. Furthermore, despite Nevada being well situated in the western United States, with freight delivery distances of 2 days or less by truck to several major metros, the two primary corridors

traversing the state, I-15 and I-80, provide only east-west and southeast-northwest access and are not functionally connected. This results in limited access to the Western region and no direct access to the North-South markets.

Nevada is part of three of the most successful economic regions in the United States.

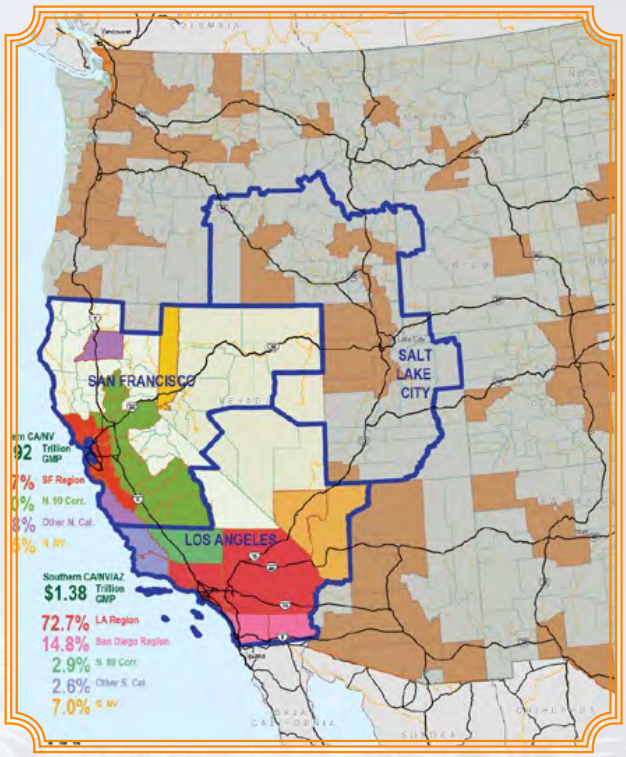
»»Southern Nevada is part of the Los Angeles MTA with the largest GMP and the second greatest concentration of Fortune 500 headquarters. Northern Nevada is part of the San Francisco MTA, which is second in GDP but has the largest concentration of headquarters. Eastern Nevada is part of the Salt Lake MTA, which is third in size and number of headquarters.

»»Nevada's close proximity to these three very large and diverse concentrations of economic activity provides it with an opportunity and competitive advantage in attracting industry to the state.

Each of the three economic regions that cover the state can be divided into multiple subareas using MSAs within each economic region.

»»The southern Nevada subarea has 8.3% of total employment in the Los Angeles economic region, but only 7% of GMP. Northern Nevada has 4% of total employment in the Los Angeles economic region, but only 2.5% of GMP.

»»The state has a high economic dependency on freight-related industries.



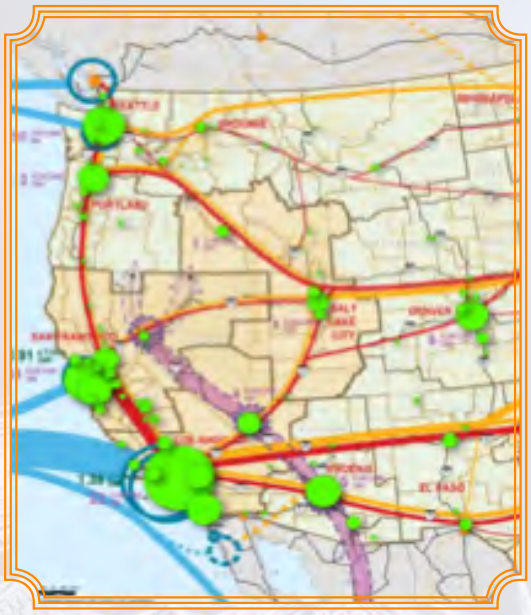
Nevada has two large concentrations of industrial real estate in southern Nevada and in northern Nevada.

Northern Nevada has a larger percentage, 12.5%, of the total in the San Francisco MTA than southern Nevada, which has only 5.7% of the total for the Los Angeles MTA.

Northern Nevada has a competitive advantage over any of the four Northern California sub-markets as average lease rate is the lowest at 38 cents per ft2/month.

Freight

Las Vegas' has a challenge to attract a greater share of the Greater Los Angeles market, the largest industrial market in the United States. The Las Vegas industrial lease rate of 56 cents per ft2/ month. is higher than the current average lease rate in the Inland Empire, and southern Nevada lacks a large industrial park like Tahoe-Reno Industrial Center.



Future Opportunities

However, the urban and economic growth in Nevada combined with its proximity to the increasingly congested gateway hubs in California is changing the nature of goods movements within Nevada and increasing the potential for a new relationship to domestic and global trading hubs.

Growing congestion, significantly larger deep-water ships, and increasing use of short haul rail lines in California surrounding the major metropolitan areas of Los Angeles and San Francisco, major global sea and air hubs, are driving new development further inland. Northern and southern Nevada have the ability to capture a significant amount of this growth with a strategic plan that responds to the needs of the freight industry – bringing regional economic benefits not only to Nevada, but to the western U.S. freight industry. Infrastructure and distribution space can be thought of as a pull factor that draws economic activity to the state from nearby regions.

Economic Regions and Trade Corridors

Corridors provide access in only two directions, limiting market access, while crossroads provide multidirectional access, making the region more attractive to freight-related industries and businesses. Transform Nevada's major metros from stops with single corridor access into hubs with multidirectional access by road and rail to large California and continental markets.

Railroads

The Nevada Department of Transportation (NDOT) manages the state planning process and directs federal funds to help railroads, shippers, and local governments improve rail lines.

Passenger Services from Southern Nevada to Southern California

There are currently several proposed projects to bring passenger rail service between Las Vegas, NV and southern California. Brightline is one of those providers (formerly Xpress West) that will run from Las Vegas to Victorville.

Freight Rail

Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,193 main line route miles in the state. BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada.

Freight Originating and Terminating in Nevada

Rail Originated in 2015 39,506 Carloads

Commodity	Carloads	Percent
Nonmetallic Minerals	9,566	24%
Intermodal	8,332	21%
Glass and Stone	7,124	18%
Chemicals	4,176	11%
Waste and Scrap	4,127	10%
Other/Unknown	6,181	16%

Source: AAR/Railinc

Rail Terminated in 2015 74,241 Carloads

Commodity	Carloads	Percent
Chemicals	14,861	20%
Coal	12,268	17%
Intermodal	11,952	16%
Motor vehicles & equip.	5,926	8%
Glass and Stone	5,517	7%
Other/Unknown	23,717	32%

Source: AAR/Railinc

Excursion Railroads

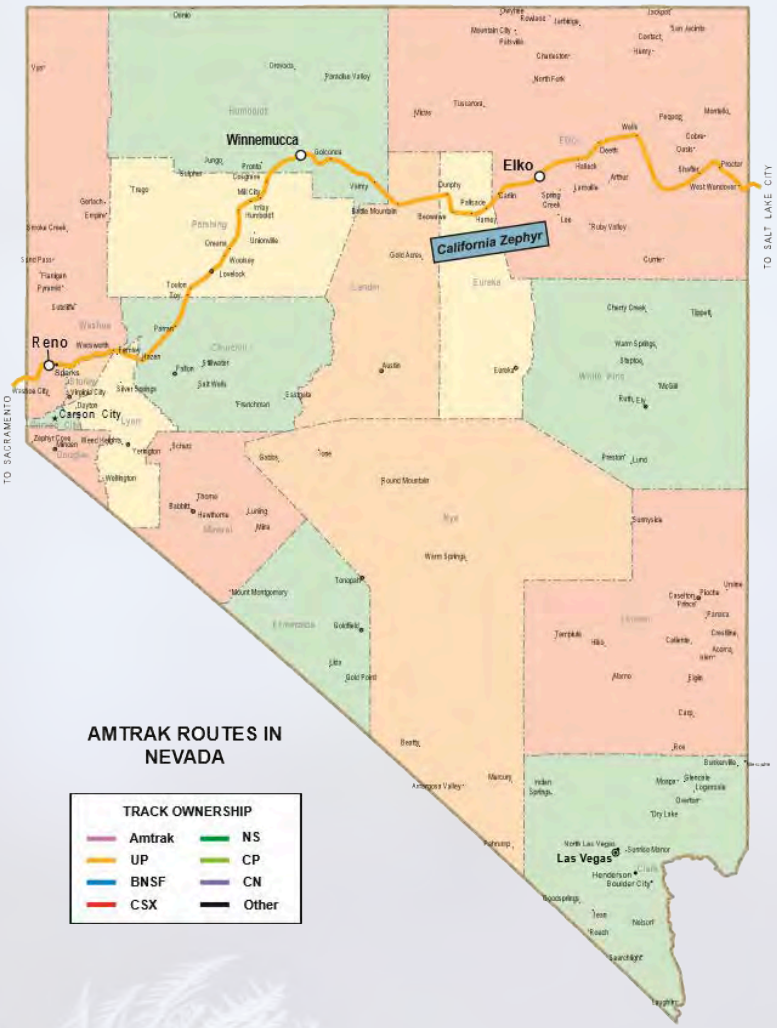
Four excursion railroads operate in the state of Nevada: the Nevada Northern Railway, Virginia & Truckee (V&T) Railroad Company, the Nevada State Railroad Museum, and the Nevada Southern Railway. The four excursion railroads address a notable component of the state's tourism industry.

Amtrak

Amtrak operates one National Network train through Nevada, the California Zephyr (Chicago - Denver, Salt Lake City - Reno - San Francisco Bay area). Reno and Las Vegas are served by Amtrak Thruway motor coaches that provide connections to/from other Amtrak services. Additionally, Amtrak operates special, seasonal trains between the San Francisco Bay Area and Reno.

At the end of FY17, Amtrak employed 29 Nevada residents. Total wages of Amtrak employees living in Nevada were $2,627,457 during FY17. Amtrak spent $4,799,494 on goods and services in Nevada in FY17. Most of that amount, $4,598,260, was in Reno.

Amtrak works with Key Holidays, a tour operator, to operate "Fun Trains" and "Snow Trains," which are special trains that carry thousands of passengers from the Bay Area to Reno.



–Amtrak Government Affairs, summer 2011

Fiscal Year 2017 Station Usage in Nevada

City	Boardings & Alightings
Elko	7,219
Reno	76,725
Winnemucca	4,146
Total	88,090 (Increase of 7.2% from FY 2016)

Source: Amtrak Nevada Fact Sheet 2017

NEVADAVIATION
DEPARTMENT OF TRANSPORTATION

In support of the Nevada Department of Transportation's vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life, the Aviation Planning Program is responsible for helping Nevada's general aviation public and private use airports and heliports meet applicable safety requirements and provide maximum utility to their communities and the flying public. Nevada's public-use airports include two international facilities, three commercial airports and 45 General Aviation airports.

As part of the Federal Aviation Administration's (FAA) Airport Safety Data Program the Aviation Program conducts annual airport inspections on all of Nevada's general aviation airports. Today Nevada has 125 registered facilities, 77 are privately-owned airports and heliports, and 48 are publicly owned airports. Included are 24 registered heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operations, electrical generation plants, and mining operations. Nevada has 49 airports open for public-use. NDOT Aviation Program inspects General Aviation airports under contract with the FAA open to the public-use and any other facility on request.

The State of Nevada has 31 airports listed in the National Plan of Integrated Airport Systems (NPIAS) which is used as an inventory of U.S. aviation infrastructure assets. The NPIAS is developed and maintained by the FAA, and it identifies existing and proposed airports that are significant to national air transportation in the U.S., and thus eligible to receive federal grants under the Airport Improvement Program (AIP). NDOT Aviation participates in matching airport grants for airport projects throughout the state with a special focus to foster, grow, and promote the development of rural airport facilities. The FAA directly assists NDOT Aviation with grants to help airports statewide with studies and planning grants designed to improve the entire air transportation system.

NDOT Aviation provides local matching grant funds to airports with FAA projects using funds provided by the Nevada 2017 legislature. The Nevada Aviation Technical Advisory Committee (NATAC) provides recommendations to the Department on project funding for General Aviation Airports based on the current federal funding programs and income from the Aviation License Plate program. A recent FAA grant to NDOT Aviation to update the pavement condition reports at 22 federally funded public-use airports throughout the state in 2018 is nearly complete.

NDOT Aviation and NDOT IT recently published a web application for the iPad that will replace printed maps and directories with a mobile tablet program. The maps and directories in the application contain up-to-date airport information, data, and charts as well as a photograph and video view of our facilities. You can download the free application on the Apple iTunes Store website: https://itunes.apple.com/us/app/nevada-airport-directory/id1304470908?ls=1&mt=8

Nevada's Airport Activity Levels - Months to August 2018

Airport Classification Type	Airport Name	Community Location	2017 Passenger Enplanements	2018 Airport Operations
International	McCarran International	Las Vegas	23,364,393	542,994
	Reno-Tahoe International	Reno	1,953,028	87,425
Commercial	Elko Regional	Elko	17,115	20,408
Primary	Henderson Executive	Las Vegas	57,078	78,087
	Boulder City	Boulder City	105,806	99,306
General Avaition	Other Public-Use Airports		1,821	230,249
Totals			**25,499,241**	**1,058,469**

In 2018 Nevada was listed as having more than 6,200 resident pilots with about 4,600 registered general aviation aircraft listed as based within the state. The FAA has renewed Nevada's designation as one of six national test site's that is ready to conduct research vital to integrating UAS into the nation's airspace. Nevada is the third of six congressionally mandated test sites to become operational. A recent proposal to register Unmanned Aerial Systems / Unmanned Aerial Vehicles (UAS/UAV) as well as operators by the U.S. Department of Transportation and the state will allow Nevada to continue its leadership in the national aerospace flight testing as it has for more than 75 years in a safe and efficient manner.

According to the FAA's report on The Economic Impact of Civil Aviation on the U.S. Economy, "in 2009, civil aviation supported over 10 million jobs, contributed $1.3 trillion in total economic activity and accounted for 5.2 percent of total U.S. Gross Domestic Product (GDP)." This report also showed that Nevada received approximately 0.8% of the FAA's direct funding, employed over 1,500 people in aviation earning over $57 million, and that Nevada was one of the fifth most visited states for foreign travelers.

The last economic impact study for Nevada, published in 2006, estimated that the economic value from rural aviation in Nevada is $276M annually. Rural Nevada airports directly and indirectly employ 3,400 people, with an annual value of $94M.

A temporary airport with 3 runways and 2 heliports was reestablished this year in the Black Rock Desert, near Gerlach in Pershing County for the annual Burning Man event that attracts more than 67,290 participants for a week-long event. The lakebed / playa surface runways are laid out and surveyed to be more than 7,000 feet in length. The Black Rock City Municipal airport opens with air traffic controllers and a portable control tower. Runways are tested to accommodate Beechcraft 1900 Airliners who operate commercial air service here now from several major airports for the 3rd year.

Notes

Notes

2018 NEVADA TRANSPORTATION FACTS AND FIGURES

NEVADA DOT
SAFE AND CONNECTED

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