Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021

2018

Baseline Performance Period Report

Nevada

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition			74.7%
Percentage of Pavements of the Interstate System in Poor Condition			1.4%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	79.4%	67.6%	55.8%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	4.7%	5.7%	6.5%
Percentage of NHS Bridges Classified as in Good Condition	42.2%	35.0%	35.0%
Percentage of NHS Bridges Classified as in Poor Condition	0.5%	7.0%	7.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.8%	86.9%	87.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable			87.0%
Truck Travel Time Reliability (TTTR) Index	1.28	1.28	1.26
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1			10.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.3%	21.5%	21.6%
Total Emission Reductions: PM2.5	0.000	0.000	0.000
Total Emission Reductions: NOx	749.209	374.605	749.209
Total Emission Reductions: VOC	1081.953	540.976	1081.953
Total Emission Reductions: PM10	4.090	2.045	4.090
Total Emission Reductions: CO	3449.082	1724.541	3449.082

Overview

OVERVIEW SECTION 1		
O1	Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)] (Optional)	Nevada DOT coordinates with the relevant MPOs through a Performance Management Group (PMG) that meets monthly. This group is made up of representatives from the different agencies (MPO), including subject matter experts in determining performance targets for the different measures. Targets are set by subject matter experts with review and consensus from PMG members.
O2	Please discuss how the established targets provided in this performance report supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The established targets support expectations documented in the Long Range Plan by providing a mark that enables the department develop strategies and project selection and prioritization to achieve the stated goals. It also helps in allocating resources, and evaluating the effectiveness of applied strategies.
O3	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
OVERVIEW SECTION 2		
O4	Who should FHWA contact with questions?	Peter Aiyuk
O5	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	7758435412
O6	What is the email address for this contact?	paiyuk@dot.nv.gov

Pavement

Pavement Performance Overview		
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	Performance targets for Non-Interstate NHS pavements are based solely on IRI data.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P2	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	74.7
P3	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	The 4 year target is the anticipated percent of Interstate pavements still in good condition at that time based on the current condition and corresponding future condition predicted by performance models that incorporate anticipated funding.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P4	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	1.4
P5	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	The 4 year target is the anticipated percent of Interstate pavements in poor condition at that time based on the current condition and corresponding future condition predicted by performance models that incorporate anticipated funding.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P6	Baseline statewide percentage of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI only	79.4

	(or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
P7	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	67.6
P8	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	55.8
P9	Please provide a discussion, to the maximum extent practicable, on the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	The 2 and 4 year targets are the anticipated percent of Non-Interstate NHS pavements still in good condition at those times based on the current condition and corresponding future condition predicted by performance models that incorporate anticipated funding. These targets are based solely on IRI.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P10	Baseline statewide percentage of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI, only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	4.7
P11	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	5.7
P12	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the	6.5

	State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	The 2 and 4 year targets are the anticipated percent of Non-Interstate NHS pavements in poor condition at those times based on the current condition and corresponding future condition predicted by performance models that incorporate anticipated funding. These targets are based solely on IRI.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]**		
P14	Which measure are you establishing an optional additional target? Percentage of Pavements on the:	
P15	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
P16	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
P17	Please provide the current baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] For the first performance period only, baseline condition for the all pavements on the non-Interstate NHS should be based on an overall condition using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	
P18	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should	

	reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	
P19	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P20	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Bridge

	Bridge Performance Overview	
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
	Statewide Performance Target for Bridges on the NHS Classified as in Good Condition	
B2	Baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	42.2
B3	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	35.0
B4	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	35.0
B5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	- The targets reflect the expected condition at the specified time frame after the anticipated expenditures for bridge preservation and replacement, plus an allowance for variation.
	Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition	
B6	Baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	0.5
B7	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as	7.0

	86.5.	
B8	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	7.0
B9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	The targets reflect the expected condition at the specified time frame after the anticipated expenditures for bridge preservation and replacement, plus an allowance for variation. The timing of several large bridges and the large number of 1960's era bridges transitioning from Fair to Poor is very uncertain and results in a large possible variation.
**The line above marks the end of the required reporting. Everything below this line is related to optional targets.** **Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]**	
B10	Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B11	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
B12	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
B13	Please provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B14	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	

B15	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B16	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Reliability

	Travel Time Reliability Performance Overview	
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R2	Baseline percent of person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	86.8
R3	Please provide the 2-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	86.9
R4	Please provide the 4-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	87.0
R5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	We utilized the NPMRDS data set provided by FHWA and analyzed years 2014-2017 of the data and established a trend line. Based on the trend line a determination was made for the 2 and 4-year targets. The calculations yielded values of 86.0% and 85.3% respectively. However, since 2017 data yielded a value 86.8% and we are proactively improving our system by means of our Transportation System Management and Operation initiatives; we predict that the efficiency of our infrastructure will improve rather than decrease as the data suggests.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R6	Please provide the 4-year target for the percent of the person-miles traveled on the non-Interstate NHS that are reliable that the State	87.0

	DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R7	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the non-Interstate NHS that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	We utilized the FHWA provided NPMRDS data set and analyzed 2015-2017 of the data and established a trend line to forecast a 4-year target value. The calculations yielded a value of 87.3% for the Percent of Person-Miles Traveled on Non-Interstate NHS that are reliable. However, analyses performed by utilizing the NPMRDS data indicate an annual value of 98.79% for the Non-Interstate NHS. Due to the fact that the system did not capture 100% of the miles on the Non-Interstate NHS, we set the target value at 87.0% which is consistent with the target value for the Percent of Person-Miles Traveled on the Interstate NHS.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.		
Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]		
R8	Which measure are you establishing optional additional targets? Percentage of person miles on the:	
R9	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
R10	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
R11	Please provide the current baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]	

	The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R12	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R13	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	
R14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Freight

	Freight Reliability (Movement) Performance Overview	
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	The targets reflect the freight bottlenecks across the State of Nevada. These bottlenecks are locations where the average truck speed is below 40 mph on the interstates. The determination of travel time reliability is measured during the afternoon peak periods (3-pm – 7-pm). The attachments help to identify some of the choke points on major truck corridors. Figures 4.1 through 4.3 of attachment show 42 locations where the average truck speed during the afternoon peak period dropped below 40 miles per hour.
F2	Please attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then the State Freight Plan may serve as the basis for identifying truck freight bottlenecks. 23 CFR 490.107(b)(1)(ii)(E)	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain. (Optional).	N/A
	Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index	
F4	Baseline statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth.	1.28
F5	Please provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	1.28
F6	Please provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	1.26
F7	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)]	We utilized the NPMRDS data set provided by FHWA. Analyses of data evaluation of the TTTR index statewide indicate index values between 1.3 and 1.25 for the past four years. Historical data and the utilization of trend analysis techniques that are the basis for the establishment of the 2-year and

		4-year targets.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]**		
F8	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
F9	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
F10	Please provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F11	Please provide the 2-year target for the measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F12	Please provide the 4-year target for the measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Peak Hour Excess Delay (PHED)

	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview	
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
D2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
	Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita	
D3	Urbanized Area:	Las Vegas--Henderson, NV
D4	Please report the agencies that established the unified PHED target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	NDOT; RTC of Southern NV
D5	Please provide the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA that was established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and & 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2021. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1. Note: For the first performance period only, baseline performance and 2-year targets are not required for the PHED measure. [23 CFR 490.105(e)(8)(vi)]]	10.0
D6	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the annual hours of peak hour excessive delay per capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	The FHWA provided NPMRDS data set, and the 3pm - 7pm peak evening period were utilized to establish the four-year PHED Per Capita target. A trend analysis utilizing current data, and 2017 PHED number indicate an 11% value for the Las Vegas - Henderson area. However, a 10% target has been set with the understanding that the four year target will be lower than the current value because of improvements that will occur when the current and planned projects are completed. Reevaluation of the target will be made at the mid point to determine the appropriateness of this 4-year target. At that time there will be two additional years of data which will enable a more reliable trend analysis and better projections of future conditions leading to adjustment of the target if necessary.

Percent of Non-SOV Travel

	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview	
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
T2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
	Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	
T3	Urbanized Area:	Las Vegas--Henderson, NV
T4	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B) and & 23 CFR [490.105(f)(5)(iii)(B)]	NDOT; RTC of Southern NV
T5	Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T5a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	n/a
T6	Baseline percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T5, the baseline data will be prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T5, please provide the baseline performance calculated by the State DOT here.	21.3
T7	Please provide the 2-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	21.5
T8	Please provide the 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	21.6
T9	Please provide a discussion, to the maximum extent practicable, of	Las Vegas and Henderson are in

the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	the same urbanized area, but they are in different census locations. To mitigate this dilemma, RTC of Southern NV used the county's data profile because the majority of the population resides in Las Vegas. RTC-SNV then used Factfinder census data (https//factfinder.census.gov/faces/nav/jsf/pages/index.xhtml) for Las Vegas-Henderson UZA and Boulder City UAZ in order to obtain weighted Non-SOV percentages by population. Once the Non-SOV percentages where established from 2012 through 2016, RTC-SNV provided the data to NDOT in graphical format. NDOT then established a trendline to project 2019 and 2021 values, and these were the values used as our two and four year Non-SOV target values.

Emissions

	Emissions Reduction Performance Overview	
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5.	No
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	No significant contributors
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? Note: Based on the response to E4, the State is required to provide a statewide target for annual emissions reductions for PM10.	Yes
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors
E6	Does the State include any areas designated as nonattainment or maintenance for CO? Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone? Note: Based on the response to E7, the State is required to provide statewide targets for annual emissions reductions for NOx and VOC.	Yes
E8	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: [23 CFR 490.107(b)(1)(ii)(G)]	1
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Regional Transportation Commission of Southern Nevada
E10.1	Did you upload the plan to the PMF on the "attachment" tab?	No
E10.1a	Please explain why the plan was not uploaded to the PMF.	The Regional Transportation Commission of Southern Nevada (RTCSNV), is the only area in the state that is required to develop and submit a CMAQ Performance Plan. At the time of submission of this PMF report the draft plan is still under development. Nevada Department of Transportation is in coordination with RTCSNV as this plan is being developed and the FHWA will be provided with the plan when the plan is finalized.
	Statewide Total Emission Reductions PM2.5 Target #1	
E11	Please provide the baseline estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)]	0.000

	The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E12	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM2.5 for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E13	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)]	Nevada has no areas designated as nonattainment or maintenance for PM2.5 at this time so there are no targets.
Statewide Total Emission Reductions NOx Target #2		
E15	Please provide the baseline estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	749.209
E16	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	374.605
E17	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	749.209

E18	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)]	The 2-year and 4-year targets set for this measure were developed using historical data and trend analyses.
Statewide Total Emission Reductions VOC Target #3		
E19	Please provide the baseline estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	1081.953
E20	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	540.976
E21	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	1081.953
E22	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)]	The 2-year and 4-year targets set for this measure were developed using historical data and trend analysis.
Statewide Total Emission Reductions PM10 Target #4		
E23	Please provide the baseline estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	4.090
E24	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	2.045

E25	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	4.090
E26	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) the PM10. [23 CFR 490.107(b)(1)(ii)(A)]	The 2-year and 4-year targets set for this measure were developed using historical data and trend analysis.
Statewide Total Emission Reductions CO Target #5		
E27	Please provide the baseline estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	3449.082
E28	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	1724.541
E29	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	3449.082
E30	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)]	The 2-year and 4-year targets set for this measure were developed using historical data and trend analysis.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.		
Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]		
E31	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. (Optional) This item may be used to provide additional background detail or clarification on items included in this submission, note any complications, direct attention to areas of concern, ask questions, or for other similar purposes. (No text limit)	
E32	What pollutant does this optional additional target apply?	

	combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	
E33	Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	
E34	Please provide the baseline estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E35	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E36	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E37	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)]	

Attachments

S.No	Section	Attachment Name
1	Freight	2018_NV_Freight_Bottleneck locations.pdf
2	Freight	2018_NV_Freight_Reliability Performance Perview.pdf
3	Emissions	2018_NV_Emissions_Cover Letter - RTCSNV CMAQ On-Road Mobile Source Emissions Target - 09-2....pdf