

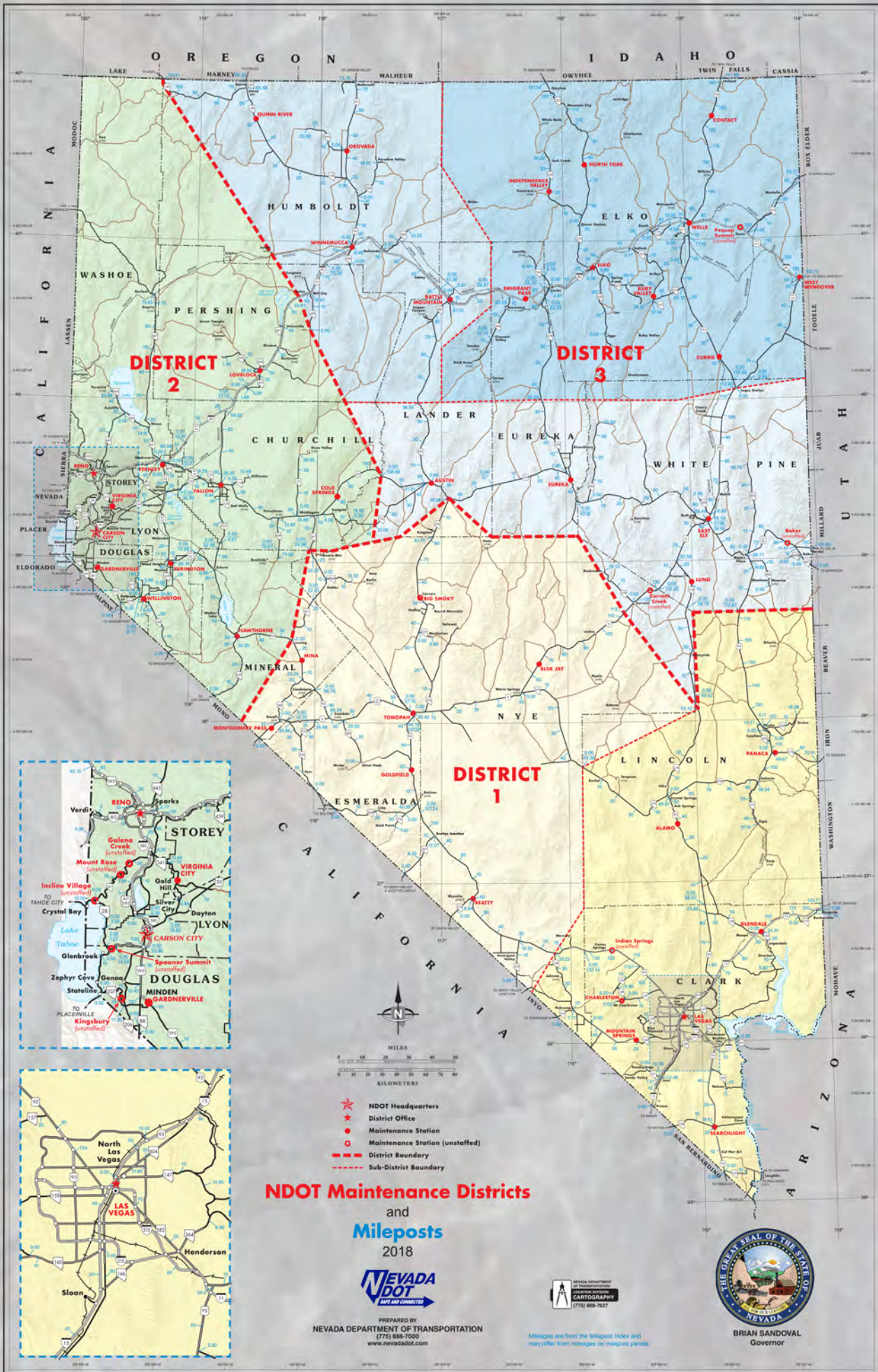
State of Nevada Department of Transportation 2019 Facts and Figures



Kristina Swallow, P.E., Director



Steve Sisolak, Governor



State of Nevada

Department of Transportation

2019 Facts and Figures



**Governor
Steve Sisolak**

**Director
Kristina Swallow, P.E.**

**Prepared By: Performance Analysis Division
Designed By: Multimedia, Publication & Design**

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

www.nevadadot.com

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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



SAFE, RELIABLE AND SUSTAINABLE TRANSPORTATION FOR NEVADA.

2019 was a big year for NDOT!

In completing Project NEON, the largest transportation public works project in state history, we transformed Las Vegas. Project NEON included 63 lane miles of new and repaved roadway connections to deliver a safer and more connected downtown.

We approved the first contract of the multi-decade renovation of the Reno Spaghetti Bowl and the surrounding major interstates. The targeted, phased improvements will provide the entire region safer and more reliable travel amid an anticipated 27 percent population increase by 2040.



We opened the first phase of the most beautiful trail in America, when we completed our SR28 upgrades that addressed safety, mobility, and environmental issues experienced in the Lake Tahoe basin.

And, we completed work on three major interchanges in Southern Nevada all intended to improve safety and connectivity in the rapidly growing region.

Providing for the more than 27 billion miles traveled every year on our more than 5,000 miles of state roadways, also means we need to judiciously manage and preserve our existing network. Each year, we strategically target roadway renovations to prevent deterioration which ultimately results in more costly and impactful renovations. Our new asset management system will further assist us in our trend towards a more active and targeted investment and management of our roadways—from roadway pavement and bridge preservation to road maintenance and stormwater management.

Our dedication and commitment to safe, reliable, and sustainable transportation is also seen in the pedestrian safety, traffic incident management, and other life-saving innovations we have implemented throughout the state. Recognized for our efforts to reduce wildlife-vehicle collisions in rural Nevada, we are also piloting new technologies in our urban cores to improve incident management and response to improve survivability of collisions, improve travel time reliability, and reduce wrong way driving.

As a new member of the US Climate Alliance, Nevada aims to reduce greenhouse gas emission by at least 26-28 percent by 2025. We are actively engaged in identifying ways to deliver a cleaner transportation system that provides transportation options for all Nevadans.

2019 was also a standout year for our work to develop and engage external partners. We opened a new small and disadvantaged business resource center in Las Vegas and began the planning for a new resource center in Reno. These centers help grow a healthy and thriving disadvantaged and small business contracting community to help us meet the transportation needs of our communities.

As NDOT director, I am humbled and proud of the work that our talented NDOT team performs and accomplishes. As a Nevadan, I excitedly look to a future of transportation innovation that will continue to serve the needs of our rapidly growing state.

Kristina Swallow, P.E., Director

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 internally 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 2019 ending June 30, 2019. 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 13,463 NDOT / 88,768 Local

Centerline Miles NDOT & Local 5,376 NDOT / 34,067 Local

Miles of Rural Hwy 4,420 (2018 Data)

Miles of Urban Hwy 708 (2018 Data)

Nevada Population 3,101,000 (2019 Estimate)

Registered Passenger Vehicles 2,256,828

NV Licensed Drivers 2,111,620 (7/7/19 Data)

Vehicle Miles Traveled 27.5 Billion Miles (2019 Data)

Truck Miles Traveled 1.8 Billion Miles (2019 Data)

NDOT Employees 1,751

NDOT Vehicles 671

NDOT Heavy Equipment 1,979 Pieces

NDOT Bridges 1,229

45 NDOT Staffed Maintenance Stations

NDOT Owned Office Space Total 357,993 Sq. Ft.



FUEL TAX RATES AND FEES

Fuel Tax Rates and Revenue	Rate Per Gallon (Cents)	State Revenue (Millions)
Federal Gas Tax	18.4 ¢	-
State Gas Tax	18.455 ¢	\$212.8
Federal Diesel Tax	24.4 ¢	-
State Diesel Tax	27.75 ¢	\$100.1
Federal Propane Tax (LPG)	18.3 ¢	-
State Propane Tax (LPG)	22 ¢	\$0.2
Federal Methane Tax (CNG)	18.3 ¢	-
State Methane Tax (CNG)	21 ¢	\$1.1
Total		\$312.90

OTHER REVENUE

Motor Carrier Fees \$46.8 Million

Drivers License Fees \$22.5 Million

Vehicle Registration Fees \$126.0 Million

Federal Aid Revenue \$361.5 Million

Bonds & Other Revenue \$204.4 Million

Total State Highway Fund Revenue \$1.146 Billion



Transportation Board of Directors



**Chairman
Steve Sisolak
Governor**



**Kate Marshall
Lieutenant Governor**



**Catherine Byrne
State Controller**



**Virginia Valentine
District 1**



**Stephen Ascuaga
District 2**



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



Kristina Swallow, P.E.
Director



Cole Mortensen, P.E.
Deputy Director, Performance and Planning



Cliff Lawson P.E.
Deputy Director, Project Delivery



Tracy Larkin-Thomason, P.E., P.T.O.E., C.P.M.
Deputy Director, Operations & Maintenance



Sondra Rosenberg, PTP,
Assistant Director, Planning



Darin Tedford, P.E.
Assistant Director, Operations



Mario Gomez, P.E., PTOE
District I Engineer



Mike Fuess, P.E., PTOE
District II Engineer



Boyd Ratliff, P.E.
District III Engineer

Engineering Districts & Major Maintenance Stations



District 1

LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mario Gomez, P.E.
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

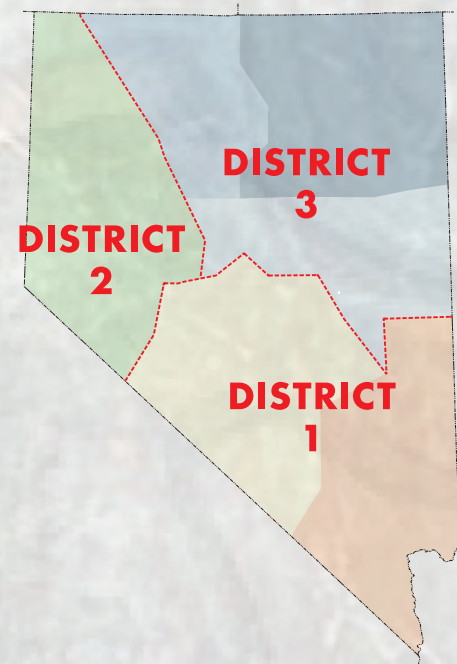
TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Erie/Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

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

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



Note: Larger map is inside the front cover Maintenance stations and relative sizes are shown on page 33.



Improving Traffic Safety. Protecting Nevada's Wildlife

Federal Highway Administration Environmental Excellence Award

NDOT marked a milestone in helping keep motorists and wildlife safe on state roadways with the 2018 completion of safety crossings on I-80 at Pequop Summit. The two safety crossings carry wildlife over I-80 and help reduce potentially dangerous vehicle-animal collisions in an area where nearly half of all reported wildlife-vehicle collisions on I-80 in the state occur. The crossings mark the culmination of a multiyear, multiagency effort to install over and undercrossings to reduce collisions as deer cross the roadways while migrating between the Jarbidge and Pequop mountain ranges.



The Federal Highway Administration awards recognize leaders across the country who make outstanding contributions to environmental stewardship and partnerships above and beyond traditional transportation project outcomes.

Transforming the Network

Alcatel-Lucent Enterprise IT Vanguard Award

Alcatel-Lucent Enterprises recognized NDOT Traffic Operations Technology Manager Jim Whalen as one of 11 North American information technology leaders who is transforming network communications and bringing value to their organizations with innovative IT projects which ultimately serve the end user.

Jim oversees NDOT's intelligent transportation technologies and was recognized for his part in developing NDOT's Intelligent Transportation System Core Network Upgrade project.



Awards and Recognition



Partnering for Better Roadways

International Partnering Institute Partnering Award

The Nevada Department of Transportation and Ames Construction, Inc. received the International Partnering Institute's Partnering Award for the I-15/U.S. 93 Garnet Design-Build Project northeast of Vegas.

Utilizing the highest levels of collaboration, the team ultimately constructed not only a successful, but a premier project. The project followed a collaborative partnering process; first establishing a project charter and issue resolution ladder, then quickly identifying and resolving any concerns during the construction process before collaboratively reviewing lessons learned at the project's end.



The collaboration ultimately resulted in a widened U.S. 93, a new diverging diamond interchange and other frontage road and connectivity improvements to keep all travelers safer and more connected in the ever-growing industrial area.

From The Ground Up

American Concrete Pipe Association Project Achievement Award

The largest public transportation project in state history, Project Neon transformed nearly four miles of Interstate 15 between Sahara Avenue and the "Spaghetti Bowl" interchange in downtown Las Vegas to enhance traffic safety and mobility for the approximately 300,000 drivers traveling the stretch of interstate daily.

To support improvements to the busiest stretch of highway in Nevada, the American Concrete Pipe Association project achievement award recognizes NDOT for creative and innovative uses of precast box and underground pipe infrastructure as part of the project.



Preservation and Safer Access at Lake Tahoe American Trails' 2019 Trail Partnership Award

In July 2019, NDOT and partners opened a three-mile path to provide safer, designated access along Lake Tahoe's two-lane State Route 28 Scenic Byway Corridor.

The path is aimed at enhancing safety and mobility by separating vehicle and foot traffic. On peak days, approximately 14,700 vehicles travel on State Route 28, mixing with as many as 2,000 pedestrians and bicyclists who park and recreate near the roadside and creating safety and accessibility concerns.

With more than 70 percent of the pollutants impacting Lake Tahoe's clarity coming from the built environment and transportation system, water quality improvements such as enhanced roadside drainage inlets, sediment filtration systems and erosion control were also installed to help preserve the quality of stormwater entering Lake Tahoe.

The American Trails organization awarded NDOT and the Tahoe Transportation District as part of 13 agencies and non-profit project partners who came together to develop and construct the Tahoe East Shore Trail.



Awards and Recognition



Connecting to the Road Ahead

Intelligent Transportation Society of Nevada Best ITS Project of the Year Over \$2 Million.

NDOT's intelligent transportation system supports many critical services such as traffic cameras, roadway weather sensors and more which serve the traveling public with vital road information and other support. Recent years have witnessed a mushrooming of demands on such ITS communications systems, including increased need for high-performance, reliable and sophisticated transmission of vital information from various Internet of Things (IoT) roadside devices to varied users from public safety officials to the motoring public. NDOT's ITS Core Network Upgrade project upgraded many NDOT systems to a Shortest Path Bridging system which will greatly enhance and support system maintenance and operations, including further integration with certain connected vehicle and other technological needs. The project also implemented a data center and comprehensive network security strategy. Ultimately, the resulting statewide network is anticipated to be the most advanced ITS network in the nation.



Reducing Wrong-Way Driver Crashes to Save Lives

In a recent ten-year period, there were 75 deaths and 409 wrong-way crashes in Nevada. Nationally, the Transportation Research Board reports an average of 360 deaths per year due to wrong-way driver crashes.

NDOT currently places “Wrong Way” signs on all freeway ramps to stop drivers errantly entering in the wrong direction. In 2019, we launched a pilot program to test additional flashing warning signals and detection systems on 20 U.S. 395 ramps in Reno’s North Valleys. The system uses radar and closed-circuit cameras to automatically detect vehicles entering in the wrong direction, activating red flashing wrong-way signs to make drivers aware they need to turn around. Nevada is one of a handful of state DOTs testing the wrong-way driver detection systems. Preliminary research shows that such systems are 80% effective in stopping wrong-way drivers.



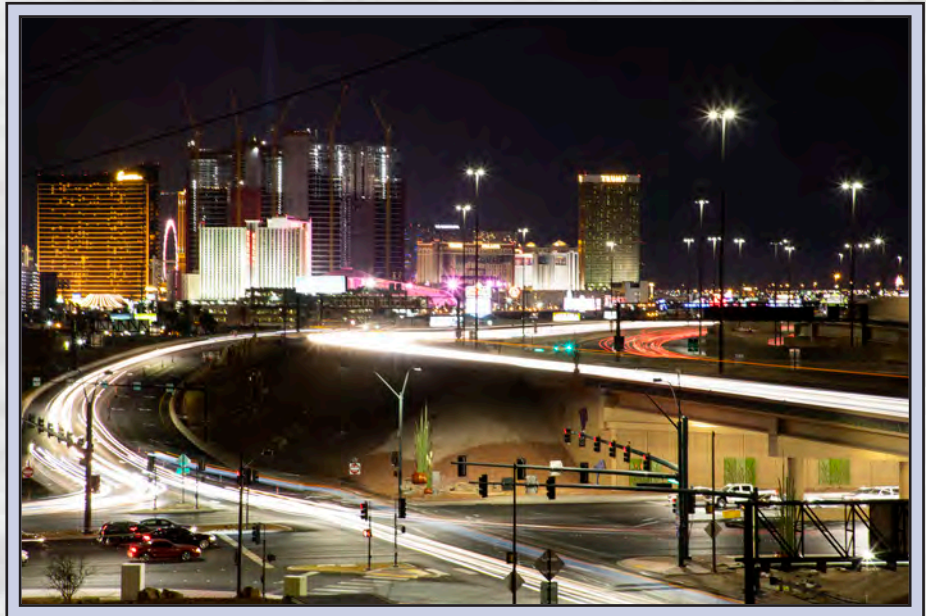
Enhancing Saftety For All

In 2019, sections of Boulder Highway were improved with enhanced signs, crosswalks and offset pedestrian safety islands. Similar improvements were made to a section of Eastern Avenue, where nearly 1,250 crashes occurred in a recent five-year period.

We also added safer crossings and flashing pedestrian crossing signs to Second Street in Reno. The roadway corridor travels from western Reno through downtown and commercial and residential areas before reaching the Renown Medical Center campus, with nearly 4,000 pedestrian crossings logged in just one day at five crosswalks in the corridor.

Similar improvements were made in Carson City, Dayton and Gardnerville.





Beyond the NEON

The nearly \$1 billion, 4-mile-long widening of Interstate 15 in downtown Las Vegas known as Project NEON is enhancing safety and connectivity for motorists. The 3-plus-year project, completed in 2019, is the largest, most expensive public works transportation project in Nevada's 155-year history, creating 4,000 direct, indirect and induced local jobs.

The project paved 63 lane miles of concrete and asphalt and added 29 new bridges and 10 miles of drainage improvements. New north-south surface street connections reduce congestion and provide better downtown Las Vegas access, and a new bridge now carries Industrial Road over the Union Pacific railroad tracks between Wyoming Avenue and Charleston Boulevard.

Other upgrades include a new freeway on-ramp at Pinto Lane onto I-15 southbound, plus an entirely reconfigured full diamond interchange at Charleston Boulevard with a new I-15 northbound offramp that now enables westbound travel and enhanced direct access. Martin Luther King Boulevard was revamped for improved north-south operations adjacent to I-15, with an expanded Alta Drive intersection and new signalized connection to Wellness Way in the Medical District.

Additionally, the southbound U.S. 95 offramp to Martin Luther King Boulevard was reconfigured for added lane capacity. Similarly, the Interstate 15 southbound offramp to Sahara Avenue received more space for westbound travel, and the U.S. Highway 95 southbound offramp to Rancho Drive was also rebuilt for added capacity, thereby reducing freeway backups.

The project has enhanced the state's busiest stretch of freeway which sees 300,000 cars daily and 25,000 lane changes hourly. The upgrades greatly improve efficiency and reliability, reducing travel delays and improving air quality from less idle time and vehicle exhaust. There are motorist safety benefits, too, from less merge and weave traffic. The improvements are timely with traffic through the corridor expected to double during the next two decades.

Going Portable For Safety

Tragically, there are hundreds of crashes every year in Nevada road work zones, many caused by driver speed and inattention. Nevada Highway Patrol troopers dedicate thousands of hours annually to patrolling road work zones to remind motorists to slow to work zone speed limits and drive safely.

NDOT has also begun deploying new portable rumble strips in certain road work zones. The heavy and durable strips can be temporarily laid across travel lanes without any roadway drilling or adhesives and removed, folded and transported.

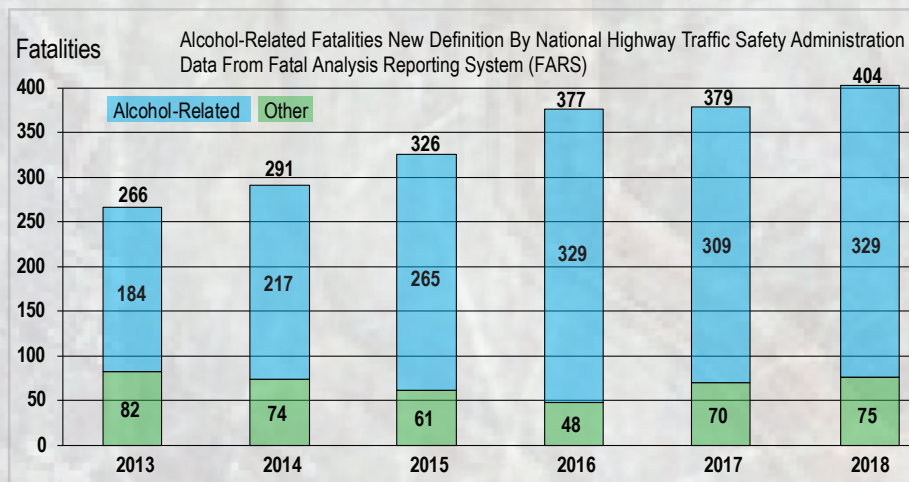
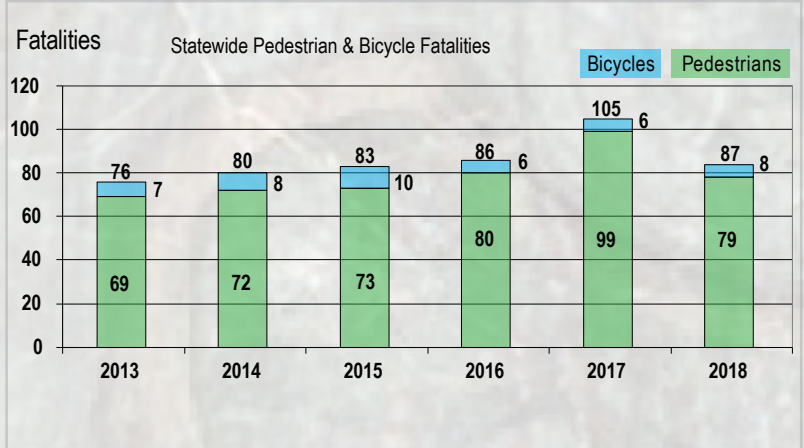
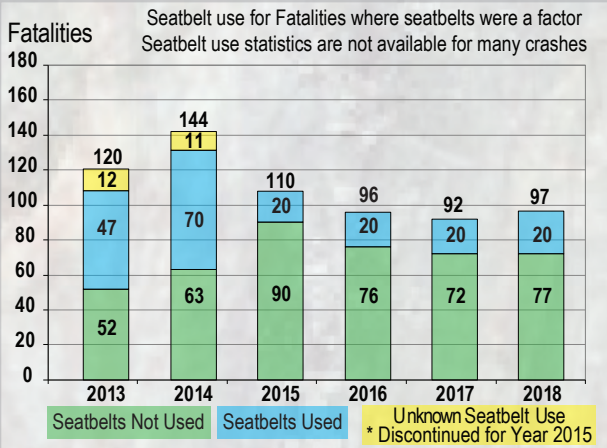
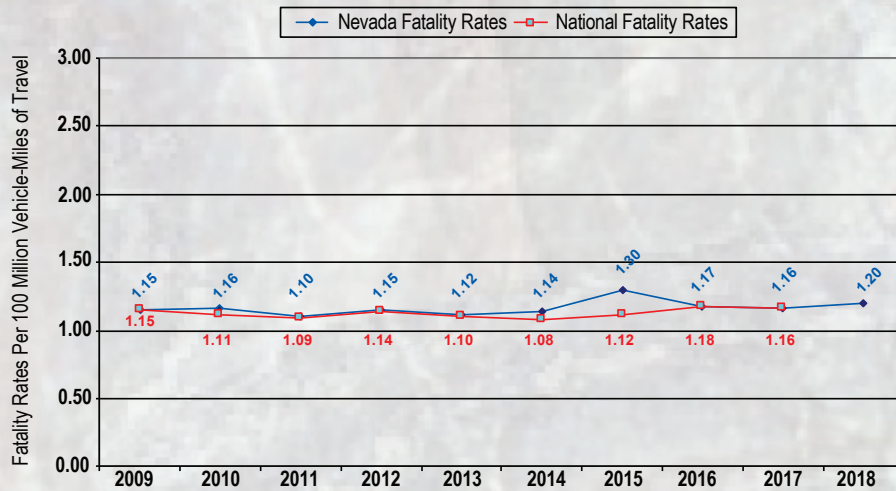
Driving over the rumble strips creates both a noise and vibration to alert motorists to slow for the upcoming road work zone. Used in other states such as Texas, the rumble strips have been shown to reduce crashes within work zone traffic lines by as much as 60 percent.



Highway Safety Statistics



Fatality Rates



Regionally Significant Projects

US-95 Northwest Phase 2B/5 from Durango Drive to Kyle Canyon Road:

The project included widening of US-95 between Durango Drive and Kyle Canyon, construction of HOV drop ramps on the south side of Elkhorn Road, construction of a regional flood control facility, and construction of a new service interchange at Kyle Canyon Road. The total project cost was \$78 Million. Construction began in February 2018 and was completed in June 2019.



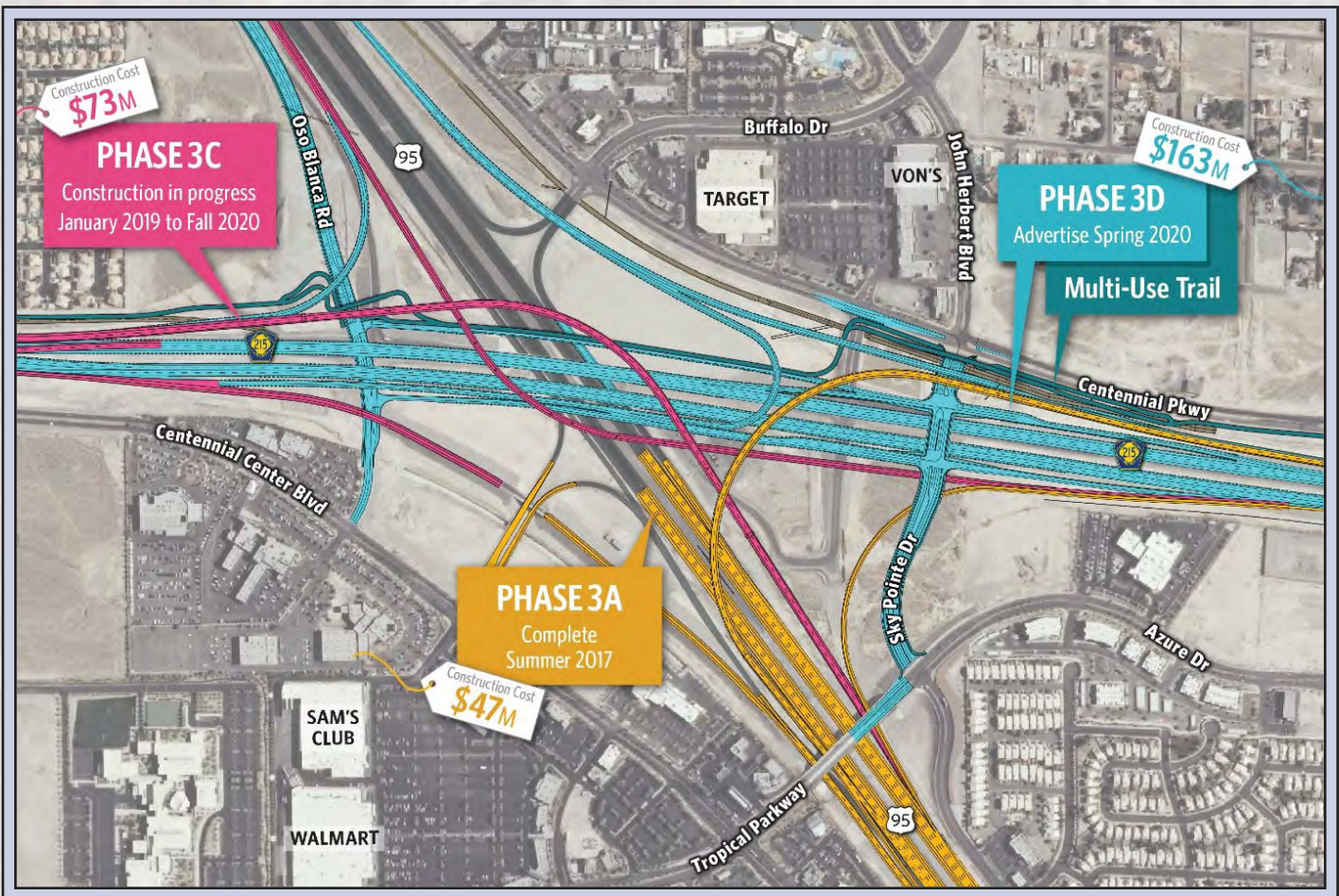
Regionally Significant Projects

US-95 Northwest Centennial Bowl, Phase 3C:

This phase of the project includes the construction of the US-95 North to CC 215 West, US-95 South to CC215 East, and CC 215 East to US-95 South ramps for the CC 215/US-95 system to system interchange. The total cost of this phase of the project was \$73 Million. Construction began in January 2019 and is expected to be completed by Late 2020.

US-95 Northwest Centennial Bowl, Phase 3D:

This phase of the project will complete the CC 215/US-95 system to system interchange and upgrade CC 215 to a 6-lane freeway through the area. Construction includes a multi-use trail and widening of Lone Mountain Drive over US-95, for a total construction cost of \$163 Million. Construction is anticipated to begin in Early 2021 and is expected to be completed by Late 2023.



Starr Avenue Interchange

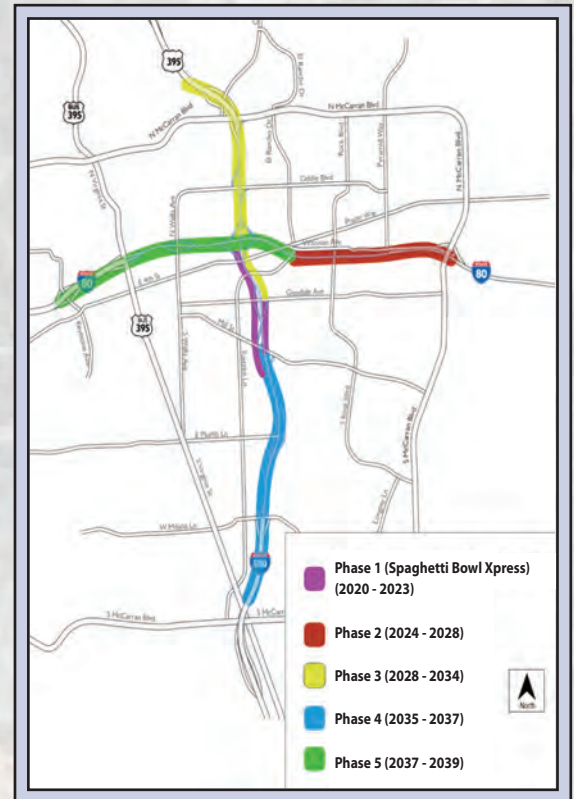
I-15 Starr Avenue Interchange: The I-15 Starr Avenue Interchange project is in Clark County and within the phased \$1.2B, 12-mile, I-15 South Corridor Project. The project adds a new full-service interchange on Interstate 15 between Cactus Ave. and St. Rose Parkway interchanges increasing travel time reliability for the public. The project also enhances the local street network by constructing Starr Avenue between Dean Martin Drive and Las Vegas Boulevard. The construction cost was \$36 million, and the project opened for operations on September 18, 2019.



Regionally Significant Projects

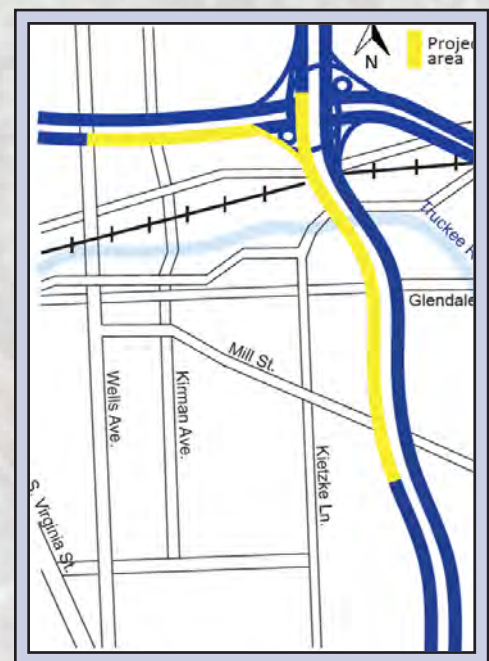
Reno Spaghetti Project (RSB)

The freeway-to-freeway Interchange that connects I-80, I-580, and US395 is known as the Spaghetti Bowl. The project is referred to as the Spaghetti Bowl reconstruction and includes the Spaghetti Bowl, each of the four legs of the freeway-to-freeway system, and 16 service interchanges that connects the freeway to local roads. The Reno Spaghetti Bowl Project limits are I-80 between Keystone Avenue on the west and McCarran Boulevard on the east, a distance of approximately 5 miles and I-580/US395 between Meadowood Mall Way on the south and North McCarran Boulevard on the north, a distance of approximately 7 miles. The project is to reconstruct the freeway and bridges, reconstruct and modify interchange access to improve safety and traffic flow, and reconstruct local streets affected by the freeway reconstruction. Improvements will increase highway capacity, 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 project will be constructed in five phases with the first Phase of RSB anticipated to be complete in 2022-2023.



Spaghetti Bowl Xpress (SBX)

Improvement a 2-mile segment of I-580/US395 from just north of the I-80/I-580 system interchange to Villanova Drive. Improvements will include increased highway capacity, improved traffic operations, and improved safety; 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. SBX also improves southbound operations at two interchanges by reconfiguring the 2nd/ Glendale interchange and adding a braided ramp at Mill Street as well as replacing failing concrete pavement in both the north and southbound directions on I-580. The Department awarded a Design Build contract in an amount of approximately \$181 million in December of 2019 and anticipates construction beginning in the summer of 2020.



US 395 North Valleys (Phase 1A, 1B, and 2)



US 395 North Valleys, Phase 1A:

The project includes the removal and replacement of the Parr interchange bridge. Construction is anticipated to begin in 2020. Estimated construction cost is \$9 million.

US 395 North Valleys, Phase 1B:

The project includes four miles of freeway capacity and bridge widenings from Clear Acre-N. McCarran Boulevard to Golden Valley Road. This phase will include a third southbound travel lane, addition of an auxiliary lane between interchanges in both the northbound and southbound directions, ramp braiding at Virginia Street loop ramp, and roadway rehabilitation. Estimated construction cost is \$96 million. Construction is anticipated to begin 2023.

US 395 North Valleys, Phase 2:

Over two miles of freeway capacity improvements from Golden Valley Road to Stead Boulevard. This phase will include continuing a third southbound travel lane, auxiliary lane between interchanges in both the northbound and southbound directions, and roadway rehabilitation from Golden Valley Road to Lemmon Drive. A diverging diamond interchange is planned to be constructed at Lemmon Drive, along with the addition of a travel lane in both the southbound and northbound directions from Lemmon Drive to Stead Boulevard. Construction is anticipated to begin 2026.



Ely Downtown Reconstruction CMAR:

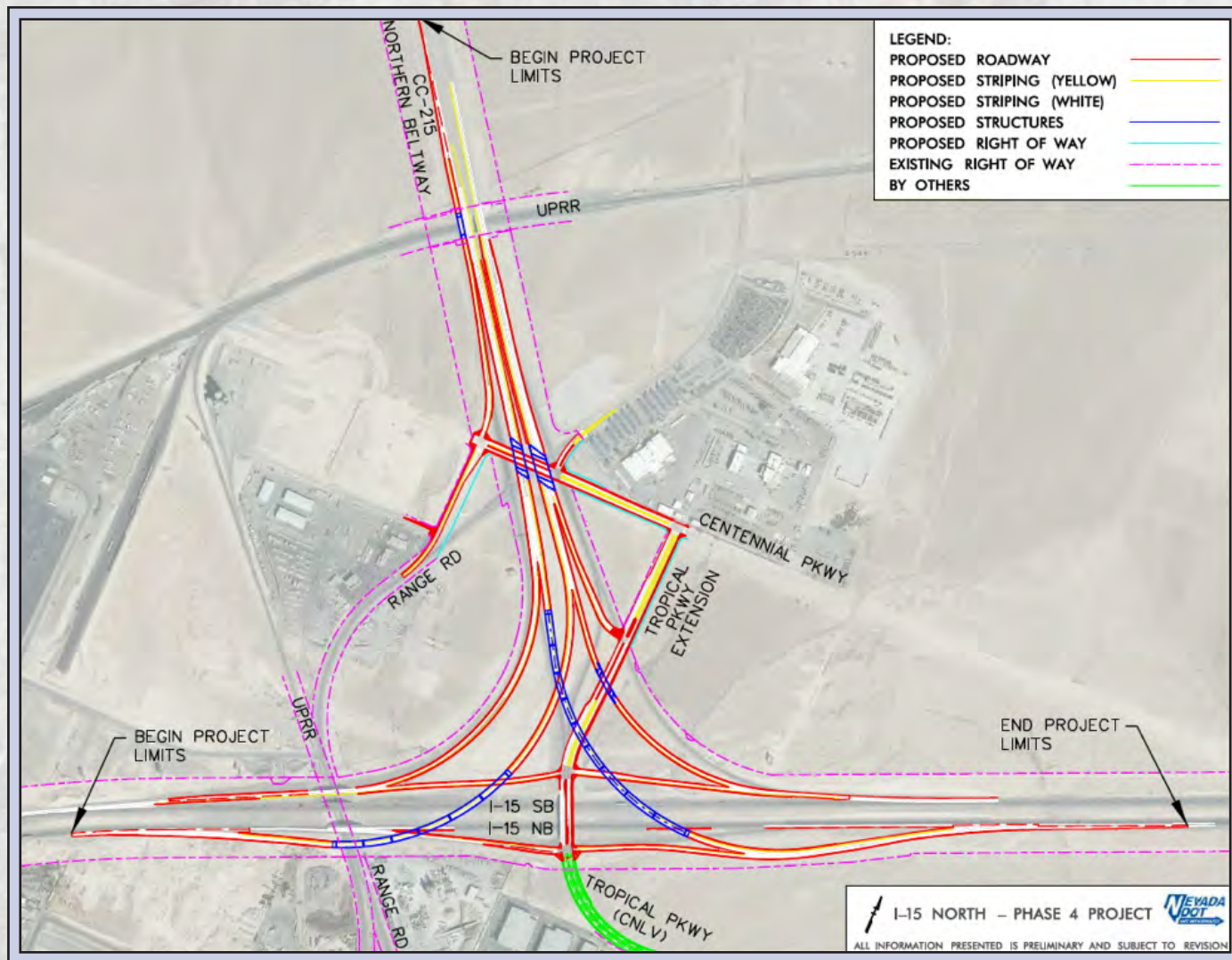
Reconstruction of US 93 on East Aultman Street and US 50/US 93 Great Basin Boulevard. The project will include a new drainage outfall facility, sewer and water, and continuous street lighting. Construction will begin in 2020. Estimated construction cost is \$30 million.



Regionally Significant Projects

I-15 North Phase 4:

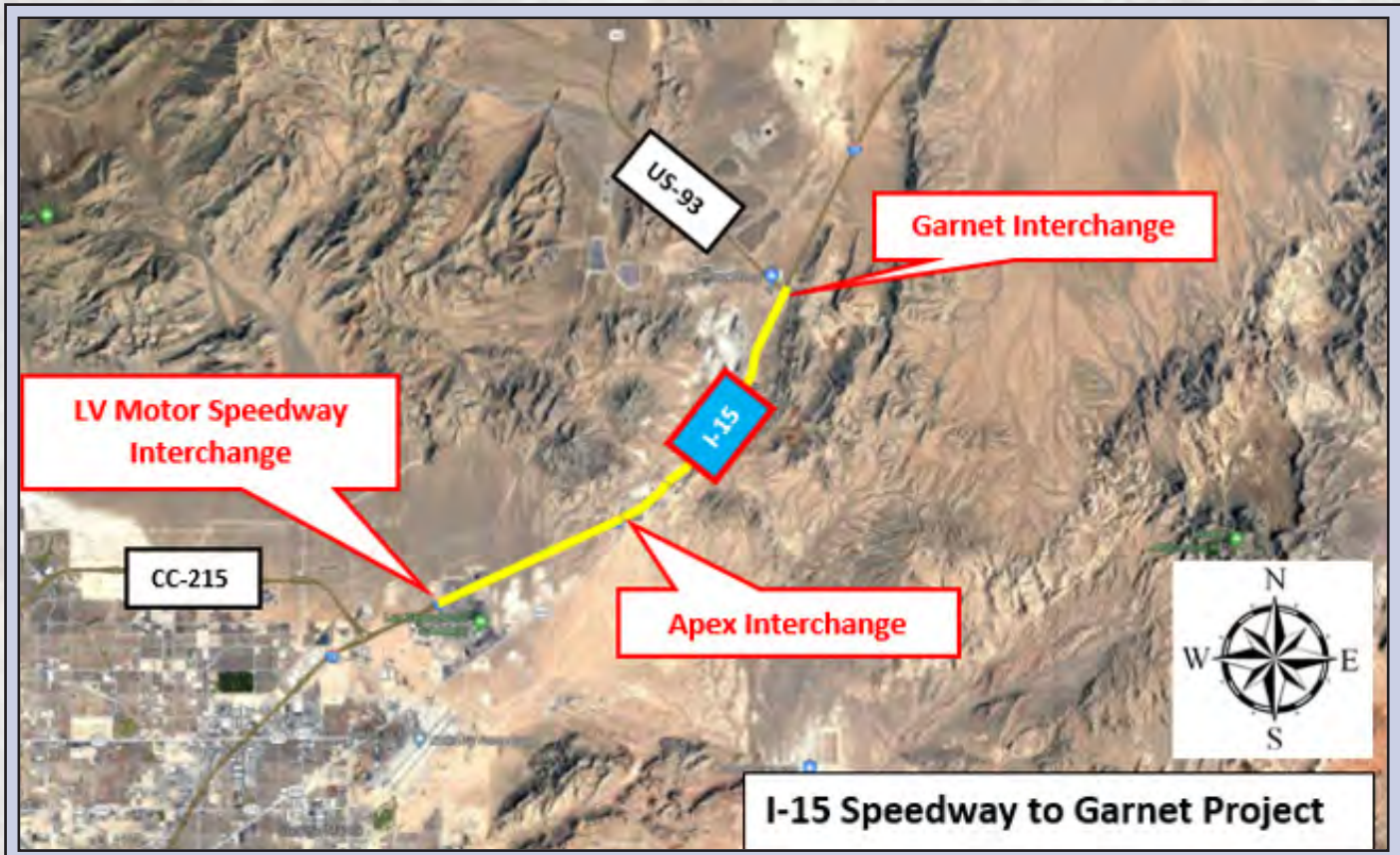
New system to system interchange at I-15 and CC-215 in the north. The project includes local access to Tropical Parkway. The construction estimate is \$ 126 Million. It is anticipated that construction will commence in 2020 and be completed in 2022.



Regionally Significant Projects

I-15 North Phase 3 (I-15 Speedway to Garnet Project):

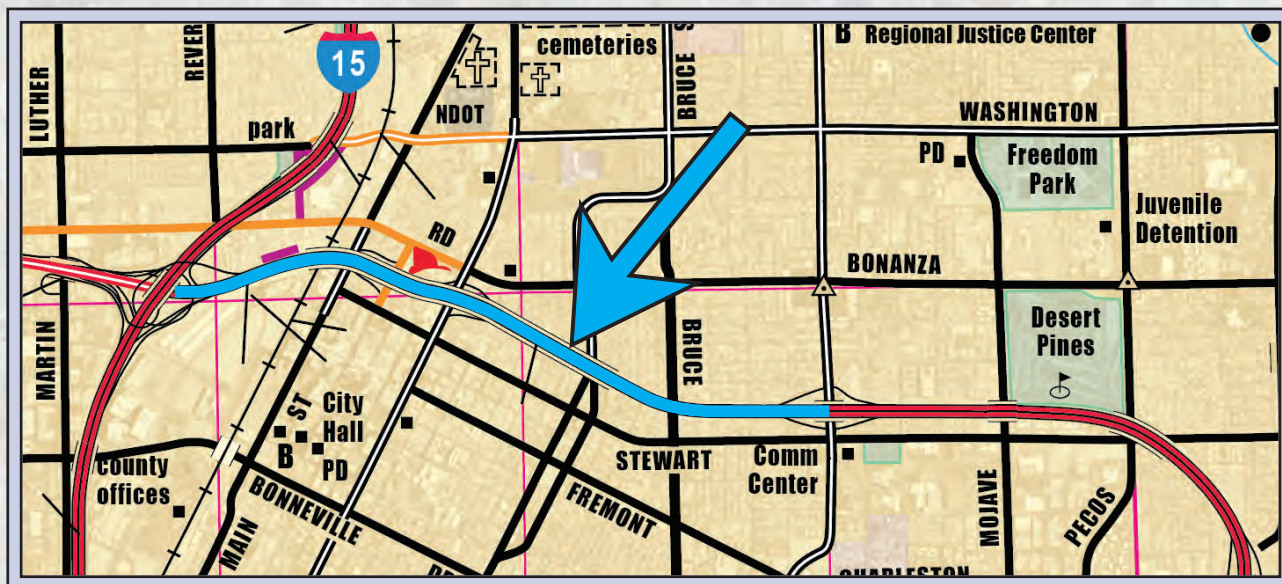
Project includes capacity, truck parking, landscape and aesthetics enhancements, and weigh station and check station improvements, with a possible new interchange between Speedway Blvd to Garnet Interchange (US 93). The estimated construction cost is \$85 Million. Construction of the first of two packages, to include capacity and truck parking improvements, is expected to begin in 2022 and be completed in 2024. The construction schedule for future packages will be developed when the funding is identified.



I-515 SB Auxiliary Lane & Viaduct Rehabilitation Combined Project:

Project includes extending three lanes southbound on I-515 through the Spaghetti Bowl, providing a two-lane entrance ramp from I-15, and striping an additional auxiliary lane southbound from I-15 to Eastern Avenue. This work will be constructed as a combined project with the downtown viaduct deck and seismic rehabilitation work for an estimated construction cost of \$40M. Construction is programmed to begin in 2021 and be completed in 2022.

SB Auxiliary Lane Limits: I-15 to Eastern Avenue



Viaduct Rehabilitation Limits: UPRR to 21st Street



Regionally Significant Projects

Tropicana Interchange Reconstruction and Harmon Avenue HOV Ramps:

Reconstruct the Tropicana Interchange at I-15/ Tropicana Avenue; and construct HOV ramps at Harmon Avenue. Estimated \$180M to \$200M. Construction to begin in 2022.



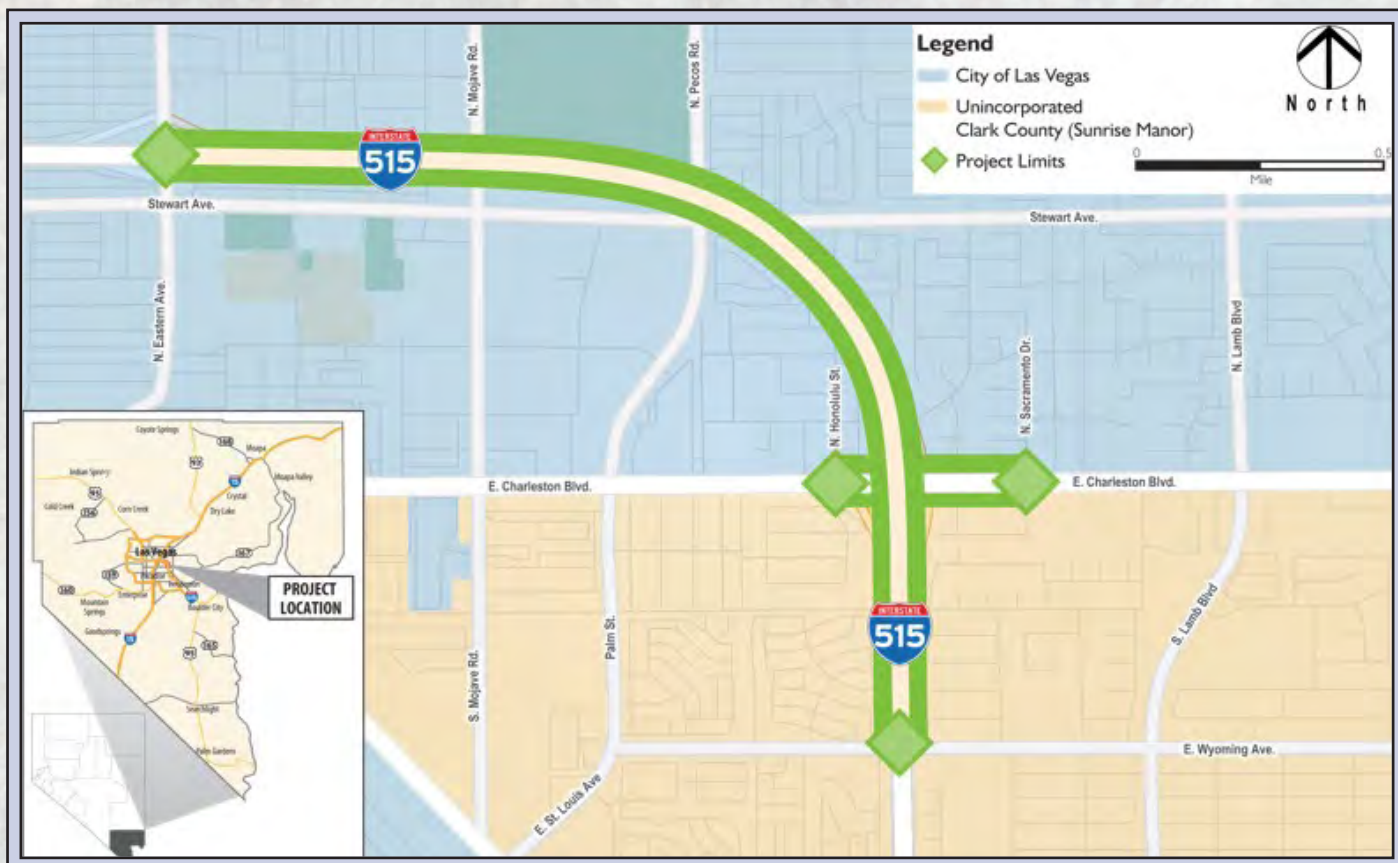
View looking north of the Tropicana Interchange improvements..



View of the Harmon HOV ramps connecting from I-15 to the south side of the existing Harmon Avenue overpass.

I-515 Charleston Interchange CMAR Project:

Project includes the reconstruction and improvement of the existing tight diamond interchange at Charleston Boulevard and the addition of auxiliary lanes on I-515 in each direction between Charleston Boulevard and Eastern Avenue. The estimate for this work is \$45M. Construction is programmed to begin in 2022 and be completed in 2023.



Regionally Significant Projects

Henderson Interchange

Design of a new interchange at I-515/I-11/I-215/Lake Mead Parkway in Henderson. NEPA study to begin in 2020, design in 2022, and construction in 2024 with a second phase of construction beginning in 2028 if needed.



Regionally Significant Projects

Downtown Access Project:

The Downtown Access Project is being pursued to address how to replace aging bridge infrastructure, improve safety, reduce congestion between on/off ramps, add freeway capacity and HOV access to Downtown Las Vegas and meet the community needs on this corridor. The proposed improvements include adding braided ramps between I-15 and I-515, adding freeway capacity, extending the HOV lanes to Eastern Ave, and adding HOV interchanges at City Parkway and Maryland Parkway. The project is estimated to be 10-13 years in total. NDOT is starting the necessary environmental studies to begin the project. The following tasks will be pursued: environmental studies (3-4 years), right-of-way acquisitions (3-4 years), and construction (4-5 years).



Performance Management Plan & Performance Measures



NDOT uses 15 performance measures to link projects to the core vision, mission, and goals of the Department, to 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 achieved. 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	0.4% Decrease			
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual Reduction	0.1% Decrease			
Provide Employee Training (2)	Percentage Employees Trained According to Requirements	80% Compliance Annually	Average 87% Compliance			
Improve Employee Satisfaction (3)	Percentage Employees Satisfied with NDOT	75% Annually	66% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage Agreements Processed within 30 days	90% Annually	97% Processed within 30 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage Projects Completed on Schedule and Within Budget	80% Annually	98% within Budget			
			100% within Schedule			
			94% 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	58% Performance			
	Percentage of Advertised & Awarded Projects within Established Construction Cost Estimate Range	80% Delivered within Established Cost Estimate Range	41% (Oct. vs Award)			
56% (Eng. vs Award)						
Streamline Permitting Process (15)	Percentage Encroachment Permits Processed within 45 days	95% Annual	93.2% 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%	98.4%			
		Category 2: 95%	87.7%			
		Category 3: 95%	94.3%			
		Category 4: 95%	71.7%			
		Category 5: 95%	39.7%			
Maintain NDOT Fleet (9)	Percentage Mobile Equipment in Need of Replacement	1% Annual Decrease	0.38% Increase			
	Percentage Fleet in Compliance with Condition Criteria	1% Annual Increase	1.65% Decrease			
Maintain NDOT Facilities (10)	Percentage of Facilities Assessments & Condition	2% Annual Increase	0%			
Maintain State Bridges (14)	Annual Reduction in Structurally Deficient (SD) Bridges	Replace or Rehabilitate at least 1 SD Bridge Per Year	5 SD Bridge replaced			

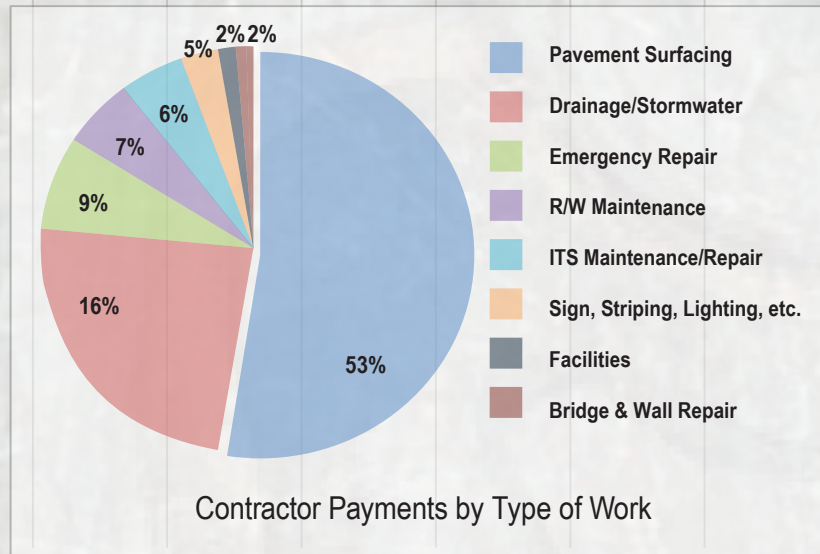
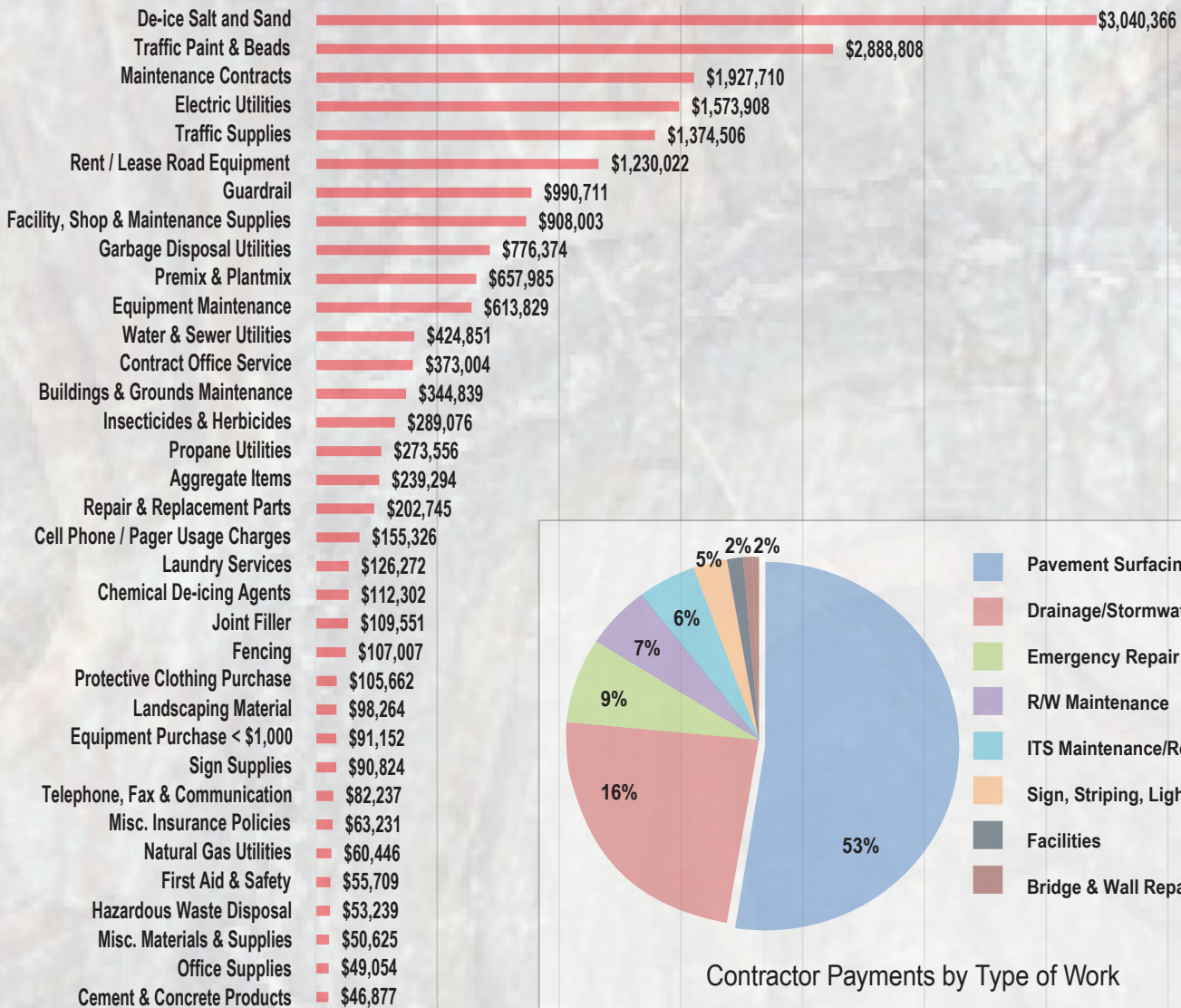
Performance Measures Overview

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 upward trend by at least one compared to the projected # of 334 fatalities. (Baseline 2011 to 2015)	316.8			
	Number of Serious Traffic Injuries	Decrease the upward trend by at least 1 compared to the projected # of 1,305 serious injuries. (Baseline 2011 to 2015)	1,193.4			
	Number of Traffic Fatalities per 100M VMT	Decrease the upward trend by at least .01 compared to the projected rate of 1.26 fatalities per 100M VMT. (Baseline 2011 to 2015)	1.188			
	Number of Serious Traffic Injuries per 100M VMT	Decrease the projected 2011 - 2015 five year rolling avg. of serious injuries per 100M VMT by at least .05	4.477			
Our Partners						
Improve Customer and Public Outreach (5)	Customer Satisfaction & Public Outreach	75% Positive satisfaction Level (Annual customer satisfaction survey)	75%			
Reduce and Maintain Congestion Levels on the State Roadway System (6)	Percent of person-miles traveled on Nevada Interstate that are reliable	86.8% or higher	87.0%			
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	65% or higher	86.3%			
	Annual hours of peak-hour excessive delay per capita (Urbanized Areas)	12hrs or less	11.6			
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	21.3% or higher	21.3%			

Maintenance Costs and Activities



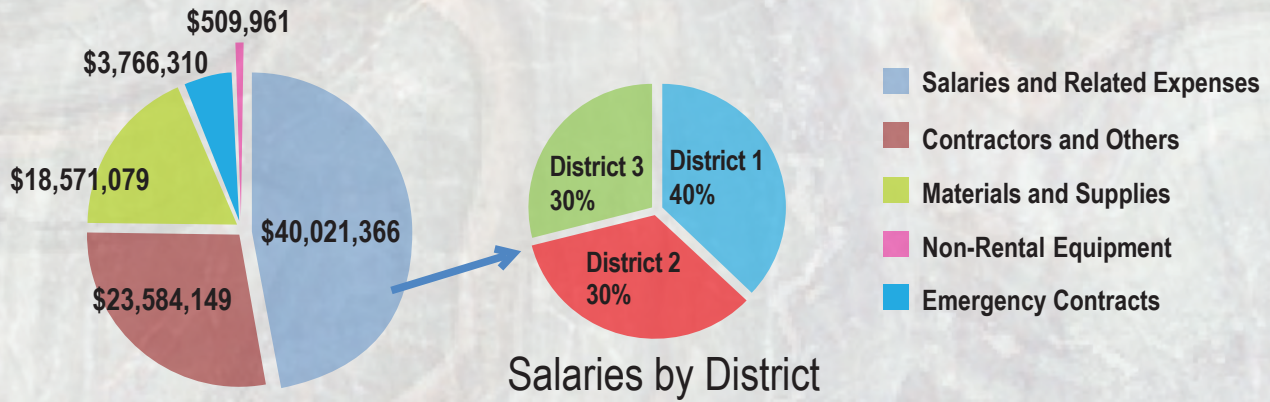
Fiscal Year 2019 Expenditures for Materials and Supplies



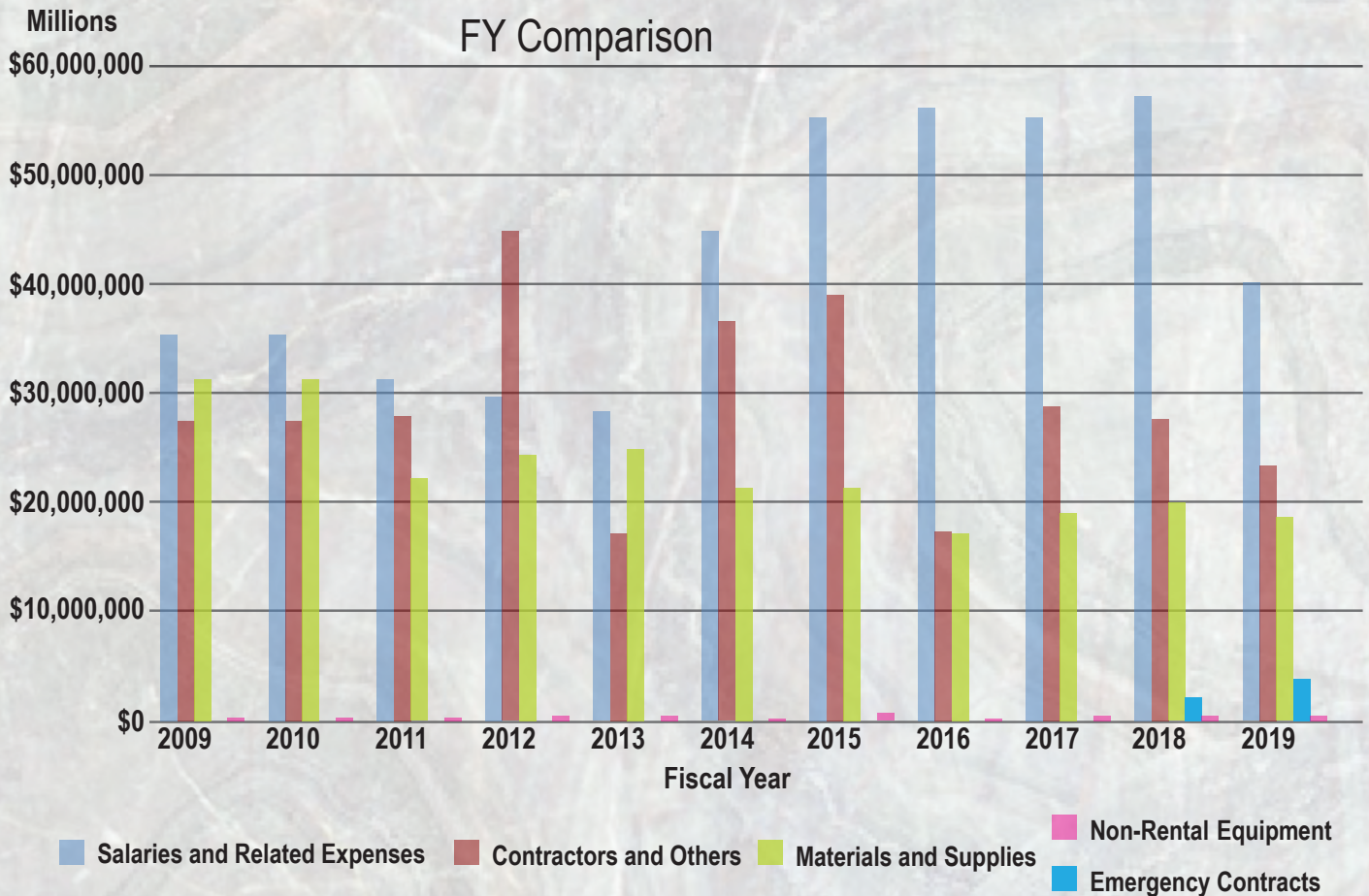
Expenditures for Material and Supplies

Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2019 Expenditures



FY Comparison

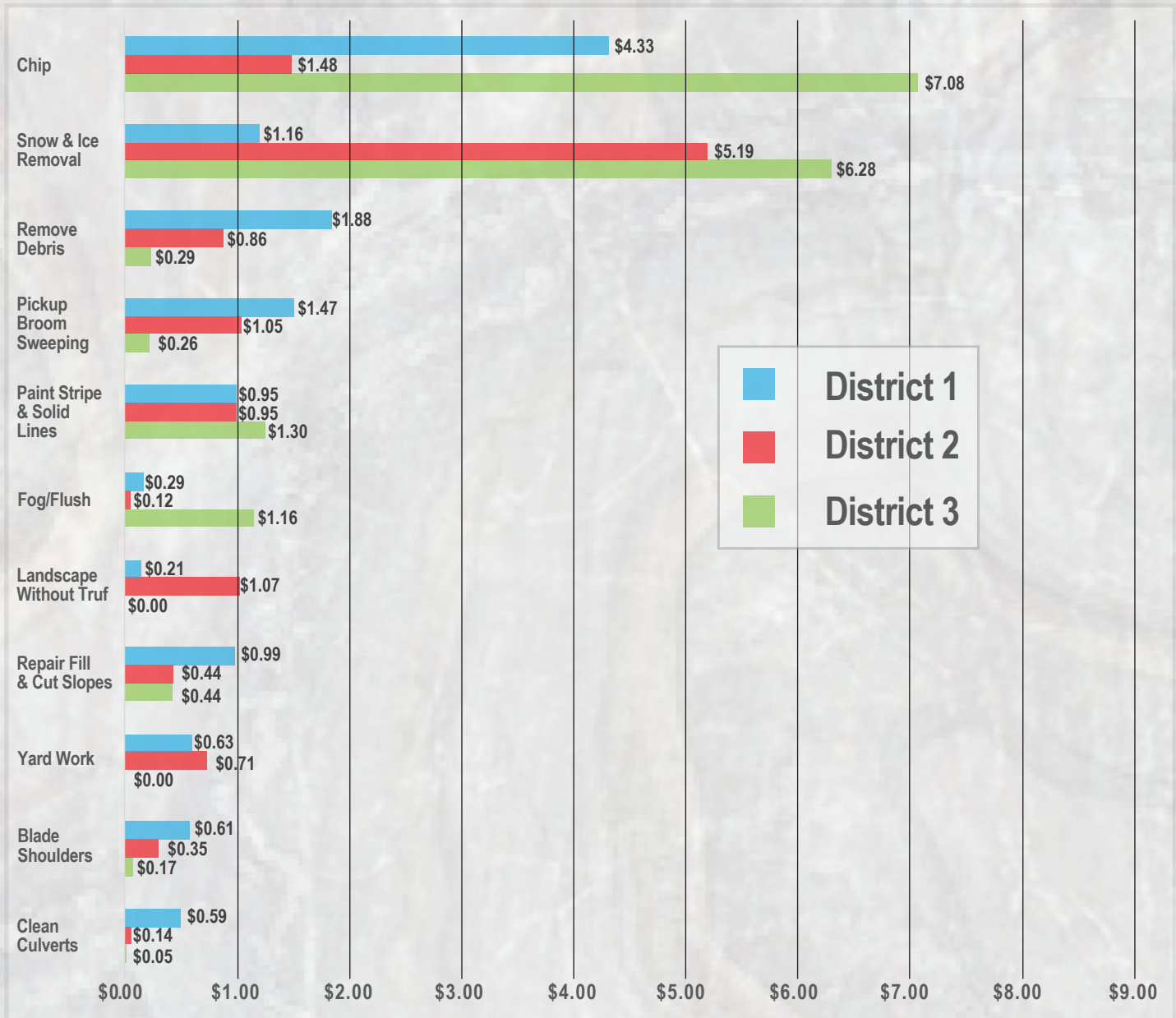


Statewide Expenditures

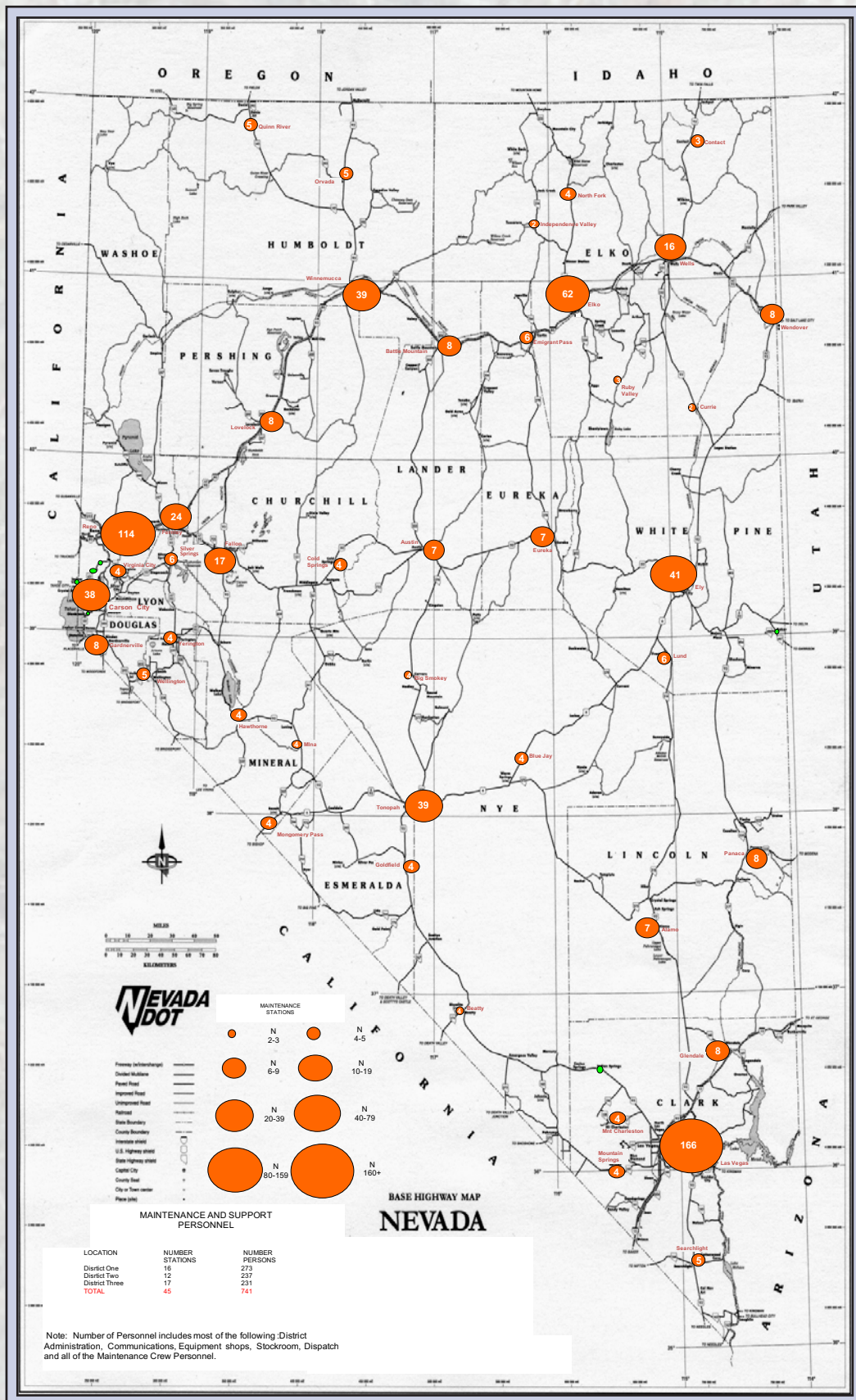
Maintenance Costs and Activities



Maintenance Activities
Based on Fiscal Year 2019 Expenditures
(in millions of dollars)



Maintenance Stations and Personnel



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.

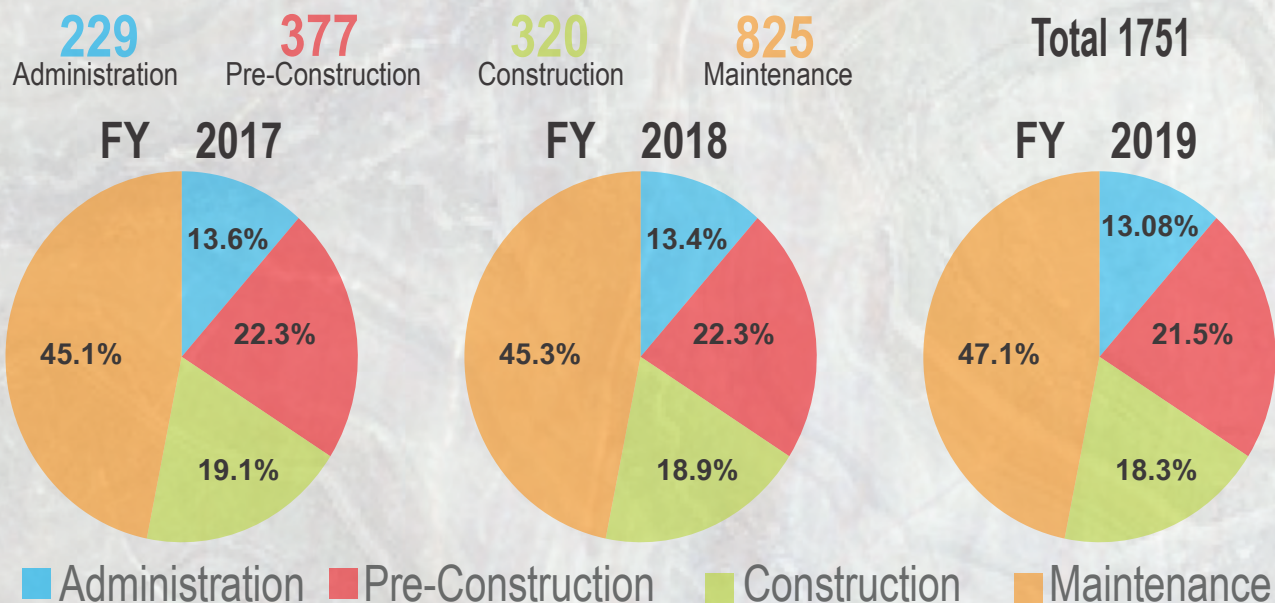
Construction:

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:



ENTERPRISE ASSET MANAGEMENT SYSTEM

From more than 14,000 lane miles of pavement to roadway culverts, signs, lighting, fencing and more, NDOT oversees a vast array of assets to help keep Nevada safe and connected.

In 2019, we launched a new web-based analytic tool to most effectively track, analyze and preserve those vital assets.

By transforming the department from task-based to asset-based tracking, the new Enterprise Asset Management System will provide an integrated predictive analysis tool for superior and more targeted investment in and management of roadway infrastructure and operations, from roadway assets such as pavement and bridges to roadway maintenance and stormwater management efforts.

Instead of viewing roadway segments based on disparate reports of bridge condition and roadway maintenance tasks performed, the system wholly integrates four different management and tracking functions into a map-based predictive analysis tool. The superior and more targeted management of roadway infrastructure and operations ultimately reduces risk and enhances lifecycle analysis for optimized asset management and work flow.



KEEPING WINTER HIGHWAYS CLEAR

Keeping drivers safe and mobile on Nevada's winter roadways is critical. That includes on Mt. Rose Highway, the highest Sierra pass to be kept open year-round, where snow can accumulate at more than a foot per day.

The snow blower fleet NDOT uses to battle Mother Nature is reaching ages of up to 47 years old, resulting in times when more than half of our northwestern Nevada snow blower fleet was down for repairs during a single storm. Beginning in the winter of 2019/2020, NDOT is replacing the oldest of our snow blower fleet with eight new snow blowers. The new equipment will not only provide more reliable operations, but safer and more effective snow removal for the thousands of motorists who depend on safe winter travels on Mt. Rose Highway and elsewhere. Eleven replacement snow plow trucks will also allow more efficient, safe and effective snow removal.



NEVADA SHARED RADIO SYSTEM

From law enforcement, fire, medical and transportation first responders to utility providers, more than 16,000 users rely on Nevada's current shared radio communications system to dispatch vital public safety and response communications. But, across Nevada's vast rural expanses, there are many areas in which communication service isn't available.

In partnership with the Washoe County and NV Energy, NDOT is upgrading the current, end-of-life (nearly 30 year old) analog system to the current digital P25 federal standard. The Nevada Shared Radio System upgrade will bring modernized radios and new or renovated communications facilities to bolster the approximately 115 existing radio communications sites statewide. Most importantly, it will offer more seamless communications to dispatchers and share vital public safety information across the vast majority of state roads, ensuring that first responders and other public services can dispatch vital communications to protect the public across Nevada.



OPTIMIZED ROAD NETWORK MANAGEMENT

As Nevada has grown, many rural highways previously connecting towns have transformed into mid-city roadways lined by neighborhoods and businesses. It makes sense, then, that the management of the roadways evolve to match their changing function and characteristics.

That evolution continued in 2019 when NDOT transferred the operation and maintenance of segments of six southern Nevada roadways to the City of Las Vegas and Clark County. Charleston Boulevard, Sahara Avenue, Tropicana Avenue, Jones Boulevard and other local connectors were transferred to county or city jurisdiction while Summerlin Parkway and the most southerly and westerly segment of the 215 Beltway, with larger connectivity functions, were transferred to NDOT.

Guided by Nevada Revised Statute and NDOT's roadway relinquishment manual which evaluates numerous factors such as connectivity, accessibility, travel volume, geography and more, the roadway transfers help optimize roadway management and operations to best keep travelers safe and connected.

SMALL BUSINESS EQUALS BIG IMPACT

Ultimately, our goal is to keep Nevada safe and connected. Certified disadvantaged and small business enterprises are vital partners in helping us do that, providing construction signage and traffic control, public outreach and everything in between.

Funded in part by the Federal Highway Administration and partnering with our Associated General Contractors and regional transportation partners, we established a new resource center in Las Vegas and are establishing one in Reno. The resource centers provide business skill workshops and training, peer advisory groups, and consults with legal, accounting and bonding experts and other business development and community resources to assist small and disadvantaged business enterprises.

Investing and growing a healthy and thriving disadvantaged and small business community helps Nevada grow a strong and stable workforce for tomorrow's transportation projects.



UPGRADING INTELLIGENT TRANSPORTATION SYSTEMS

NDOT's intelligent transportation system supports many critical services such as traffic cameras, roadway weather sensors and more which serve the traveling public with vital road information and other support. The systems in the past relied on industry-standard Spanning Tree Protocol, resulting in operating and maintaining a statewide system utilizing a mixture of network devices. Recent years have witnessed a mushrooming of demands on such ITS communications systems, including increased need for high-performance, reliable and sophisticated transmission of vital information from various Internet of Things (IoT) roadside devices to varied users from public safety officials to the motoring public.

This project upgraded many NDOT systems to a Shortest Path Bridging system which will greatly enhance and support system maintenance and operations, including further integration with connected vehicle and other technological needs. The project also implemented a data center and comprehensive network security strategy.

Ultimately, the resulting statewide network is anticipated to be the most advanced ITS network in the nation.

KEEPING ROADS CLEAR AND SAFE

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

The coalition routinely holds incident training. 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.



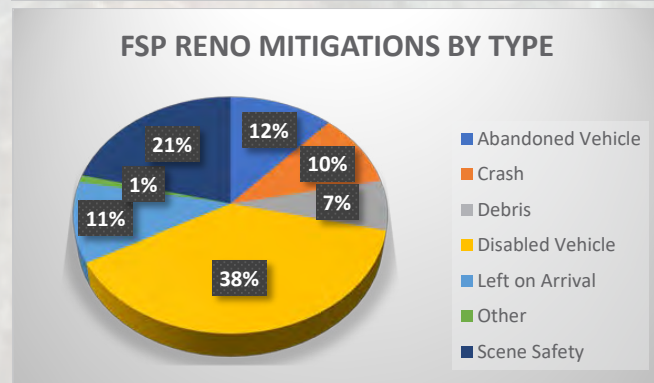
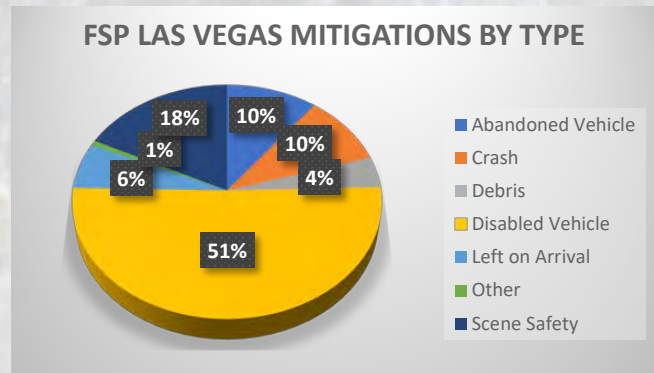
Freeway Service Patrol



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, animals, scene safety, and other situations that disrupt traffic flow such as fires and hazardous spills. Table 1 below reflects the statistical data for the entirety of State Fiscal Year 2019. Please note that a new contract for these services began on November 1, 2018 which resulted in slight changes to program coverage.

Table 1: FY 2019 FSP Statistics

Freeway Service Patrol	Las Vegas	Reno
Routes	13	3
Centerline Miles	87	36
Mitigation Clearance Times	Las Vegas	Reno
Under 15 Minutes	74%	83%
15-30 Minutes	17%	11%
Over 30 Minutes	9%	6%
Mitigations	Las Vegas	Reno
Disabled Vehicle	18,346	4,591
Abandoned Vehicle	3,763	1,400
Incident Scene Safety	6,366	2,511
Crashes	3,556	1,201
Debris on Roadway	1,539	817
Left on Arrival	2,272	1,310
Other	262	114
Total Mitigations	36,104	11,944



WHAT'S NEW FOR Fiscal Year 2019?

November 1st, 2018 marked the beginning of a new contract with continued fleet services from United Road Towing for the Las Vegas and Reno FSP programs. The new contract builds upon the data-driven approach of the previous program by outfitting each of the patrol vehicles with tablets and an advanced fleet management/predictive analytics software called Waycare. The Waycare software has improved tracking of existing performance measures, allowed for the addition of new performance measures such as roadway clearance time, improved response times, and streamlined communications both internally and externally with other agencies such as Nevada Highway Patrol (NHP). Given the success of the previous program and the continued sponsorship from State Farm Insurance Company, coverage has expanded in Las Vegas from 11 to 13 regularly scheduled routes and from 2 to 3 in Reno. In addition to new routes, all program vehicles have been updated to include pop-up arrow boards, Automated External Defibrillators (AEDs), and increased quantities of traffic control equipment. From FY18 to FY19, Waycare has shown a slight increase in incident clearance time. The increase could be the result of more accurate tracking with Waycare and the data will need to be compared to FY20 statistics to determine the new baseline.

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. The 2019 Nevada Traffic Safety Summit was held in Sparks this year. The focus or theme was MYZERO. This theme requires each attendee to personalize the Zero Fatalities message, and fully understand why zero is important to them. Rather than thinking of Zero as a concept, philosophy, or ideal each participant was challenged to speak from the heart, to describe why they show up every day to do what they do to achieve Zero Fatalities on our roadways.



PEDESTRIAN SAFETY IMPROVEMENTS

Pedestrian safety is a priority at NDOT. In 2019, 70 of our friends and family members died in pedestrian crashes. The majority of pedestrian fatalities and injuries occur between intersections (mid-block on the roadway). NDOT is installing important pedestrian safety improvements which include enhanced crosswalks, pedestrian-activated RRFB’s and improved lighting and signage on several projects throughout the state. In Reno, pedestrian improvements have been installed on 2nd Street and Kietzke Lane. In Carson City, 2 pedestrian enhanced crosswalks were installed on Stewart Street and in Las Vegas, improvements are being completed on Eastern Avenue.



COMPACT ROUNDABOUTS

In a continuing effort to enhance intersection safety, NDOT has installed roundabouts in various locations throughout the state. Compact roundabouts are a type of roundabout characterized by a small diameter and traversable islands (central island and splitter islands). Compact roundabouts offer the benefits of regular roundabouts with the added benefit of a smaller footprint. Compact roundabouts generally have an inscribed circle that is small enough to stay within the existing right-of-way. Compact roundabouts operate in the same manner as larger roundabouts, with yield control on all entries and counterclockwise circulation around a mountable (traversable) central island. NDOT recently completed installing a compact roundabout in Reno at 2nd Street and Giroux.



COMPLETE STREETS

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. A recently completed Complete Streets project was installed on Kietzke Lane in Reno between Mill and Galetti Streets. This project included installing sidewalks, bike lanes, ADA requirements, and enhanced pedestrian crossings.

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. Currently, new railroad crossing surface improvements at three crossings on Greg Street and Franklin Avenue in Sparks, and a new crossing signal system at Eccles Road in Caliente are planned.

Every life lost is someone that doesn't come home to their family that night.



HIGH RISK RURAL ROAD PROGRAM

The High Risk Rural Roads Program is a special funding rule instituted by FHWA for states that have an increasing fatality rate over a two year period on rural roads. This special rule allows states to fund safety improvements that target rural roads. For 2019, NDOT used the funding on two curves on SR 431 Mount Rose Highway, and added a high friction surface treatment to these curves 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.



*Sculptural features built to endure the elements accent major intersections within resort corridors.
Project NEON, Las Vegas*

*Capturing the local historic ranching heritage with timber gate frame. I-580 at South Meadows Parkway,
Reno*

Landscape and aesthetics go 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 stormwater management. It uses landforms to enhance water retention and native vegetation development.



Context-sensitive design using the nearby Old Spanish Trail as a theme for the new bridge at Garnet and I-15, North Las Vegas



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.

The program supports the NDOT’s vision for the highway system as outlined in its Master Plan for Landscape and Aesthetics, “A Pattern and Palette of Place.” The appropriate application of landscape and aesthetics relieves the monotony of driving long distances and promotes the safety of traffic by increasing drivers’ attention and interest. For more details about the Landscape and Aesthetics Program, visit www.nevadadot.com.

Entering Nevada is a memorable experience with a new gateway monument at US 93 in Jackpot.

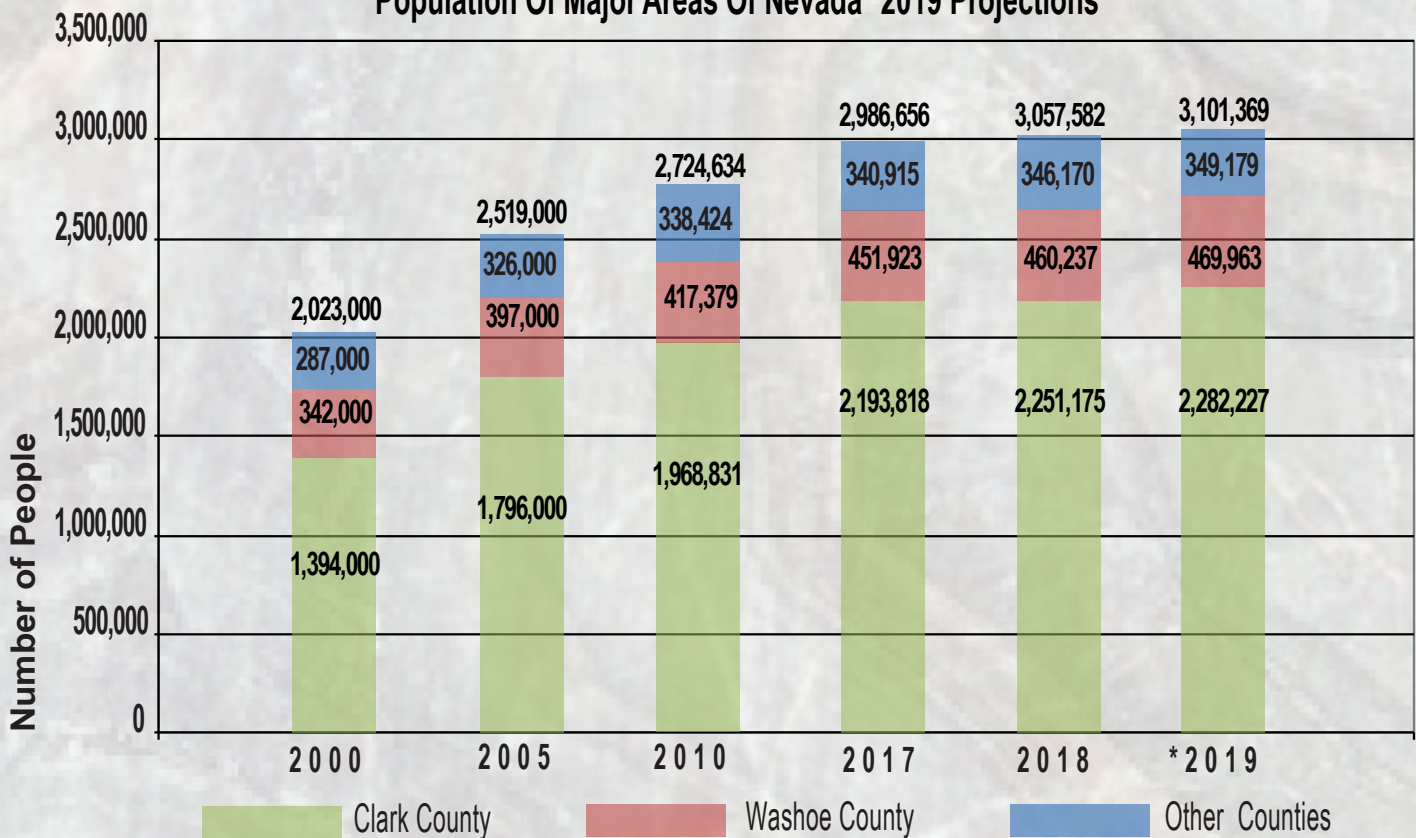


LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1995	1,072,376
	2019	2,111,620
Passenger Vehicles	1995	1,130,278
	2019	2,256,828

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.

Population Of Major Areas Of Nevada *2019 Projections



Roadway System Mileage (Centerline Miles)

There are two federal-aid highway systems: the National Highway System (NHS) and the Non-National Highway System (Non-NHS). 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	2,429	156	2,585
NON-NHS	2,436	2,627	5,063
Non-Federal Aid			
Non-Federal Aid	511	31,284	31,795
Total	5,376	34,067	39,443

ROAD DEFINITION

NATIONAL HIGHWAY SYSTEM (NHS) (Federal-Aid)

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.

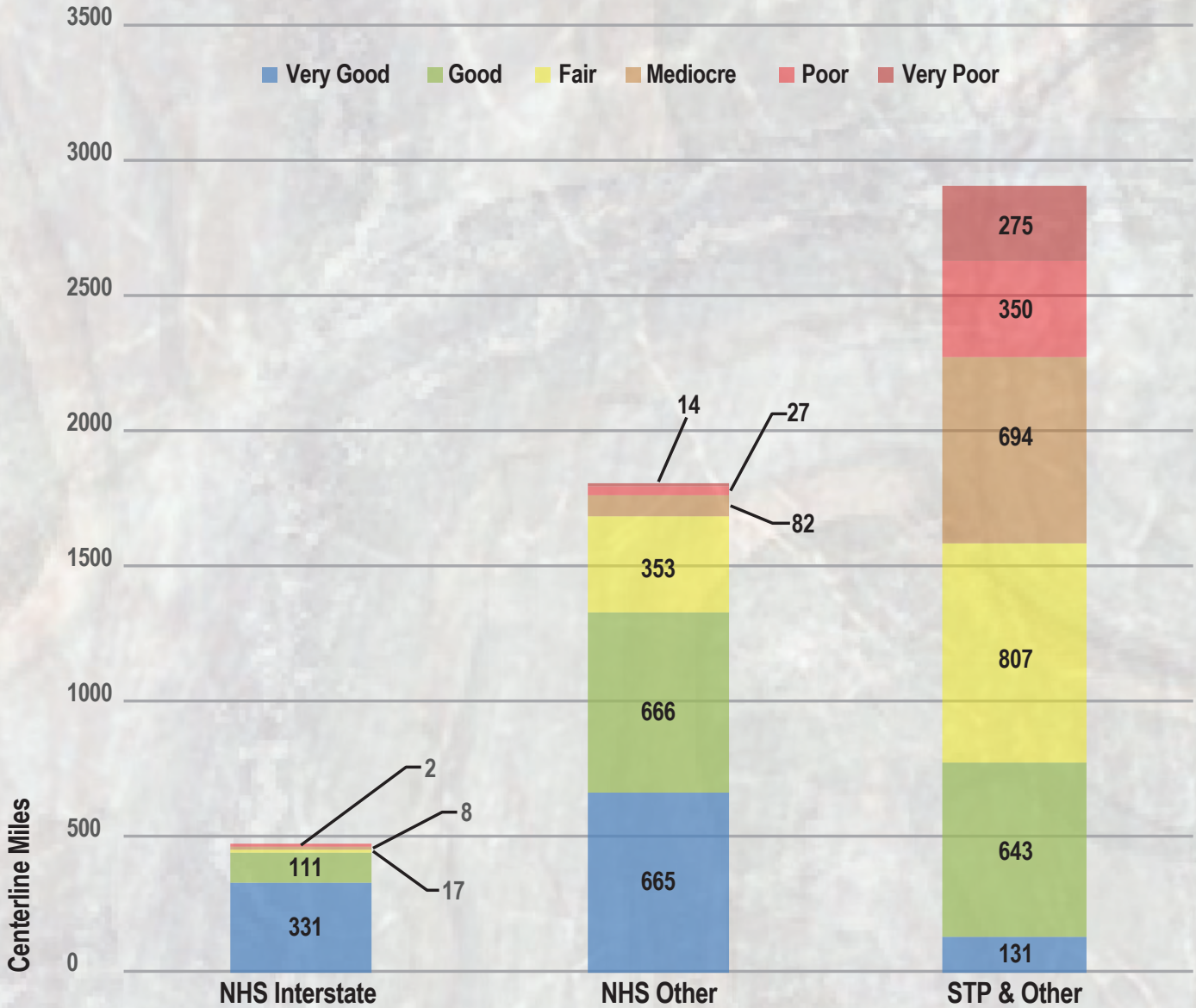
NON-NHS ROADS (Other Federal Aid)

This is 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.

Non-Federal Aid

Improved and unimproved roads that are not part of the NHS or Non-NHS System, are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and Non-NHS Systems. 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.

Centerline Miles by System - 2018* Condition (Present Serviceability Index)

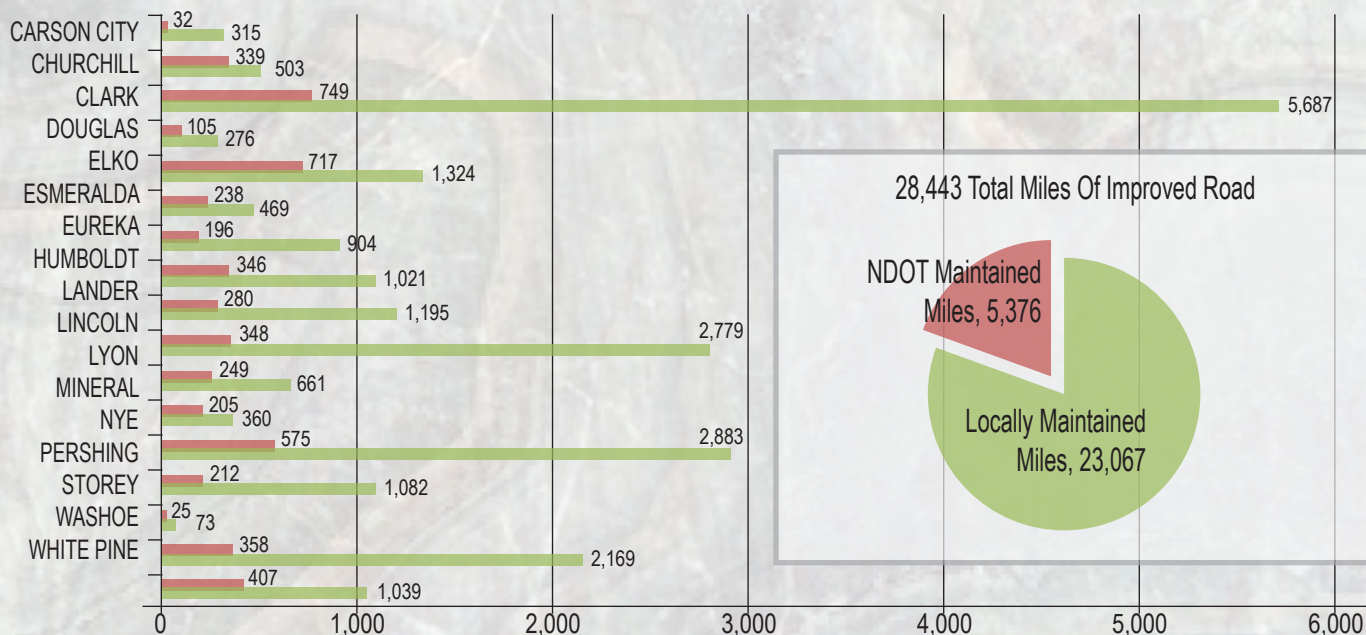


Highway System

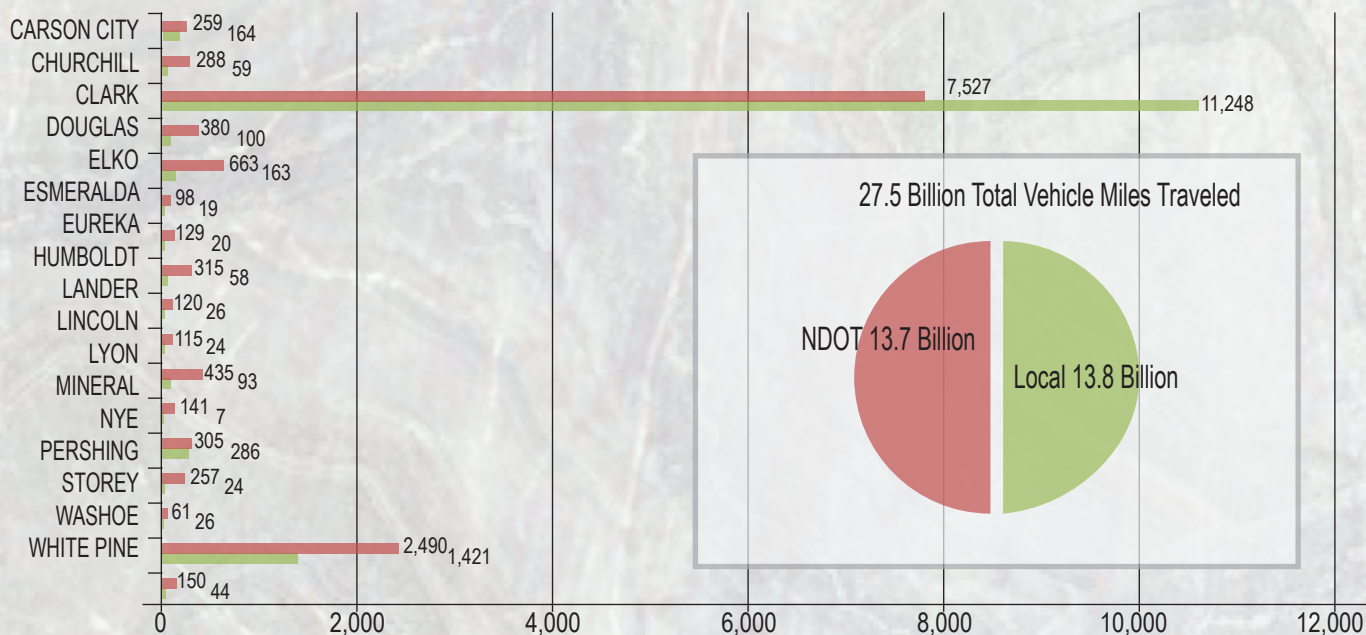
Note: System miles above may not match those on page 46 because not all roads have had their condition rated. *Data is collected every two years.

Vehicle Miles of Travel

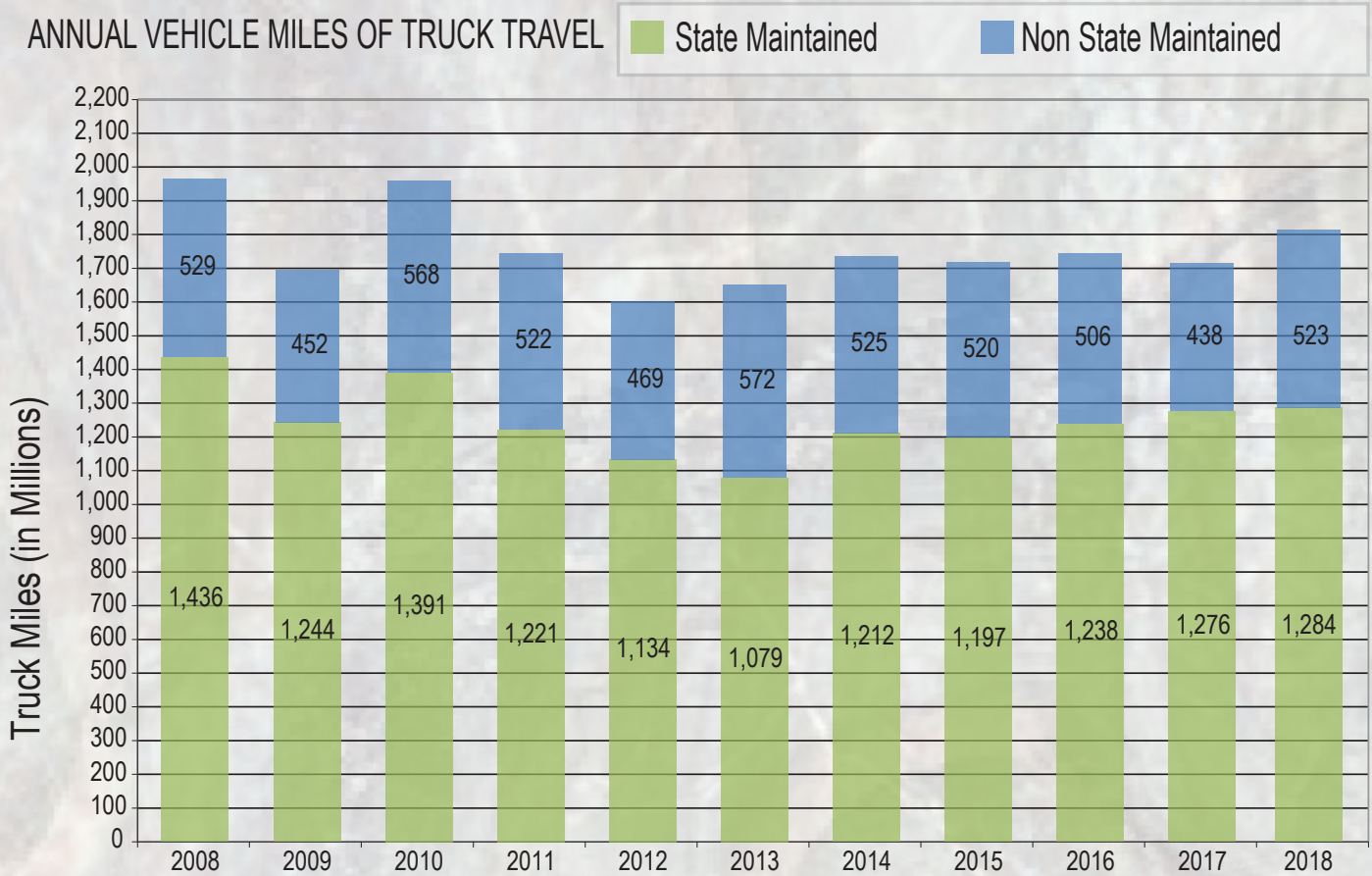
2018 CENTERLINE MILES OF IMPROVED ROAD BY COUNTY ■ NDOT MAINTAINED ■ LOCAL MAINTAINED



2018 VEHICLE MILES TRAVELED (IN MILLIONS) ■ NDOT MAINTAINED ■ LOCAL MAINTAINED



Truck Miles of Travel



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

NDOT Maintained Deficient Bridges Needing Renovation

Seismic: 82
Structural: 13

Currently, there are 2,124 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 1,229 bridges; 884 bridges are maintained by county, city, other local agencies, railroad or other state agencies; and 11 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 expends 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 table shows 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	2014
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.

General

State highways maintained by the Nevada Department of Transportation are funded 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 requiring 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, except 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 revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, a significant amount of the operating costs of the Department of Motor Vehicles and the Department of Public Safety (primarily Highway Patrol) are also supported 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 Service Authority.



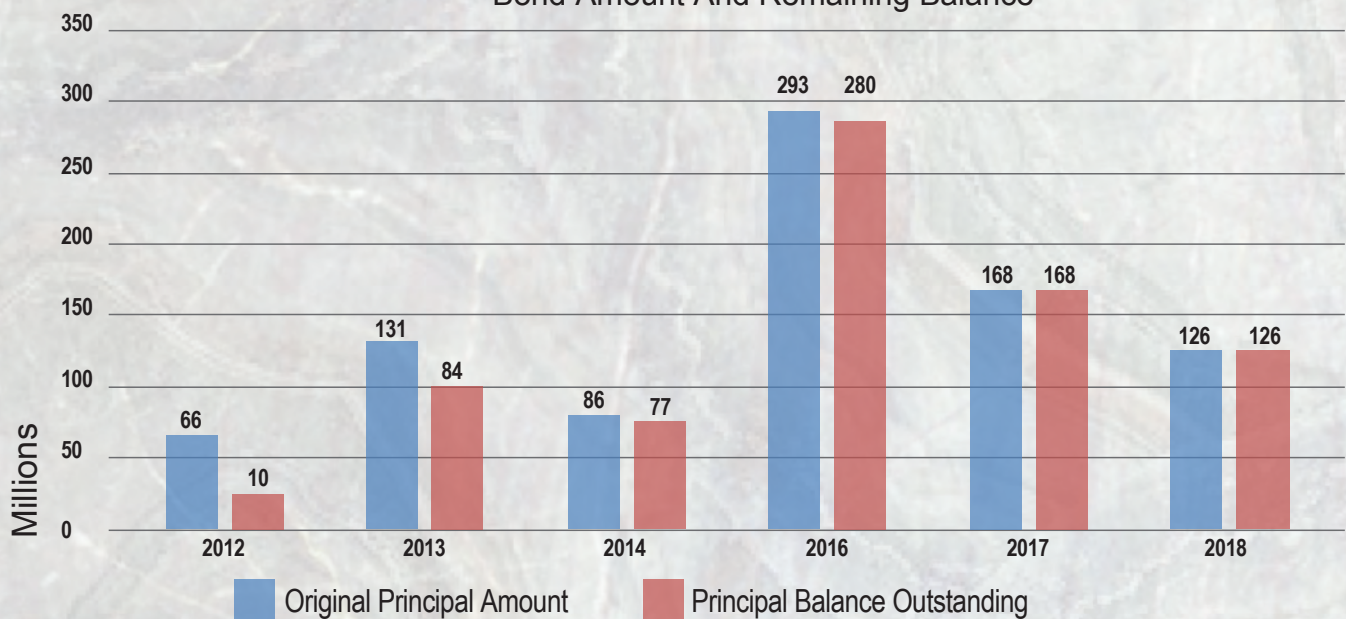
All over Nevada, NDOT employees are determined to build and maintain a top transportation system for the state.

Transportation Funding & Financing

Annual Outstanding Balance Report State of Nevada Highway Improvement Revenue and Refunding Bonds June 30, 2019

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	10,000,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000	84,065,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2014	86,020,000	77,170,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement Refunding Bonds, Series 2016	292,600,000	280,490,000
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	\$745,295,000

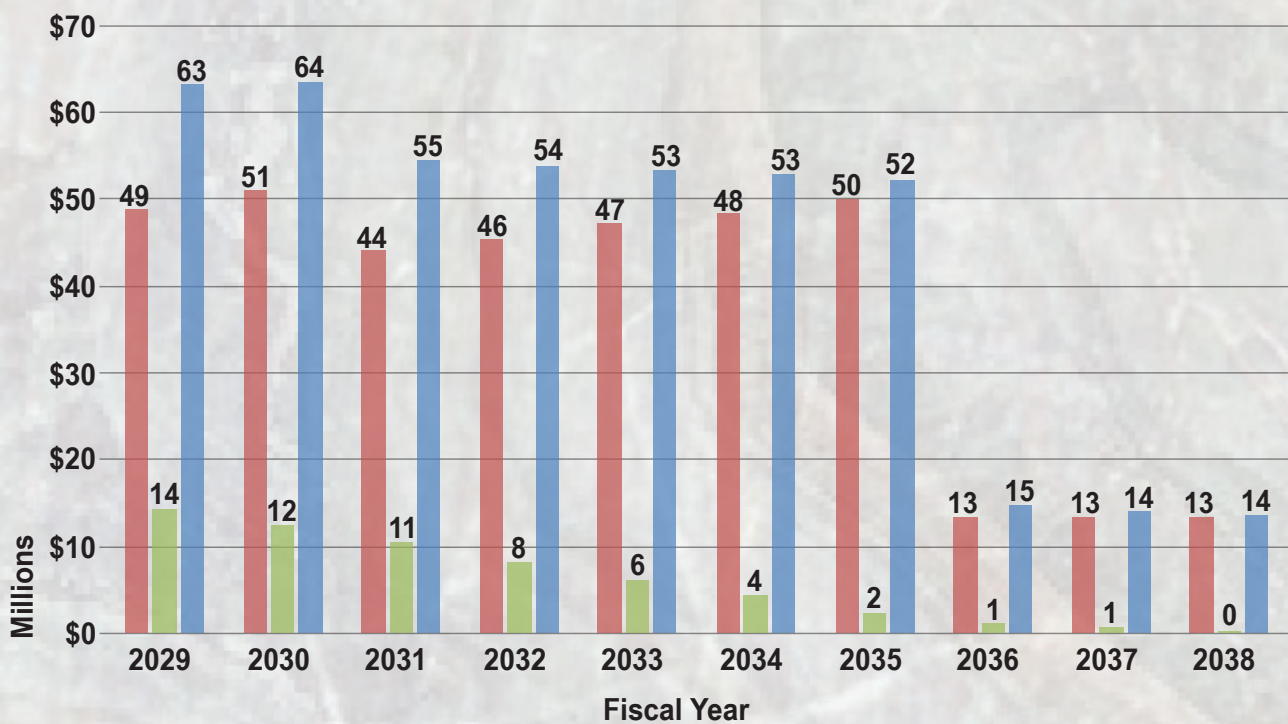
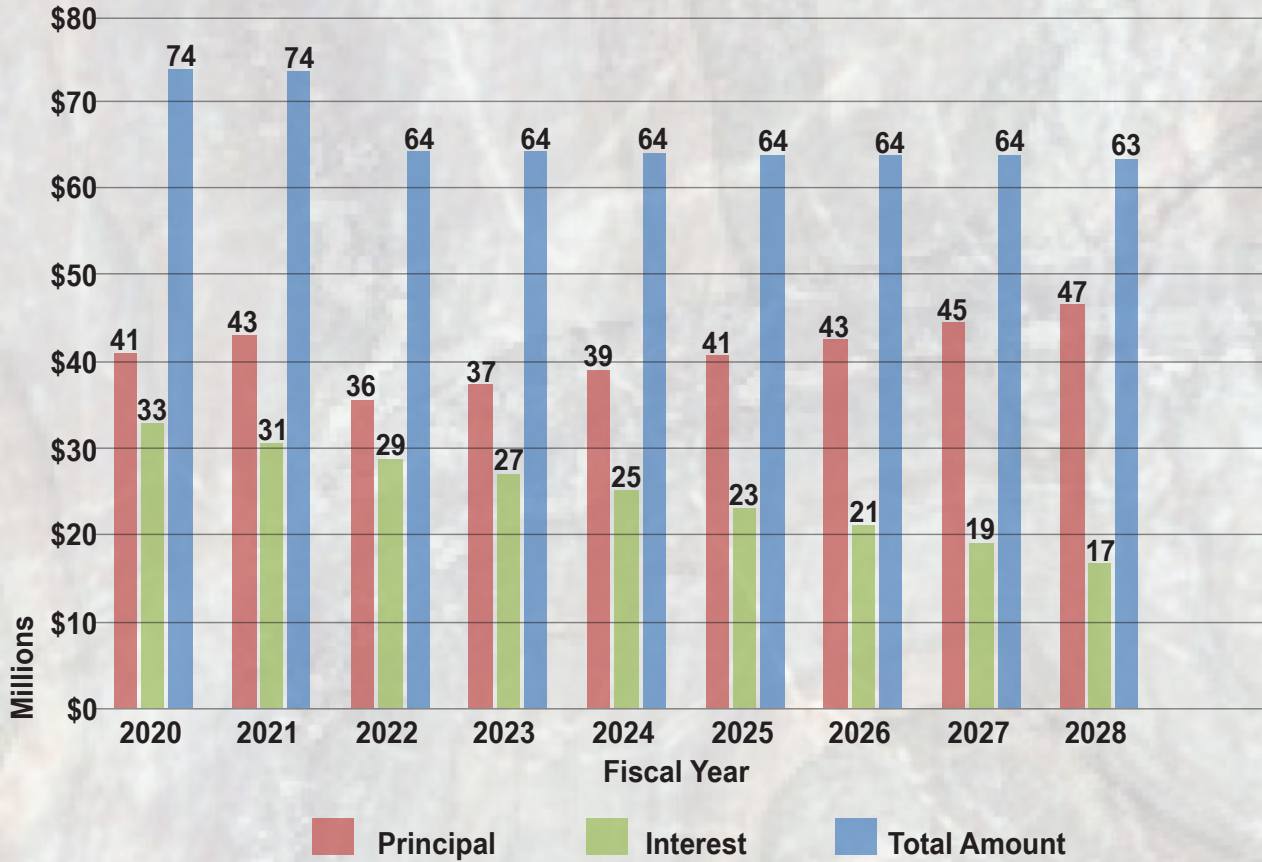
Bonds Issued By Year
Bond Amount And Remaining Balance



Transportation Funding & Financing



Annual Projected Debt Service (as of 6/30/2019)



Passenger Car Operating Costs

(expressed in cents per mile of travel)

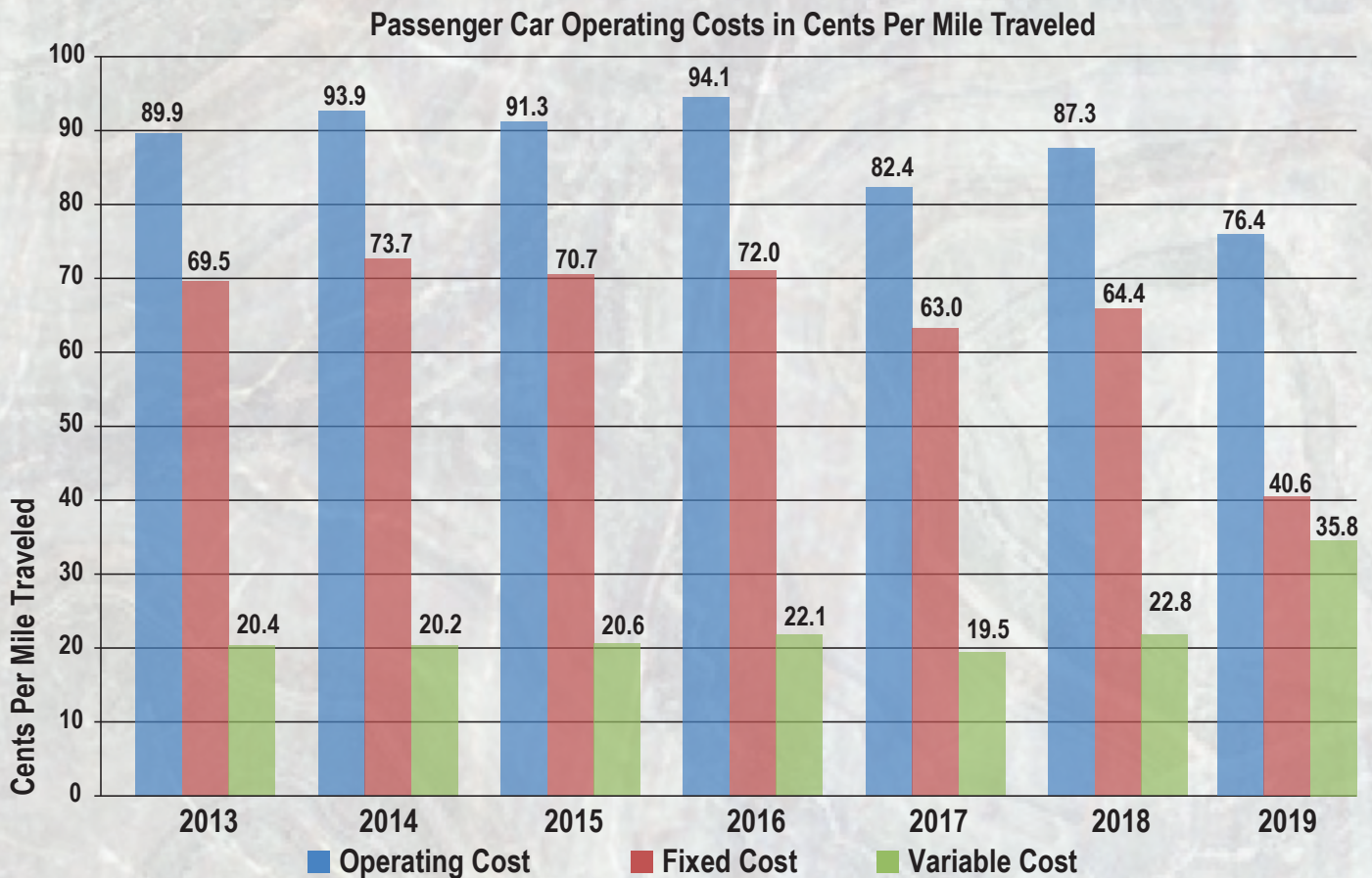
Assumptions: 2019 model year, large sedan with V-6 which gets 24 MPG. Vehicle travels 10,000 miles annually. Gas price used was \$3.34 per gallon. Based on Nevada’s gas tax and licensing fees.

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

Variable Costs: 35.8¢ per mile traveled. Includes gas, gas tax, oil, tires and maintenance.

Fixed Costs: 40.6¢ per mile traveled. Includes depreciation, insurance, finance and licensing.

Total Operating Cost: 76.4¢ per mile traveled.



Source: American Automobile Association’s “Your Driving Costs 2019” and www.fueleconomy.gov

Gas Tax (Per Gallon)



1. Federal

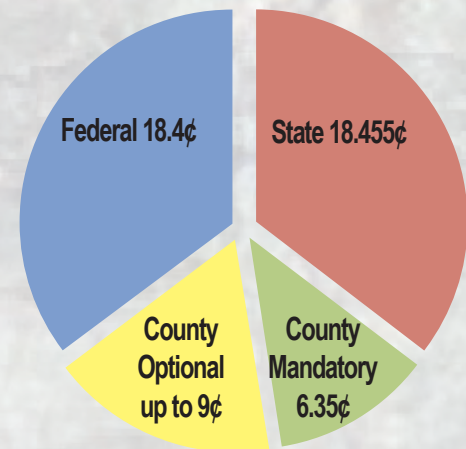
15.44¢	To Federal Highway Trust Fund for highways
2.86¢	To Federal Highway Trust Fund for transit
0.1¢	Leaking underground storage tank trust fund
<hr/> 18.4¢	Total Federal Gasoline Tax

Legal Citation Chapter 365, Nevada Revised Statutes

**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
<hr/> 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, Storey, and 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 Co. only)		
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all Counties 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 voters in the November 8, 2016 ballot on fuel tax indexing. Only Clark County voters favored the tax. 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)

Fuel	Federal Highway Trust Fund			State	
	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, Biodiesel,	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.

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.
- \$1,360 Plus \$20 per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW
- \$10 For over-length 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.
- \$12 For trailers or semi-trailers with unladen weight less than or equal to 1,000 lbs.
- \$24 For trailers with unladen weight greater than 1,000 lbs.
- \$10 For golf cart operation permit

* 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.

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: 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, greater than age 65.

8-year renewable, less than age 65 in most cases.

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

\$23.25 for operating passenger cars. 4 year renewable.

\$42.25 for operating passenger cars. 8 year renewable.

\$18.25 for persons 65 or older.

\$9.25 for a motorcycle endorsement.

\$142.25 for operating commercial vehicles. (Original)

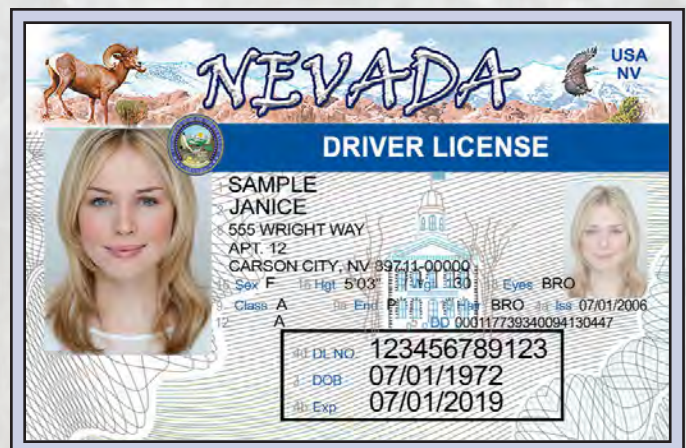
\$112.25 for operating commercial vehicles. (8-yr Renewal)

\$58.25 for operating commercial vehicles. (4-yr Renewal)

Title Fee (one-time fee)

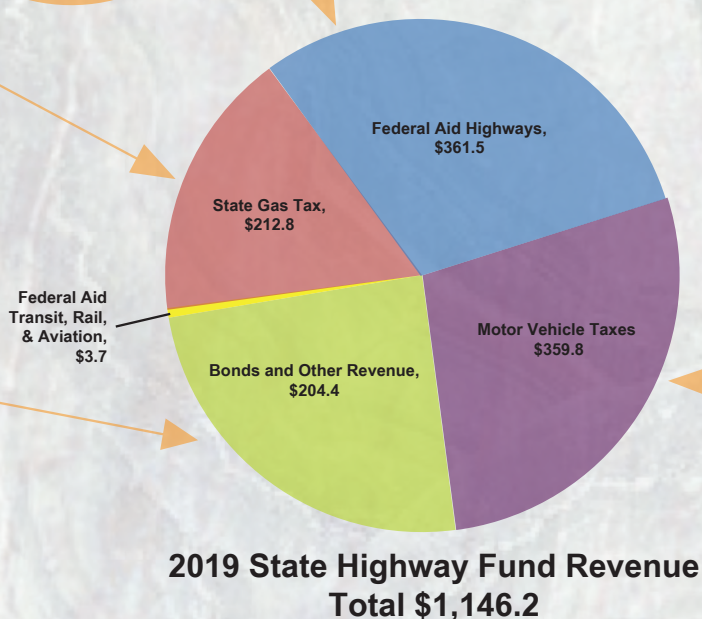
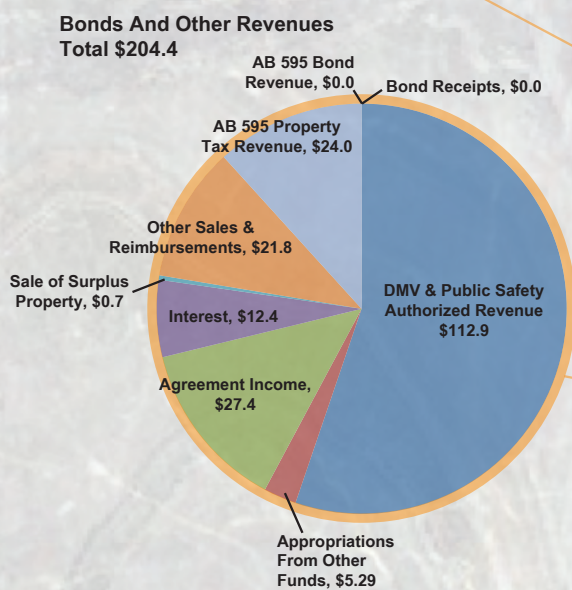
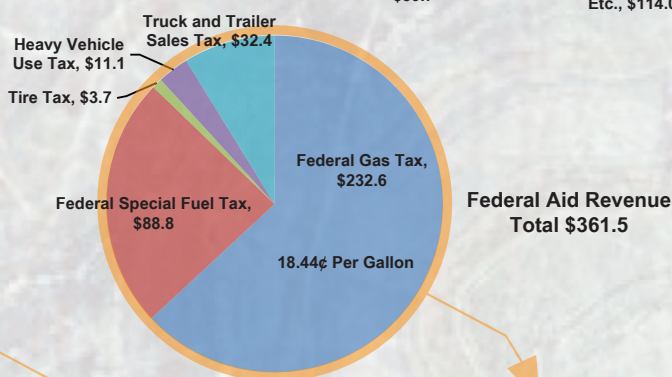
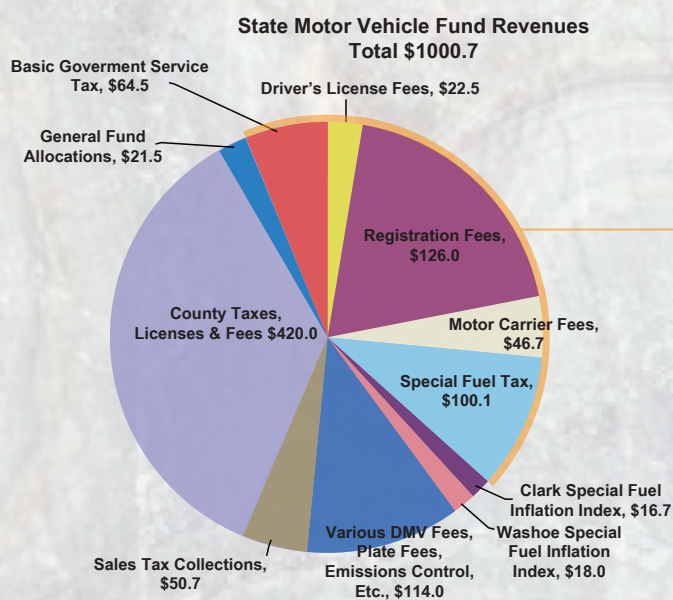
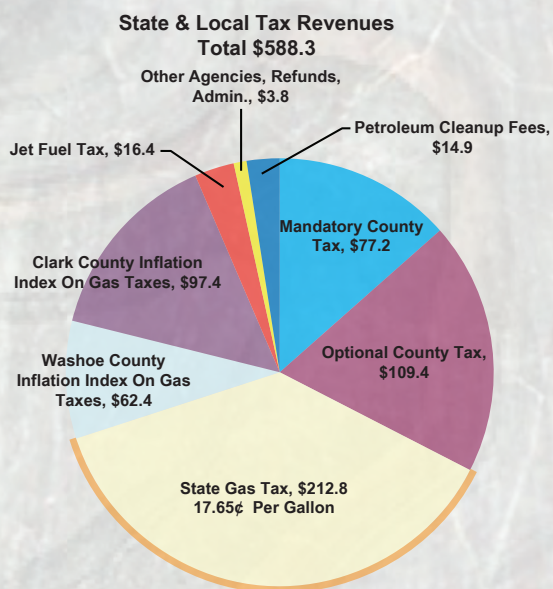
\$36.00 all out-of-state vehicles

\$21.00 all in-state vehicles (new title)



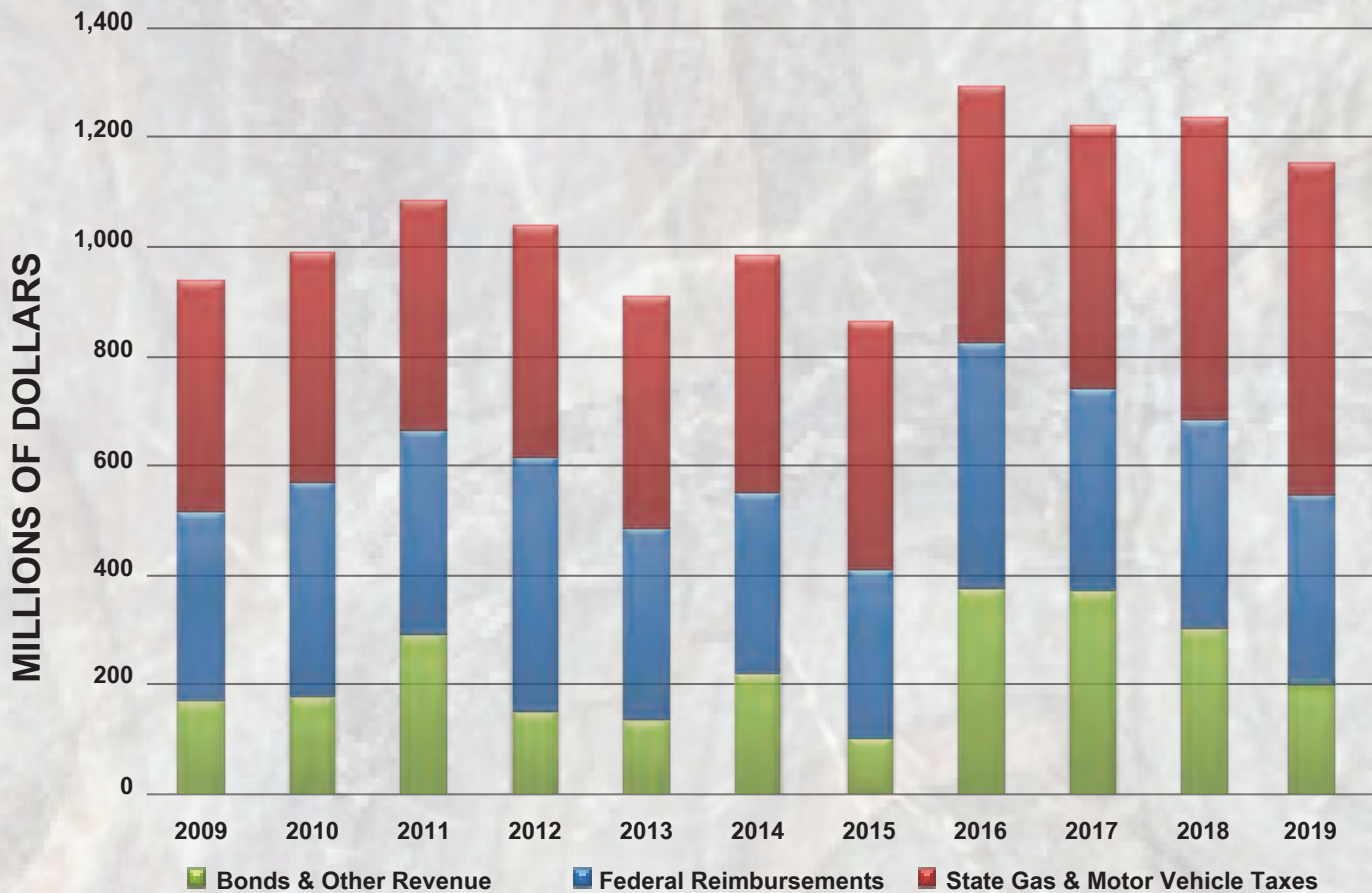
State Highway Fund Revenue Sources

2019 Revenue (in millions)



(\$359.8) State Motor Vehicle Taxes to the Highway Fund

Total State Highway Fund Revenue (in millions)



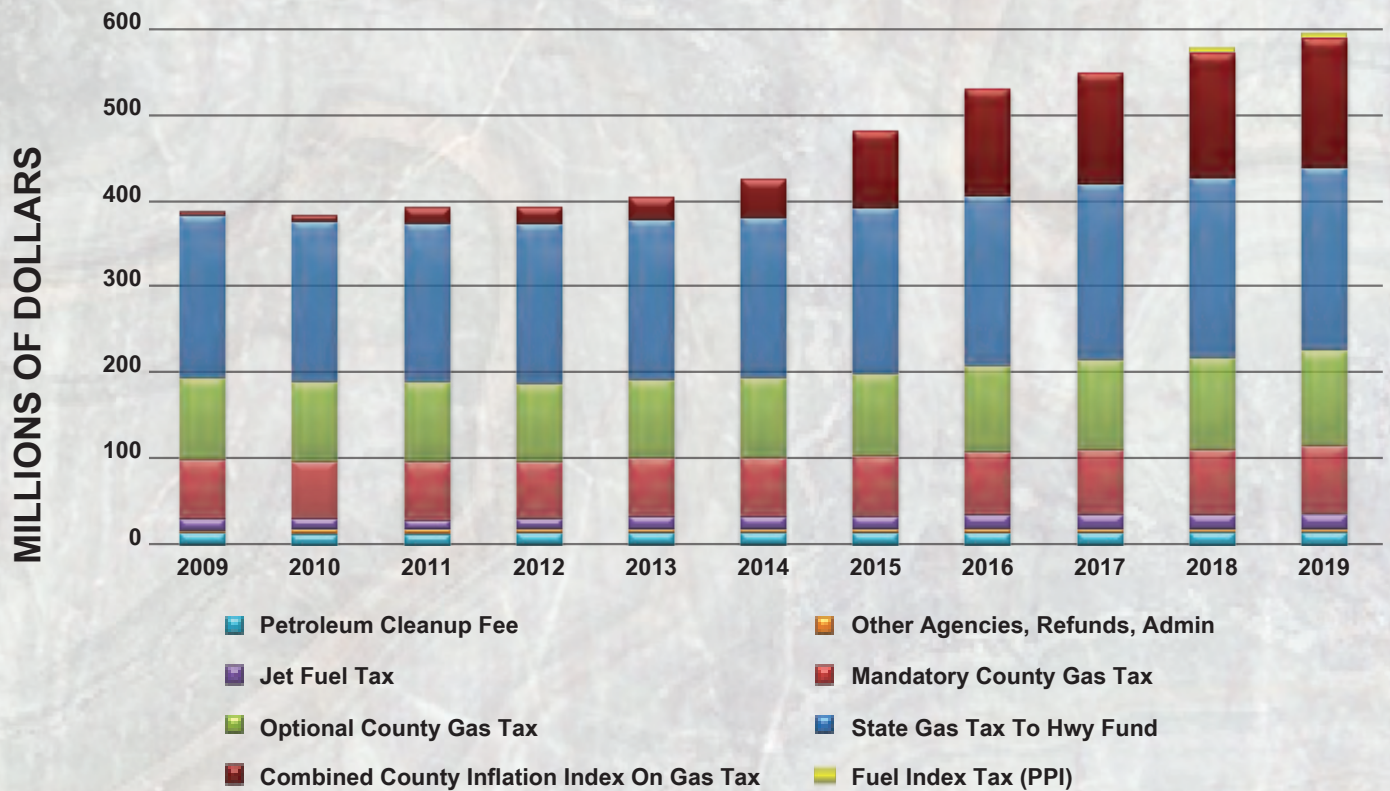
Fiscal Year	Federal Reimbursements	State Gas & Motor Vehicle Taxes	Bonds & Other Revenue	Totals
2009	344.9	421.1	171.3	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.8	291.2	1,084.2
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2
2016	450.8	467.6	375.8	1,294.3
2017	368.6	516.9	372.7	1,258.3
2018	380.8	564.4	331.0	1,271.2
2019	361.5	587.9	204.4	1,146.2

Note 1: Total revenue is net to the state highway fund.

Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements.

Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs.

State Gasoline Tax Revenue (in millions)

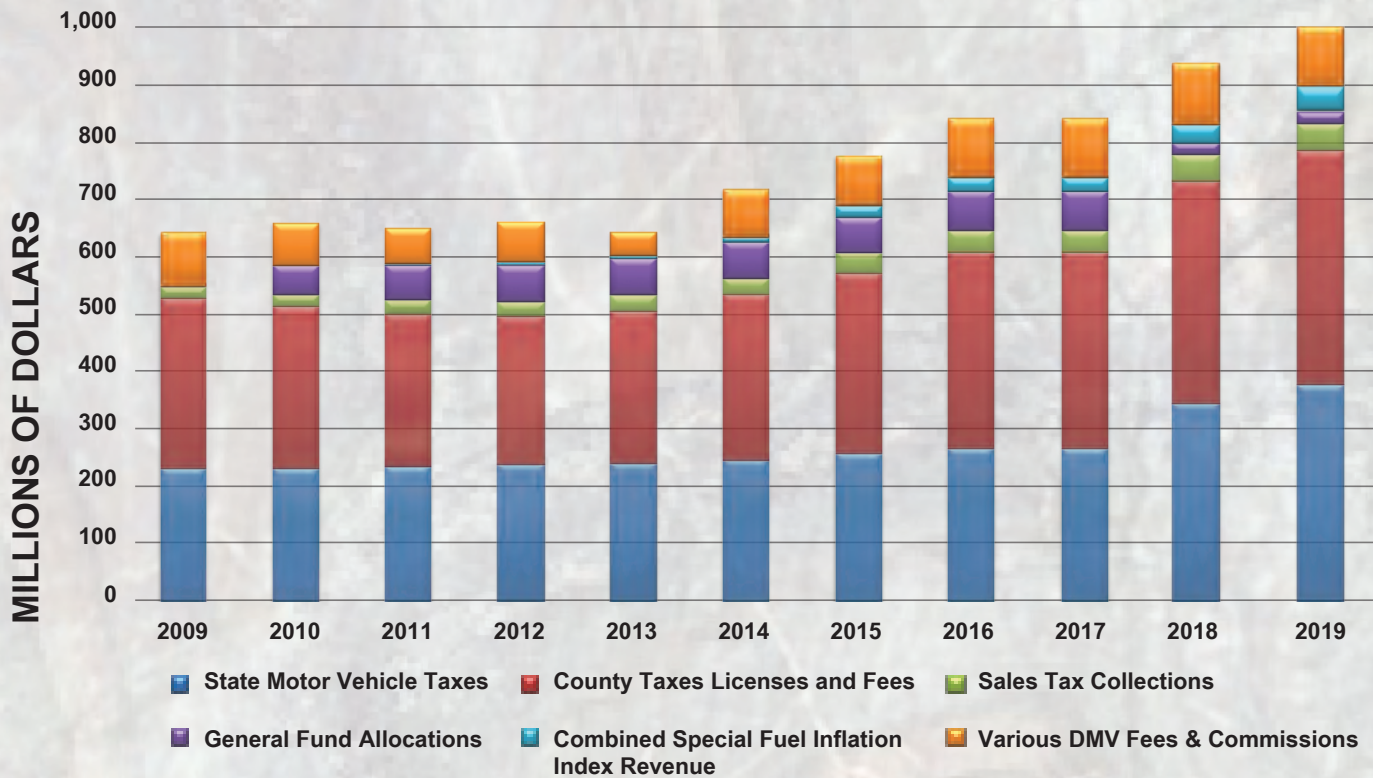


Fiscal Year	State Gas Tax To Hwy Fund	Fuel Index Tax (PPI)	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other Agencies, Refunds, Admin.	Totals
2009	189.9	-	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	-	66.9	92.9	7.6	12.1	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	143.4	16.1	14.4	3.8	576.7
2019	212.8	7.6	76.7	108.7	155.0	16.4	14.9	3.8	595.9

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

State Motor Vehicle Fund

(taxes, licenses & fees revenue in millions)



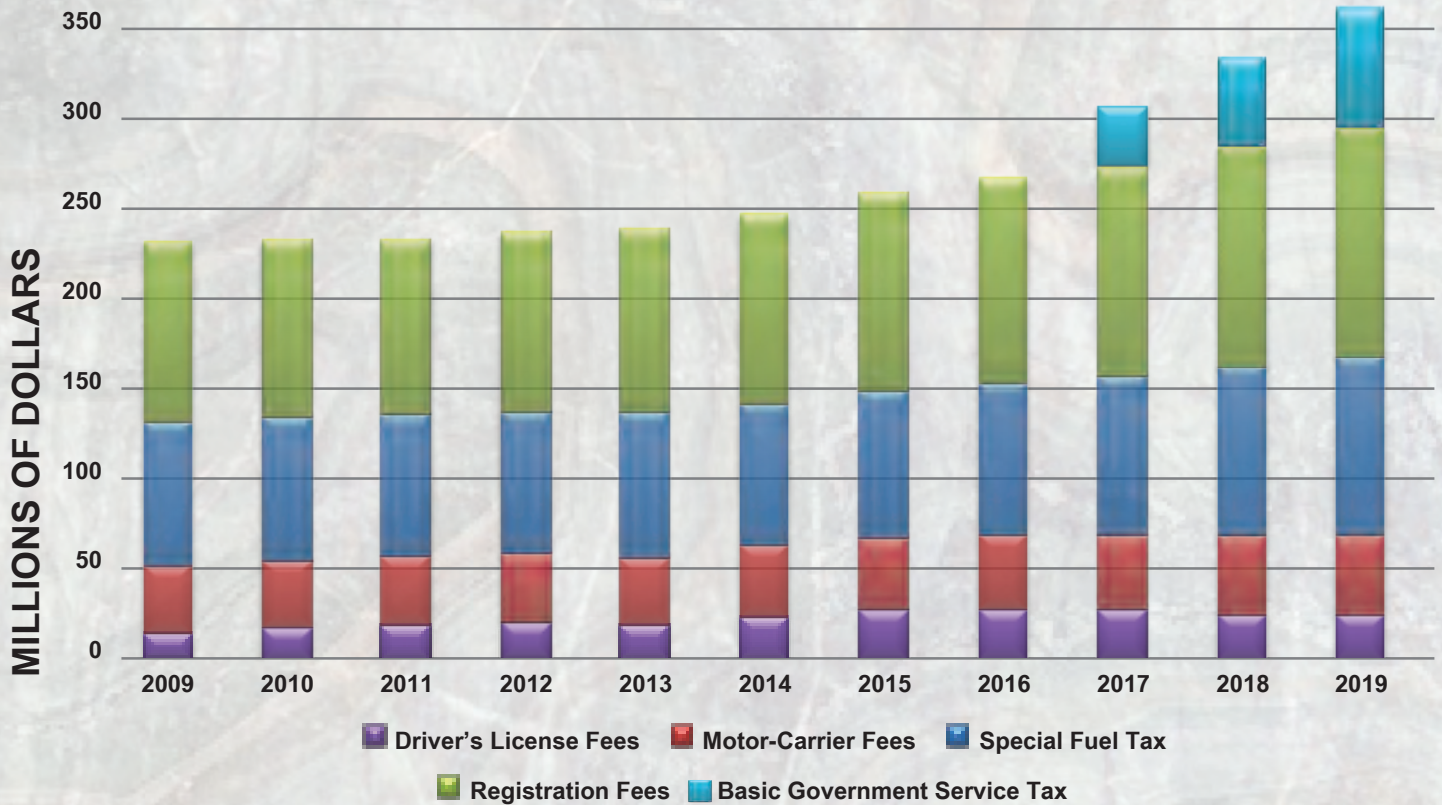
Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses & Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees & Commissions	Totals
2009	231.2	298.3	20.0			93.8	643.3
2010	232.0	281.7	21.0	51.3		72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	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	267.5	341.0	40.3	66.7	24.8	102.3	842.6
2017	311.2	359.9	43.9	38.6	27.1	145.3	926.0
2018	345.0	388.9	45.8	20.3	30.6	109.0	939.6
2019	359.8	420.0	50.7	21.5	34.7	114.0	1000.6

*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 state highway fund.

State Motor Vehicle Taxes to Highway Fund

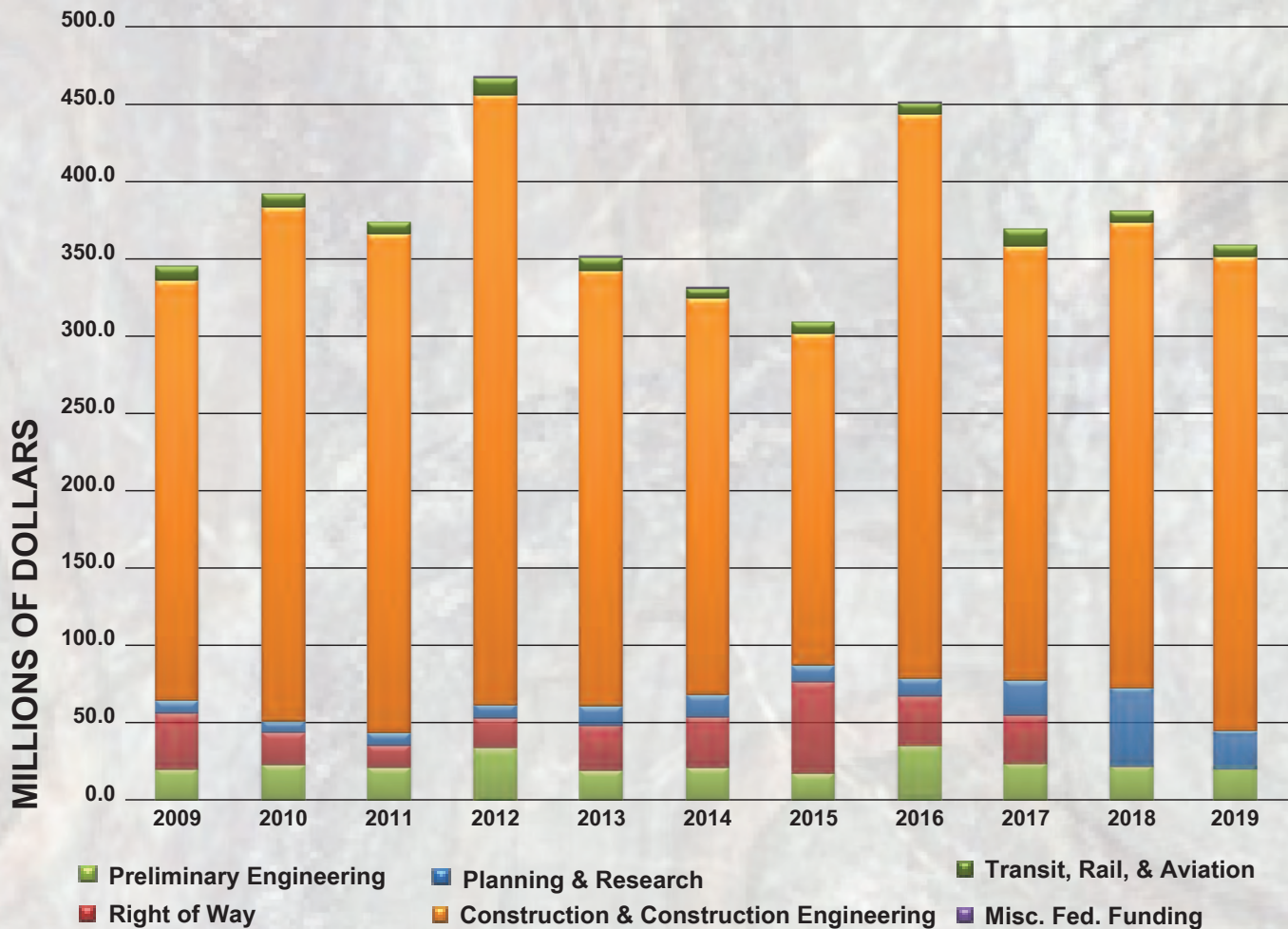
(derived from the state motor vehicle fund in millions)



Fiscal Year	Special Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Basic Government Service Tax	Totals
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	120.5	24.5	60.7	345.0
2019	100.1	46.7	126.0	22.5	64.5	359.8

*Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions used to propel motor vehicles on the highways of Nevada.

Federal-Aid Revenue (in millions)

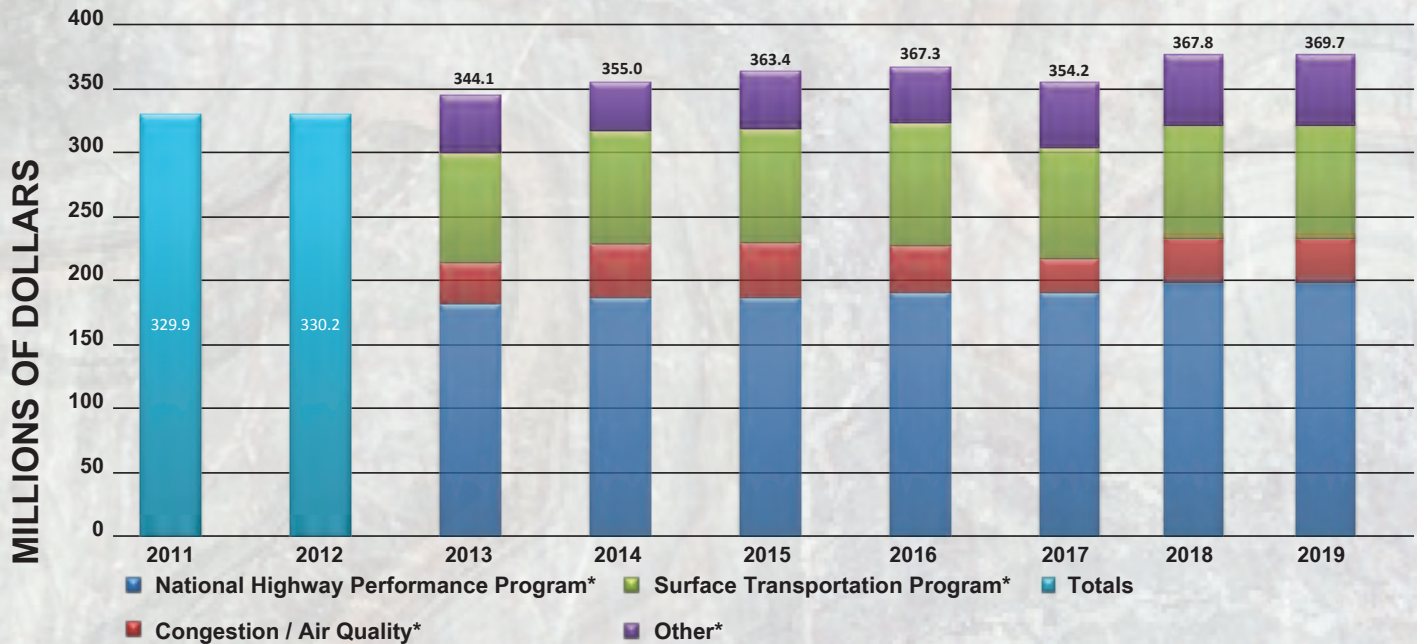


Fiscal Year	Planning & Research	Right of Way	Preliminary Engineering	Construction & Construction Engineering	Transit, Rail, & Aviation	Misc. Fed. Funding	Totals
2009	8.3	36.0	20.3	271.8	8.6		344.9
2010	7.7	20.9	22.7	331.6	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	8.0	0.5	374.2
2012	9.2	18.7	34.1	393.7	10.7	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	380.8
2019	24.5	0.3	20.6	309.7	3.7	0.0	361.5

Note 1: Federal-aid 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	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	205.8	20.9	103.0	38.1	367.8
2019	213.6	17.0	100.8	38.3	369.7

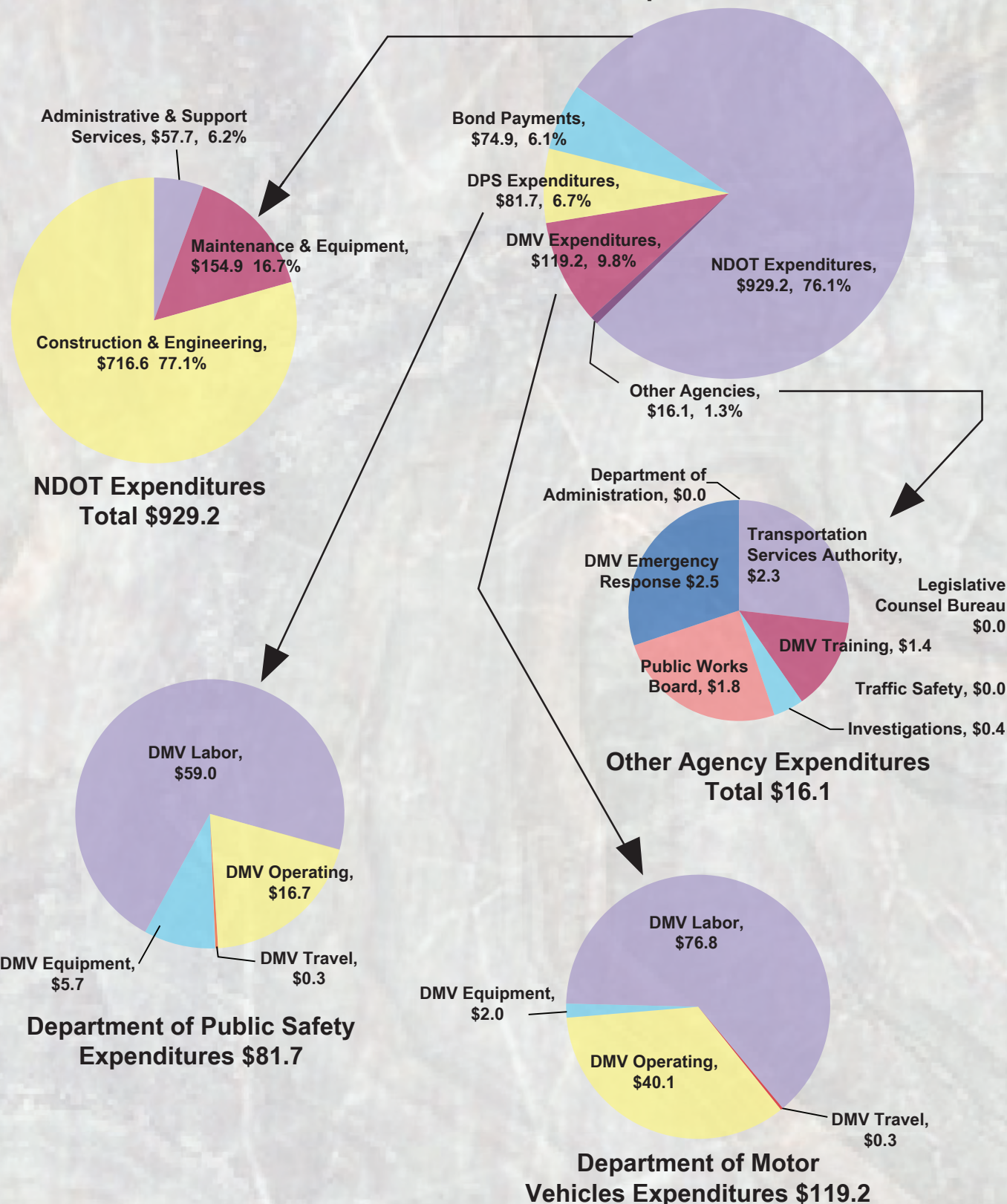
FFY 2013* *MAP-21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board rescission.

State Highway Fund Expenditures & Disbursements

(in millions)

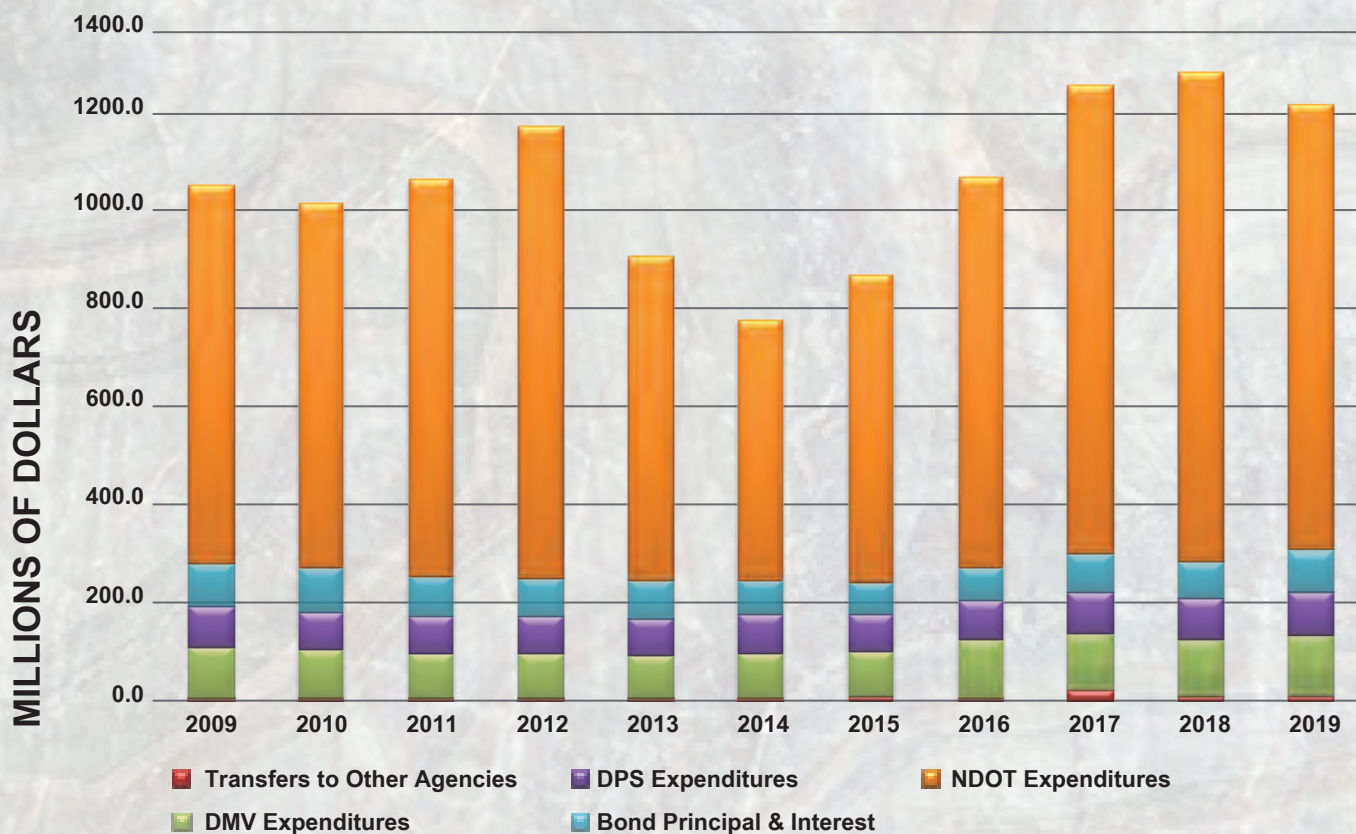


State Highway Fund Expenditures \$1,221.0



State Highway Fund Expenditures & Disbursements

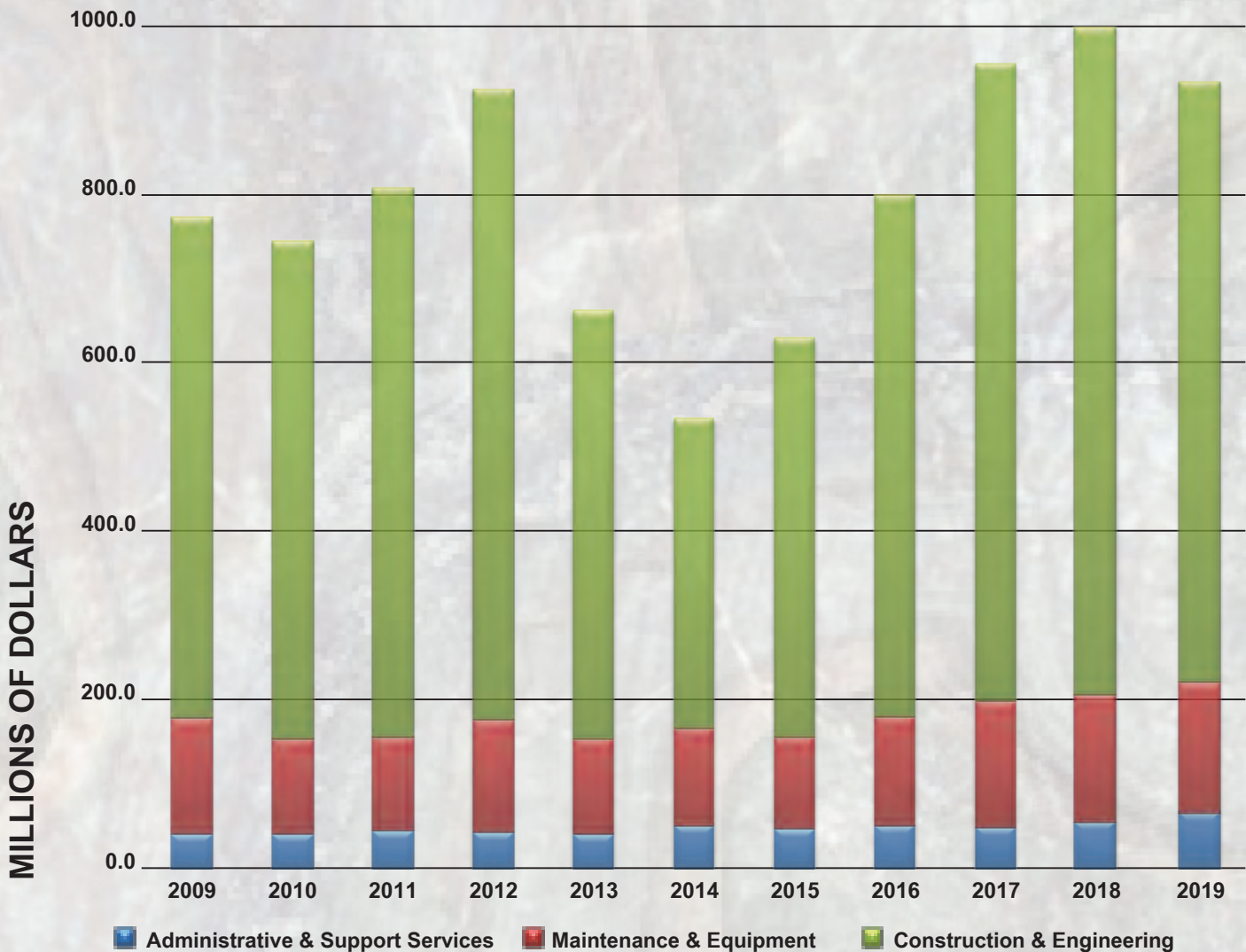
(in millions)



Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Totals
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	1,070.4
2017	22.0	119.4	78.3	78.9	955.3	1,253.9
2018	9.2	116.5	82.7	74.5	997.2	1,280.1
2019	16.1	119.2	81.7	74.9	929.2	1,221.0

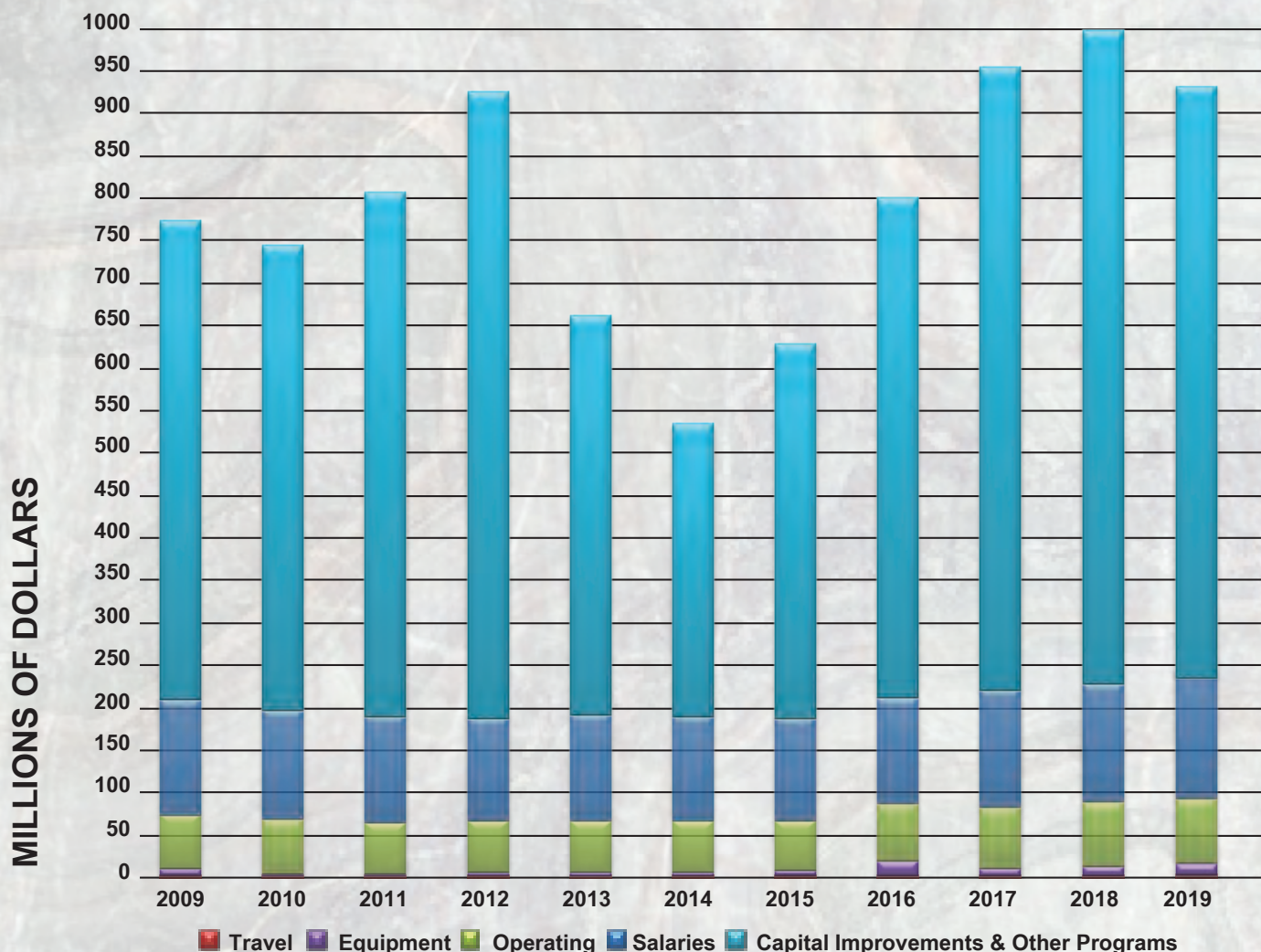
Notes: DPS stands for, (Department of Public Safety) and includes Nevada Highway Patrol. DMV stands for, (Department of Motor Vehicles).

NDOT Expenditures By Activity (in millions)



Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Totals
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
2019	57.7	154.9	716.6	929.2

NDOT Expenditures By Appropriation



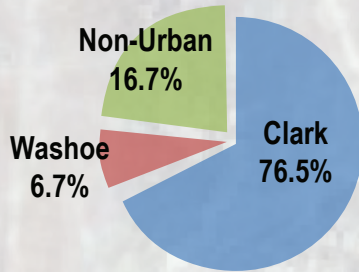
Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements & Other Programs	Totals
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	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
2019	146.5	2.2	70.4	14.9	695.1	929.2

Project Obligations In Urban & Rural Areas

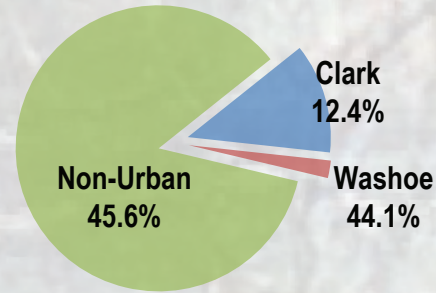


Fiscal Year 2019 Project Obligations Projects advertised during Federal Fiscal Year 2019

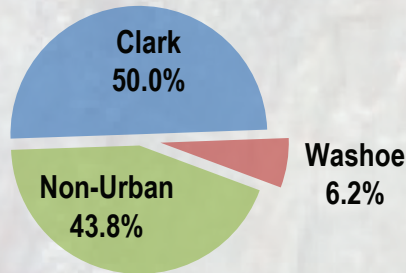
FY 2019 New Construction Projects
(\$151.9 Million)



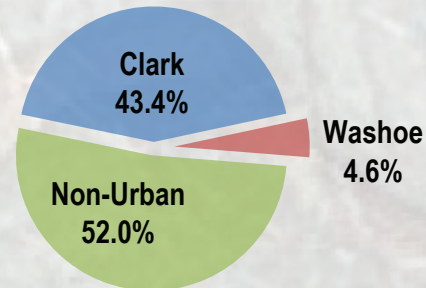
FY 2019 Preservation Project Obligations
(\$183.0 Million)



FY 2019 Other Project
(\$97.6 Million)



FY 2019 Total Project Obligations
(\$432.4 Million)



FY 2019 Projects*

	New Construction	Preservation	Other**	Total
Clark	\$116,192,615	\$22,738,541	\$48,748,923	\$187,680,079
Washoe	\$10,242,867	\$3,624,234	\$6,098,503	\$19,965,604
Non-Urban	\$25,433,447	\$156,590,886	\$42,728,938	\$224,753,271
Total	\$151,868,930	\$182,953,661	\$97,576,364	\$432,398,954
Percent	35.1%	42.3%	22.6%	100.0%

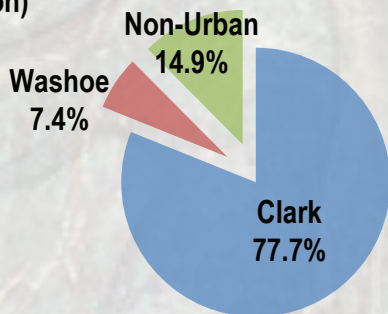
*Note: Does not include design (except in the case of Design Build), ROW, in-house projects or work by other agencies illustrative use only, based on Federal Fiscal Year.

**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.

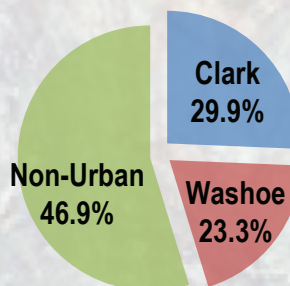
Project Obligations In Urban & Rural Areas

FFY 2015-2019 Total Distribution of Project Funding* Projects advertised during Federal fiscal year 2019

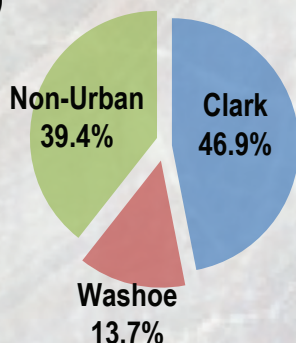
FY 2015-2019 New Construction
(\$1.7 Billion)



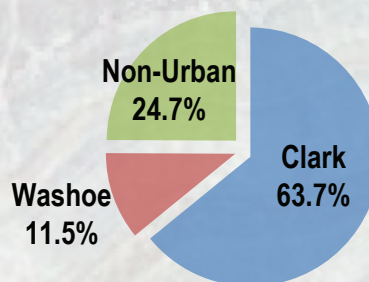
FY 2015-2019 Preservation
(\$539.6 Million)



FY 2015-2019 Other
(\$323.2 Million)



FY 2015-2019 Total Project Distributions
(\$2.6 Billion)



FFY 2015-2019 Total Distribution of Project Funding*

	New Construction	Preservation	Other**	Total
Clark	\$1,319,894,836	\$161,075,589	\$151,639,499	\$1,632,609,924
Washoe	\$125,634,073	\$125,634,073	\$44,249,094	\$295,517,240
Non-Urban	\$252,844,371	\$252,844,371	\$127,301,077	\$632,989,819
Total	\$1,698,373,280	\$539,554,033	\$323,189,670	\$2,561,116,983
Percent	66.3%	21.1%	12.6%	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.

The public transit system in Nevada consists of both urban and rural areas. Metropolitan planning organizations, or MPOs, provide transit service 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.



Rural 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.

ANNUAL TRIPS BY PROVIDER

Provider Name	Annual Trips (2018 Data)
Churchill Area Regional Transportation	17,077
Douglas Area Rural Transit	39,561
Elko County	40,605
Esmeralda County	9,803
Humboldt County/Pleasant Senior Center	11,262
Lincoln County Human Services	3,180
Lyon County Human Services	10,474
Nye County Senior Nutrition Program	10,160
Pahrump Senior Center (Nye Co.)	18,214
Pyramid Lake Paiute Tribe (Washoe Co.)	4,097
Southern Nevada Transit Coalition (Clark Co.)	377,401
Tahoe Transportation District (Douglas/Carson)	30,437
White Pine County - Ely Bus	11,859
Total	584,130

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), stretching from Utah to California, will add over 400 miles to the national network of interstate bicycle 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 School 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.

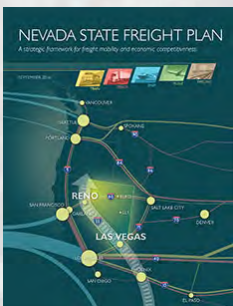


The Nevada Department of Transportation (NDOT) continues to be a leader and partner in delivering effective transportation solutions for a safe and connected Nevada. The planning process considers access to ports, rail, airports, intermodal transportation facilities and major freight distribution corridors.

Strategic Goals of Nevada Freight

The Freight Plan identifies eight strategic goals and related objectives to guide current and ongoing freight-related planning efforts to meet the state's freight transportation needs.

- | | |
|---|--|
| <p>Economic Competitiveness
Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness.</p> | <p>Mobility and reliability
Provide an efficient and reliable multimodal freight transportation system for shippers and receivers across the State.</p> |
| <p>Safety
Improve the safety of the freight transportation system.</p> | <p>Infrastructure Preservation
Maintain and improve essential multimodal infrastructure within the State.</p> |
| <p>Advanced Innovative Technology
Use advanced technology, innovation, competition, and accountability in operating and maintaining the freight transportation system.</p> | <p>Environmental Sustainability and Livability
Reduce adverse environmental and community impacts of the freight transportation system.</p> |
| <p>Sustainable Funding
Fully fund the operations, maintenance, renewal, and expansion of the freight transportation system.</p> | <p>Collaboration land-use and community values
Establish an ongoing freight planning process to coordinate the freight transportation system and ensure consistency with local land use decisions and community values.</p> |



The Nevada State Freight Plan Eighteen strategies are identified to address goals as outlined in the plan. The goals are supported by a series of implementation actions which include broad-based policies and initiatives, as well as projects. The plan further investigates opportunities that will help Nevada advance the State's freight system to capture future economic opportunities and facilitate appropriate flow of goods.

<https://www.nevadadot.com/home/showdocument?id=8628>



Commercial Truck Parking Implementation Plan 2019 Develops a plan for expanding, improving, and integrating freight truck parking and truck parking communications systems in response to rising demand, changing laws related to hours of service, and safety standards as defined in Jason's Law. Proposed improvements will provide adequate and safe public truck parking where it's most needed by identifying truck facilities, and real-time truck parking availability information. NDOT will implement proposed improvements to address the need for adequate and safe public truck parking. <https://www.nevadadot.com/home/showdocument?id=16961>

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.

OnTrack Nevada - State Rail Plan

OnTrack Nevada is convening Nevada’s citizens and stakeholders to determine the smartest use of road and rail transportation for sustainable economic development. The Core Question for this plan is: How can we best integrate road and rail transportation in support of sustainable economic and community life?

Freight Rail

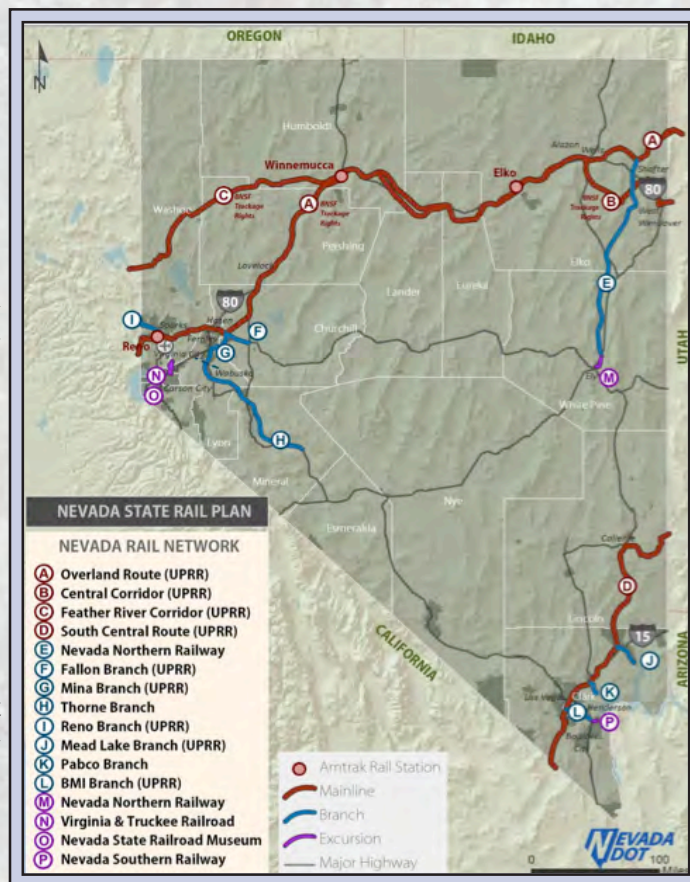
Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,193 main line route miles in the state. BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line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

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.

Virgin Trains US

Virgin Trains is in the process of completing the planning for a high speed rail line from Victorville, CA to Las Vegas, NV. Construction is slated to begin in 2020 with completion of the rail line in 2023.



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

NEVADA AVIATION 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. NDOT Aviation Program is responsible for helping Nevada's General Aviation at both public-use and private-use airports and heliports meet applicable safety requirements and provide maximum utility to their communities and the flying public. This includes the NDOT Aviation Program conduct annual airport inspections on all of Nevada's general aviation airports as part of the Federal Aviation Administration's (FAA) Airport Safety Data Program.

- 139 Registered Facilities of these;
 - o 102 Privately-Owned Airports
 - o 48 Public-Use Airports
 - o 37 Heliports
 - o 3 Commercial Airports
 - o 2 International Facilities



The State of Nevada has 36 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). In the federal fiscal year 2020 NDOT Aviation was awarded an Airport & Heliport System Planning Grant to study Airport Community Value of each facility, measure economic benefits, and determine viable future projects that provide the greatest possible value improvement.

In 2019 Nevada was listed as having more than 6,219 pilots with about 4,573 registered General Aviation aircraft listed as based within the state. The FAA has renewed Nevada's designation as one the national test site's that is ready to conduct research vital to integrating UAS and autonomous aircraft into the nation's airspace. The Reno-Tahoe International Airport and Las Vegas McCarran International Airport with FAA Air Traffic implemented a Low Altitude Authorization and Notification Capability (LAANC) system that allows recreational and commercial pilots to fly UAS/UAV within the airport control zone.



Please visit Apple iTunes for our **Nevada Airport Directory** a mobile app program for pilots and airport users on of Nevada's airport information, data, charts, photograph and video views of our facilities. <https://itunes.apple.com/us/app/nevada-airport-directory/id1304470908?ls=1&mt=8>

Notes



A large, light-colored rectangular area with a faint background image of a desert landscape. This area is filled with horizontal lines, serving as a space for handwritten notes.





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