NEVADA DEPARTMENT OF TRANSPORTATION

DRAFT
12/30/2020

2020 ANNUAL REPORT

NEVADA DOT
SAFE AND CONNECTED

Governor
Steve Sisolak

Director
Kristina Swallow, P.E.

Prepared by: NDOT Executive Leadership Team

www.nevadadot.com

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Director's Message

SAFE. RELIABLE. SUSTAINABLE.

These principles are key to our transportation system, and they were vital as the COVID-19 pandemic descended upon us in early 2020.

Safety is always our top priority, on the road and off. As food, fuel and health supplies flowed across Nevada in response to the pandemic, maintaining our reliable transportation system took on unprecedented importance.

And we were there, ensuring safe and connected transportation for critical travel and supplies. Road crews took advantage of significantly decreased travel volumes on normally high-traffic highways to perform critical maintenance activities, reducing travel impact for Nevada drivers. Our vital road improvement projects continued as well, providing more than 6,000 cumulative years of employment directly before and during the pandemic while building the transportation infrastructure of the future.

And we will continue setting a legacy of safe and connected transportation for the future. We use a data-driven and goal-oriented transportation process to prioritize our transportation improvements. Additionally, our multimodal plans and studies provide a blueprint to heighten mobility, safety and economic diversification across Nevada.

Facing a $530M annual department funding shortfall, sustainable revenue is critical. We are thinking creatively and working collaboratively with our elected leaders as well as transportation and economic partners to develop a new transportation funding model that works for all Nevadans.

A sustainable environmental model is also critical to furthering NDOT's mission, including supporting policies that create new economic opportunities while supporting the environment and public health. We are actively engaged in the creation of the State Climate Action Strategy, while developing our own agency Greenhouse Gas Reduction Strategic Plan that will reduce greenhouse gas emissions within our daily operations, programs and more.

Transportation needs have and will continue to evolve. We are here to lead the way with a safe, reliable and sustainable transportation system for our state and our fellow Nevadans.

Kristina Swallow, P.E., Director

NDOT Framework

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
- Consistent and effective data management

NDOT Employees
1,870

NV Licensed Drivers
2,102,423
(7/5/20 Data)

1,221
NDOT Bridges

13,505
NDOT Lane Miles
87,301
Local Lane Miles

Centerline Miles
NDOT & Local
5,356 NDOT
34,064 Local Miles
4,424 Rural Hwy

NDOT Owned
Office Space
366,499
Total Sq. Ft.

27.9
Billion
Vehicle
Miles Traveled

Registered
Active Vehicles
2,428,338

Nevada Population
3,165,507
(2020 Estimate)

NDOT
Staffed Maintenance
Stations
45

NDOT
Heavy Equipment
2,019
Pieces

685
Miles of
Urban Hwy

Truck Miles Traveled
1.85
Billion Miles (2019 Data)

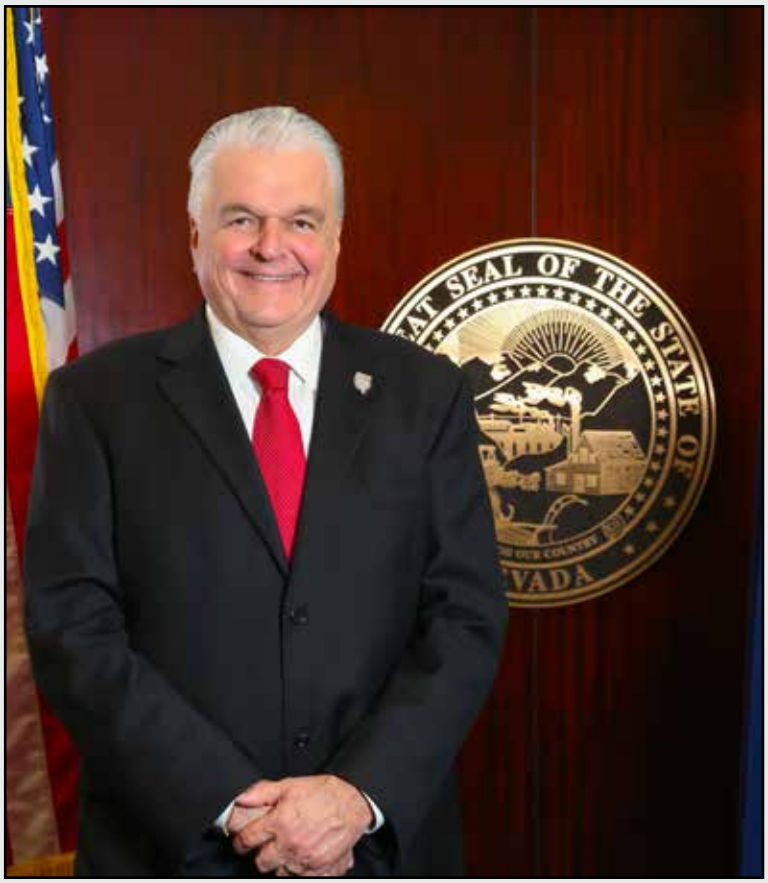
695
NDOT Vehicles

Quick Facts

Fuel Tax Rates and Revenue	Rate Per Gallon (Cents)	State Revenue (Millions)
Federal Gas Tax	18.4¢	-
State gas tax	18.455¢	$197.0
Federal Diesel Tax	24.4¢	-
State Diesel Tax	27.75¢	$82.3
Federal Propane Tax (LPG)	18.3¢	-
State Propane Tax (LPG)	22¢	$0.4
Federal Methane Tax (CNG)	18.3¢	-
State Methane Tax (CNG)	21¢	$1.1
Total		$280.0

Other Revenue	
Motor Carrier Fees	$38.3 Million
Driver's License Fees	$17.2 Million
Vehicle Registration Fees	$175.1 Million
Federal Aid Revenue	$346.4 Million
Bond & Other revenue	$230.2 Million
Total State Highway Fund Revenue	$1.148 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

Justin Kalb
District 1

District 3 Representative: VACANT

NDOT Administration

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

Kristina Swallow, P.E.
Director

Tracy Larkin-Thomason, P.E.
Deputy Director, Operations & Maintenance

Sondra Rosenberg, PTP.
Assistant Director, Planning

Cliff Lawson P.E.
Deputy Director, Project Delivery

Felicia Denney
Assistant Director, Administration

Jeff Lerud, P.E.
Assistant Director, Engineering

Darin Tedford, P.E.
Assistant Director, Operations

Ryan McInerney
Communications Director

Mario Gomez, P.E.
District I Engineer

Mike Fuess, P.E.
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

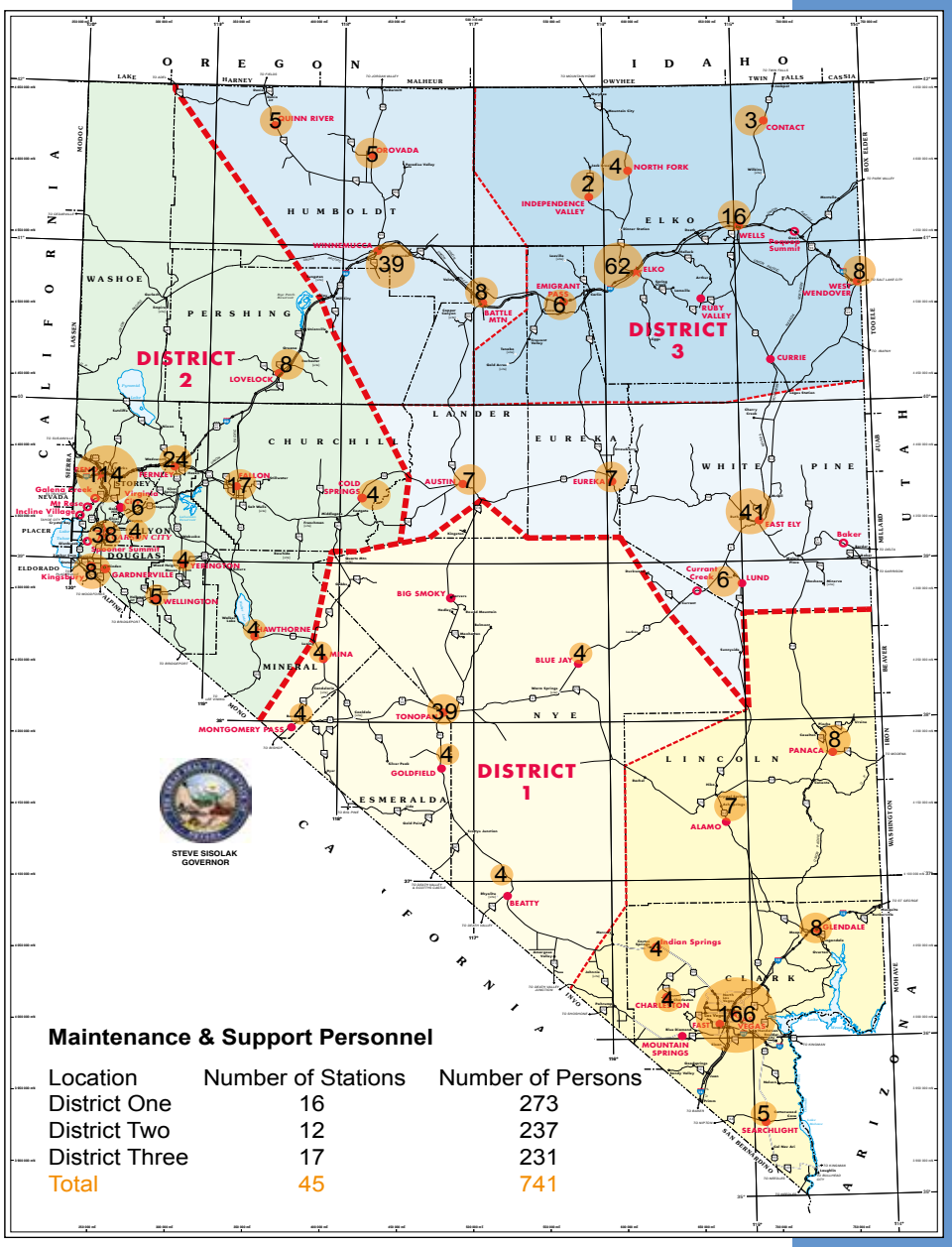
Major Maintenance Station
TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Erie/Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

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

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

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



Maintenance & Support Personnel

Location	Number of Stations	Number of Persons
District One	16	273
District Two	12	237
District Three	17	231
Total	45	741

Awards and Recognition

Connecting Safety and Wildlife

Our top priorities include providing safe roadways while protecting the environment, including native animals who traverse highways in search of habitat, food and water.

NDOT has partnered with the Nevada Department of Wildlife to construct nine crossings on I-80 between Wendover and Wells and U.S. 93 north of Wells to reduce potentially dangerous vehicle-animal collisions.

The effort was recognized nationally with the Federal Highway Administration's 2019 Environmental Excellence Award. The biennial awards are bestowed upon national leaders who go beyond traditional transportation projects to make exceptional contributions to environmental stewardship.

The wildlife crossings were also featured in documentary that won "Best Nevada Documentary Short" at the Cordillera Int'l Film Festival.

Connecting and Preserving Tahoe

On Lake Tahoe's northeast shore, NDOT and partners constructed a three-mile multi-use path along SR-28 to enhance lake access while addressing environmental concerns such as erosion impacts on the lake's pristine waters. NDOT performed other critical **safety and environmental** improvements to SR-28. The completed segment stretches from Incline Village to Sand Harbor. Ultimately, the shared-use path will line the perimeter of Lake Tahoe, connecting communities, beaches and parks.

Awards include:

- American Trails - Trails Partnership Award
- Associated General Contractors Construction Risk Partners Build America Award – Construction Management Civil Category, 2020
- American Public Works Association 2020 National Project of the Year – Transportation Project, $25-$75M
- American Society of Civil Engineers Truckee Meadows Branch – 2020 Transportation Project of the Year
- Public Relations Society of America – Silver Spike Award

Project Neon

Project Neon, the largest and most expensive transportation public works project in Nevada history, garnered multiple awards as the three-year endeavor wrapped up in 2019. Project Neon included the reconfiguration of the most traveled interchange in the state, the Spaghetti Bowl in Las Vegas. It also provided 22 contiguous miles of high-occupancy vehicle lanes.

Project Neon Awards:

- Roads & Bridges Magazine, Top 10 Roads Award No. 1 Road Project, 2019
- Associated General Contractors of America (AGC) - Nevada, Civil Project of the Year, 2019
- American Concrete Pipe Association (ACPA), Project Achievement Award, 2019
- 2020 winner of the Mayor's Urban Design Award in the Public Art category for PUNCH Architecture's "Hot Dip" and "Found Font" sculptures – February 2020.
- L&A award at the MUDAs – February 2020 https://cityoflasvegas.smugmug.com/Ceremonials/2020-02-19-Ceremonials/
- Honorable Mention for Bridge with Main Span more Than 150 Feet by PCI Design Awards – March 2020.
- NSPE NV Project of the Year – March 2020
- Nevada Traffic Incident Management (TIM) Coalition's Special Recognition Award for Excellence in Partnership

Garnet Interchange

NDOT celebrated the completion of the $63 million Garnet Interchange in December 2018 and won accolades from the International Partnering Institution in 2019. The aging interchange was revamped with a diverging-diamond interchange complete with new bridge structures. It also included widening of five miles of U.S. 93 from the interchange to Apex Industrial Park.

The International Partnering Institute awarded the I-15/US 93 Garnet Interchange Design-Build project its Sapphire Level Award in the Civil Construction Projects category.

Awards and Recognition

Starr Interchange

The Starr Interchange was a critical project providing a much-needed east-west connection across Interstate 15. The $36 million project, which extended Starr Avenue from Las Vegas Boulevard to Dean Martin Drive, was completed in September 2019. Its awards include:

- The National Society of Professional Engineers selected Starr Interchange as the NSPE-NV Project of the Year - February 2020
- American Infrastructure Magazines “Pubby Award” for Road Project of the Year for – January 2020 https://americaninfrastructuremag.com/ndot-improvements-to-i-15/

A New Interstate

Nearly 28 miles of the new Interstate 11 was completed in July 2019 and stretches between the city of Henderson and the Arizona state line. One of the signature features of the interstate that slices through the hills south of Boulder City is a view point rest stop that overlooks Lake Mead. The project was named American Public Works Association Project of the Year, Historical Category - Interstate 11, Phase 1.

More Recognition

- Engineering News-Record (ENR) 2019 Southwest Owner of the Year
  - The Nevada Department of Transportation was named Engineering News-Record (ENR) magazine’s “Owner of the Year” for 2019, an honor bestowed upon both public and private infrastructure owners in the states of Nevada, New Mexico and Arizona. As traffic counts tripled during the last 15 years due to population increases and tourism, the national weekly magazine recognized NDOT’s improvements to widen and expand freeway systems, particularly as part of “Project Neon” improvements to I-15 through downtown Las Vegas, while additionally completing the first new interstate highway (I-11) in decades in 2018.

- Intelligent Transportation Society (ITS) of Nevada ITS Project of the Year Over $2M for U.S. 395 Intelligent Transportation Project Truckee Meadows Package 4
- Smart Cities Connect Smart 50 Award
  - The NHP and NDOT were awarded a Smart 50 Award in the mobility category for the Crash Prevention Pilot on I-15. The award also recognizes coordination and teamwork between NDOT and the RTC.

Connect Rail Plan Nevada

With a one-mile train having capability to haul freight carried by 26 miles of freight trucks, enhanced rail transportation can lessen truck traffic for better mobility and reduced congestion and vehicle-related environmental emissions.
NDOT brought together more than 200 rail, industry and government leaders to outline needs and opportunities to transform the state's rail system and provide jobs, tax revenue and business opportunities, as well as enhance mobility, traffic safety and the environment for Nevada families.

Active Traffic Management (ATM) System

In March 2020, NDOT launched forty-two Active Traffic Management (ATM) signs along I-15 and U.S. 95 as part of "Project Neon" renovations to the Las Vegas Spaghetti Bowl.
The overhead signs post speed limits, travel times, and traffic safety messages. With the full-color LED signs providing next-generation, real-time driver information, they also provide effective traffic management to prepare motorists for upcoming incidents such as lane closures through the state's busiest transportation corridors.

Nearly $22M in Federal Recovery Act Funding for Transit

NDOT administered $21.8 million in rural transit relief funding following Congress' passage of the CARES Act. Seventeen local transit providers are using the NDOT-administered funds to help cover operating, maintenance and capital expenses and keep transit available for Nevadans, including the disabled, elderly, and those needing transportation to and from employment, medical treatment and more.

Infra Grant for I-15 Tropicana

NDOT secured a $50 million Infrastructure for Rebuilding America (INFRA) federal grant for reconstructing the Tropicana Avenue/I-15 interchange in Las Vegas. As a resort corridor gateway, the interchange provides essential connections to some of the city's largest employment and tourism centers. As construction launches in 2022, the project will enhance connectivity and safety with new interstate ramps and lanes for the ever-increasing number of vehicles traveling the area.

Key Successes

Redefining Customer Service

NDOT launched Zendesk, a new customer service portal enhancing service for the approximately 2,000 customer interactions received every month. Whether highway inquiries and reports or business permitting, the portal provides quick access to frequently asked questions and a contact feature for live chat or e-mail, phone or social media inquiries. The inquiries are routed to nearly 65 NDOT staff subject matter experts for detailed response to all highway inquiries; ultimately providing safer and more informed travel across the state.

Information Superhighway

From leased space in NDOT infrastructure, burgeoning telecommunications services are spreading improved connectivity to Nevada and the world. From leased space in an NDOT telecommunications station in Ely, a broadband provider offers enhanced broadband service to much of Ely. As an improved gas line was placed alongside State Route 227, NDOT coordinated for private communications companies to install fiber optics to connect Spring Creek with enhanced broadband speed and connectivity. And alongside USA Parkway, NDOT leases space for data and technology provider Switch to install approximately 13 miles of conduit. The conduit is the backbone for many internet providers across the state, the nation and world; helping deliver enhanced internet speeds and connectivity for better telecommutes, virtual learning, telemedicine and more across the state and the world.

Operating for Success

Keeping Nevadans safe and connected means more than constructing and maintaining roadways. Management and operation of ever-busier Nevada highways is as critical. In 2020, NDOT launched the Transportation Systems Management and Operations Program. Through performance-based and collaborative goals, the management and operations of our transportation system will further be integrated into the project development process to optimize the operations and safety of existing and new infrastructure.

Statewide Transportation Improvement Program (STIP)

The STIP is a four-year plan and includes funding levels by year for project obligation for federally funded and regionally significant projects throughout Nevada. Though federal law requires the STIP to be updated every four years, NDOT updates its program each year.

During the development of the STIP, the transportation agency seeks input from stakeholders, including the Federal Highway Administration, metropolitan planning organizations, local government agencies and the public.

Advanced Warning Signals

With red-light running as one of the nation's most serious traffic problems in the nation, NDOT is enhancing advance signal warning systems. The advance warning signals placed in advance of some traffic signals feature flashing lights or signage allowing drivers time to stop for the signal ahead. This can lead drivers to unsafely speed up to "beat the light," potentially leading to crashes. Following thorough engineering reviews, many advance signal locations across the state will change to optimize traffic safety and operations.

2020 Annual Highlight

AN UNWAVERING DEDICATION

As the COVID-19 pandemic descended, NDOT's dedication to safety and mobility never wavered. In March and April 2020, traffic dropped as much as 80% in certain areas of the state while Nevadans stayed home. Meanwhile, food, medical and other deliveries flowed across the state. To keep highways safe and open, all NDOT highway services continued unabated, including highway maintenance and roadway construction. Crew members practiced health safety and staggered their shifts to promote safe social distancing while covering all highway needs. To reduce potential virus spread, in March 2020 the Department shifted business services online, including public records, contracting, over-dimensional vehicle permits and other services. Meanwhile, many NDOT staff transitioned to telecommuting.

Whether in the field or home office, Department staff proudly continued the mission to support a safe and connected transportation system, including:

- Approving or launching road projects between October 2019 and August 2020 that supported more than 6,000 cumulative years of employment, providing jobs for many Nevadans during the pandemic.
- Administering nearly $22 million in federal rural transit relief funding, fully reimbursing operational and maintenance expenses and offering funding certainty for 17 transit providers to provide services across rural Nevada for the disabled, elderly, and those needing transportation to and from employment, medical treatment and more.
- Conducting virtual meetings that allowed NDOT team members to seamlessly continue the Department's business. As one example, project specification meeting attendance jumped 140% in the three months after the start of the pandemic as team members attended remotely while internal employee training compliance also increased.

Meanwhile, NDOT joined our public safety partners in keeping Nevadans safe:

Following a March earthquake in Carson City, NDOT bridge inspectors promptly inspected 32 bridges and found all structures to be safe. When a 6.4-magnitude earthquake left up to 3-inch gaps on US. 95 in Esmeralda County in May, the vital highway corridor was quickly repaired.
Road maintenance crews worked day and night to clear State Route 140 when a late June thunderstorm brought up to eight feet of mud and debris across the roadway.
NDOT provided highway assets, including temporary overhead lighting, so local governments could help ensure public safety during statewide protests.
NDOT assisted fire officials in road closures and fire suppression efforts for numerous fires near highways throughout the state.

While the pandemic's full impact remains to be written, the Department's dedication to keeping Nevada safe and connected remains strong as ever.

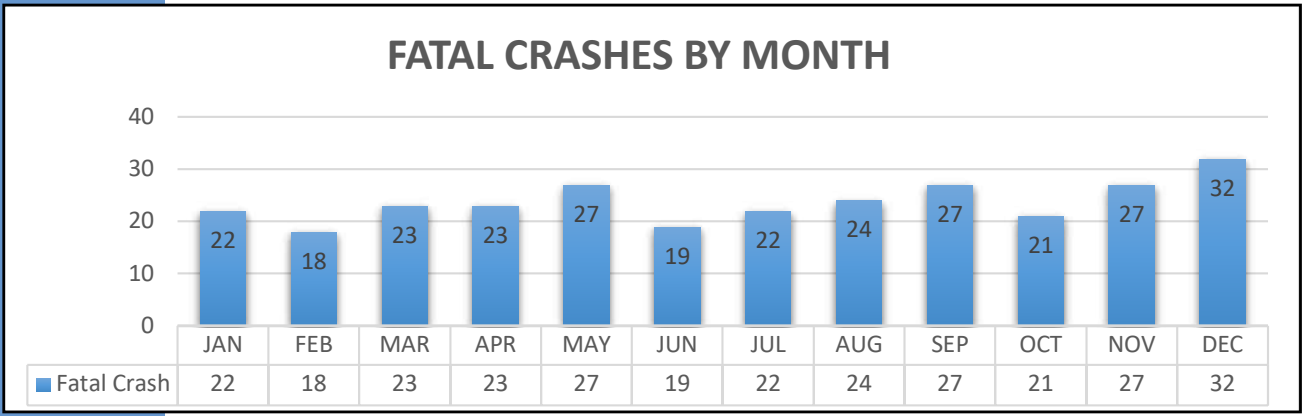
Year		Annual Crashes
2019		56,384
2018		52,440
2017		54,021
2016		52,588
2015		41,422

0.5% of Nevada's crashes resulted in a **fatality**

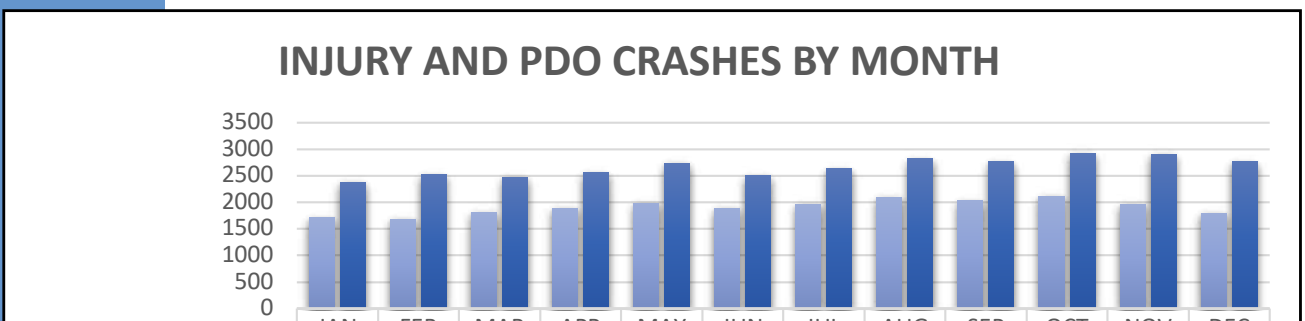
41.6% of Nevada's crashes resulted in an **injury**

Property Damage Only Crashes	32,056
Injury Crashes	23,035
Fatal Crashes	285
Total Crashes	55,376
Fatalities	304
Injuries	35,176

Highway Safety Statistics

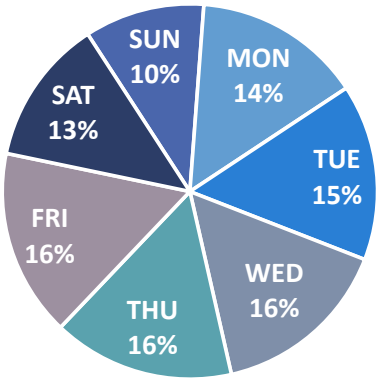


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Fatal Crash	22	18	23	23	27	19	22	24	27	21	27	32



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Injury Crash	1722	1696	1815	1902	1990	1900	1969	2103	2042	2126	1970	1800
Property Damage Only	2384	2525	2487	2564	2741	2507	2643	2827	2769	2925	2916	2769

CRASHES BY DAY OF THE WEEK



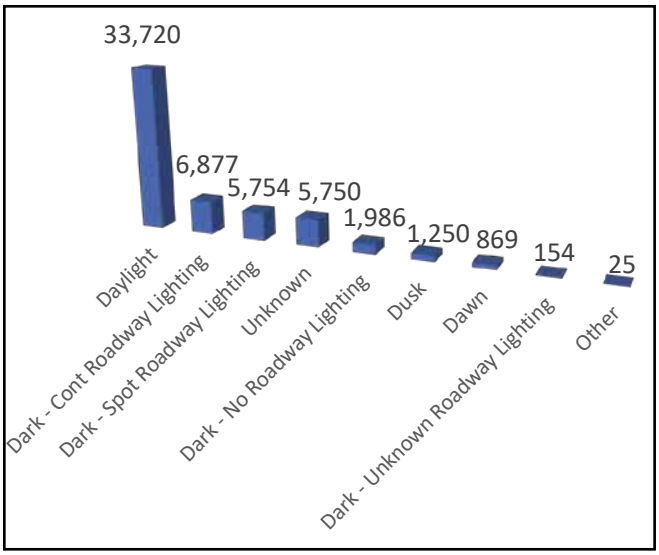
In 2019, the largest number of crashes occurred between the hours of 3:00 PM and 6:00 PM.

Wednesday, Thursday, and Friday saw the highest percentage of most crashes, attributing to 32% of total crashes.

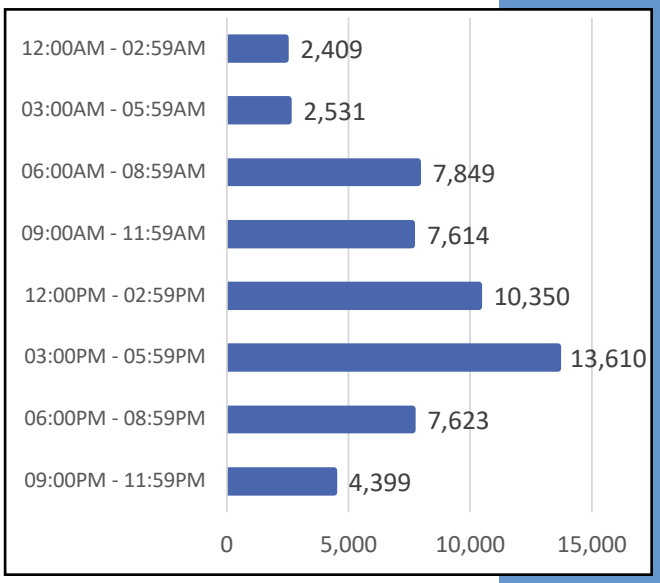
October saw the highest amount of crashes in 2019 with 5,072, January the least with 4,128.

Highway Safety Statistics

CRASHES BY LIGHTING CONDITIONS



CRASH HOUR RANGE

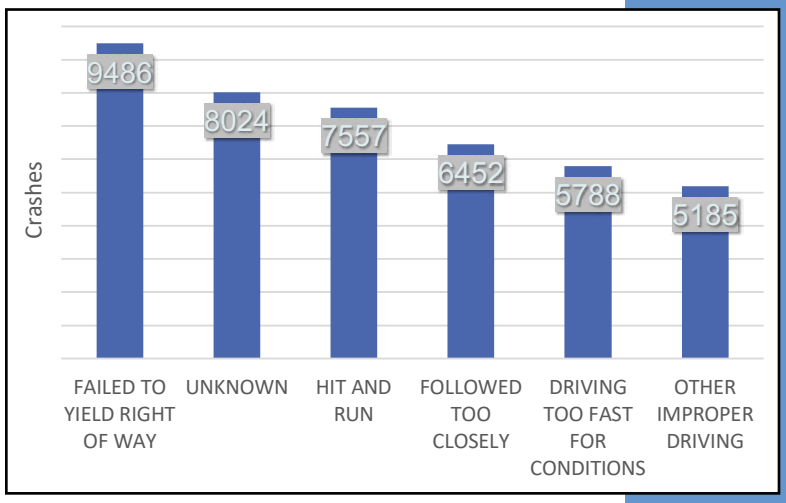


2% of crashes involved a Motorcycle.

10% of crashes involved a Lane Departure.

55% of crashes occurred at an Intersection.

TOP CONTRIBUTING FACTORS



Performance Management Plan & Performance Measures

NDOT uses 16 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.
For a complete look at Department performance measures, go to http://www.nevadadot.com/documents, and then click on “Annual Performance Management Report”. The following are the performance measures organized by major areas:

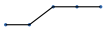
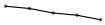
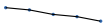
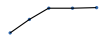
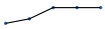
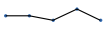
Performance Management Plan & Performance Measures

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per100 employees	2% Annual Reduction	1.3% Increase	✗	↓	↓
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual Reduction	0.2% Increase	✗	↓	↓
Provide Employee Training (2)	Percentage employees trained according to requirements	83% Compliance Annually	Average 90% Compliance	✓	↑	↑
Improve Employee Satisfaction (3)	Percentage employees satisfied with NDOT	75% Annually	75% Satisfied	✓	→	↑
Project Delivery						
Streamline Agreement Process (4)	Percentage agreements processed within 20 days	90% Annually	99.4% Processed within 20 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	✓	→	↑
			74% 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	63% Performance	✗	↓	↑
	Percentage of advertised & awarded projects within established construction cost estimate range	80% Delivered within Established Cost Estimate Range	55% (Oct. vs Award)	✗	↓	↑
			31% (Eng. vs Award)	✗	↑	↑
Streamline Permitting Process (15)	Percentage encroachment permits processed within 45 days	95% Annual	95.2% 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%	96.0%	✓	→	↑
		Category 2: 90%	88.3%	✗	→	↑
		Category 3: 85%	94.4%	✓	→	↑
		Category 4: 75%	75.0%	✓	→	↑
		Category 5: 50%	44.4%	✗	→	↑
Maintain NDOT Fleet (9)	Percentage mobile equipment in need of replacement	1% Annual Decrease	4.2% Annual Decrease	✓	→	↓
	Percentage fleet in compliance with condition criteria	1% Annual Increase	2.3% Annual Decrease	✓	↓	↑
Maintain NDOT Facilities (10)	Percentage of facilities assessments & condition	2% Annual Increase	0%	✗	→	↑
Maintain State Bridges (14)	Percentage bridges on the NHS in good condition	35% or greater	41%	✓	–	↑
	Percentage bridges on the NHS in poor condition	7% or less	1%	✓	–	↓
	Percentage bridges on the Non-NHS in good condition	35% or greater	44%	✓	–	↑
	Percentage bridges on the Non-NHS in poor condition	7% or less	0.9%	✓	–	↓

Performance Management Plan & Performance Measures

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of emergency management plans implemented	100% Annually	100% Compliance			
Reduce Fatal & Serious Injury Crashes (12)	Number of traffic fatalities	Reduction in the # of traffic fatalities compared to the trend value of 330.4	319.2			
	Number of serious traffic injuries	Reduction in the # of serious injuries compared to the trend value of 1,214.4	1,186.4			
	Number of traffic fatalities per 100M VMT	Reduction in the rate of fatalities per 100M VMT compared to the trend value of 1.24	1.21			
	Number of serious traffic injuries per 100M VMT	Reduction in the rate of serious injuries per 100M VMT compared to the trend value of 4.97	4.51			
	Number of non-motorized fatalities and serious injuries	Reduction in the # of non-motorized fatalities & serious injuries compared to the trend value of 312.2	299.1			
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	85.1%			
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	70% or higher	86.3%			
	Annual hours of peak-hour excessive delay per capita (Urbanized Areas)	12 hrs or less	7.4 hrs			
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	21.3% or higher	21.4%			
	Freight trip reliability Index	1.28 or less	1.28			
Reduce Greenhouse Gas Emissions	Percent reduction in greenhouse gas emissions	In alignment with state's goal (2005 baseline)	28% reduction by 2025 and 45% reduction by 2030	N/A (Being developed)		

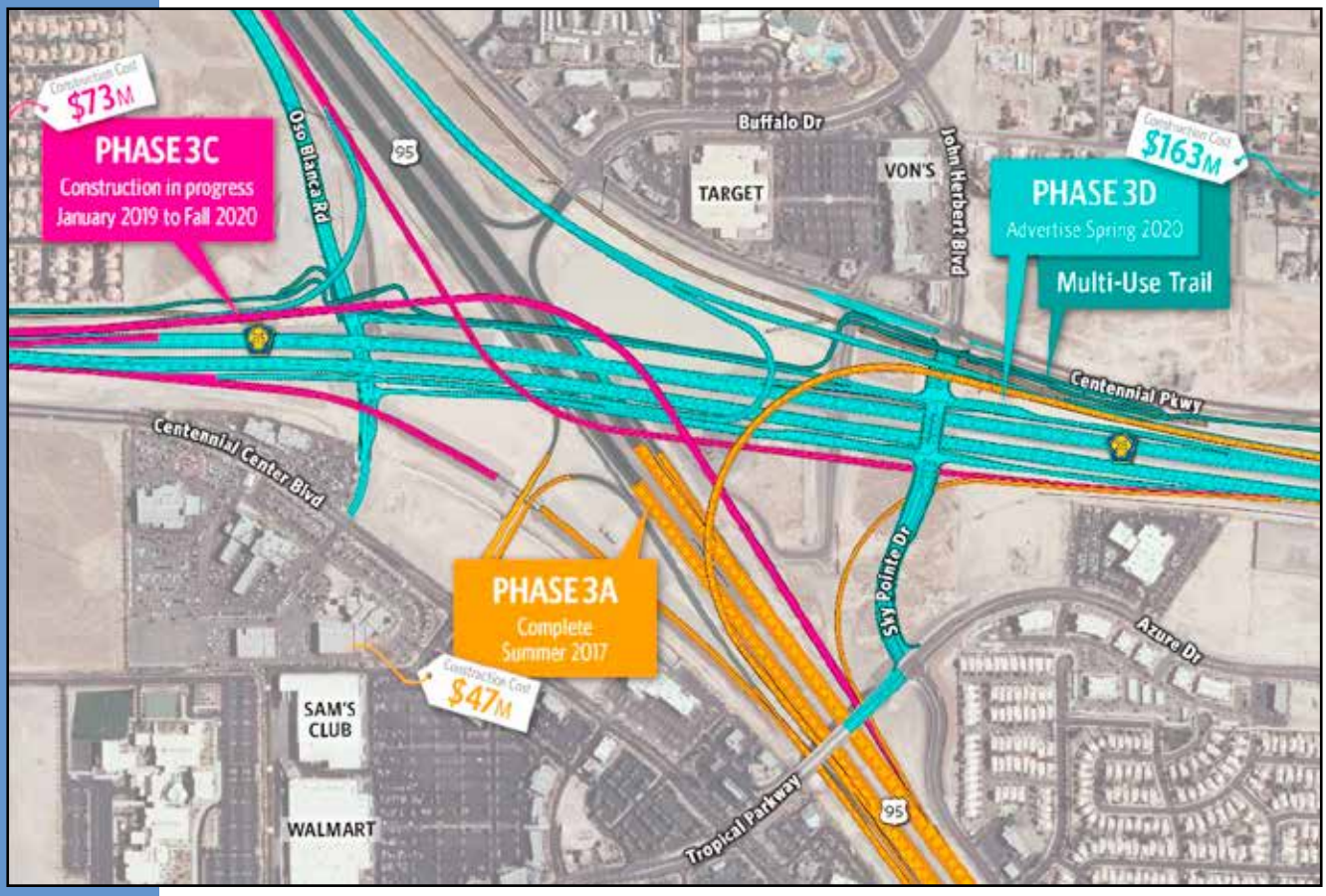
Regionally Significant Projects (Las Vegas)

US-95 Northwest Centennial Bowl, Phase 3C:

This phase of the project includes the construction of the US -95 North to CC 215 West (the second longest bridge in the state), US -95 South to CC 215 East, and CC 215 East to US -95 South ramps for the CC 215/US -95 system- to- system interchange. The total cost of this phase of the project was $73 Million. Construction began in January 2019 and is expected to be completed in 2021.

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 six-lane freeway through the area. Construction includes a multi-use trail and widening of Lone Mountain Drive Road over US -95, for a total estimated construction cost of $163 Million. Construction is anticipated to begin in early 2021 and is expected to be completed by late 2023.

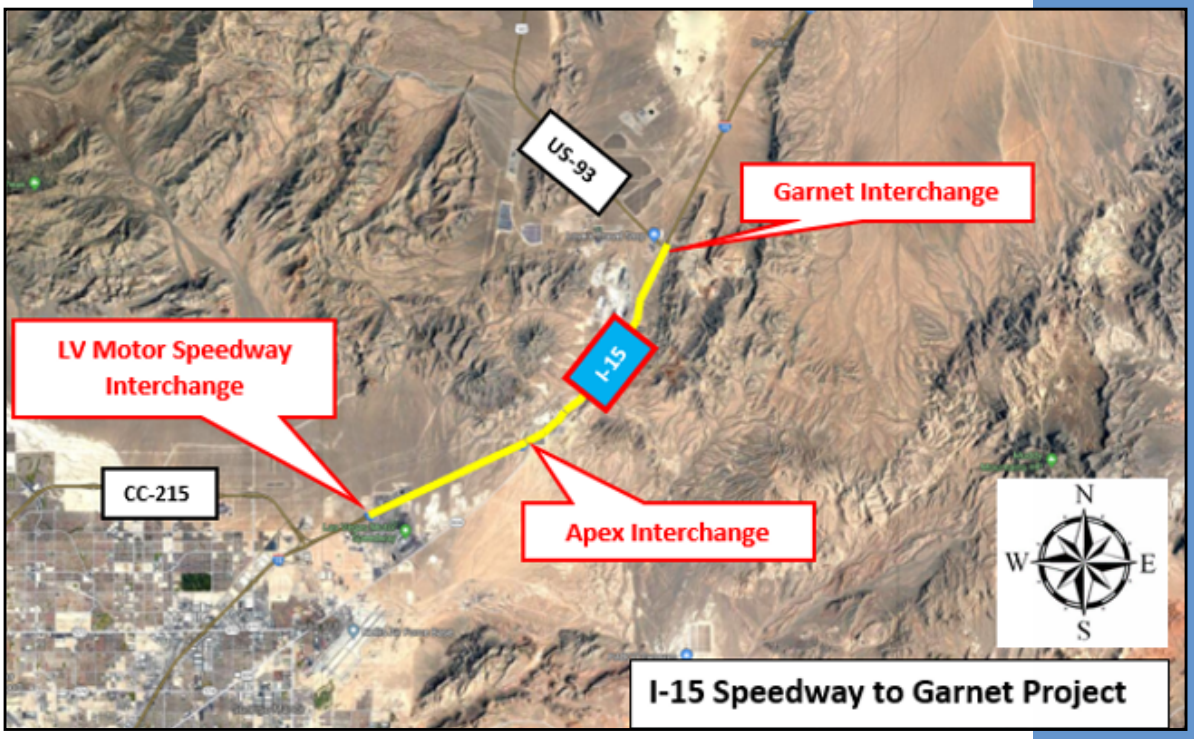


Regionally Significant Projects (Las Vegas)

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

This work consists of two segments of improvements that will provide a connecting link between the improvements at the Garnet Interchange (US93) and I-15 N Phase 4 (I-15/CC-215 Northern Beltway Interchange). The first segment is along the I-15 corridor from Speedway Boulevard to Apex Interchange (Las Vegas Boulevard). This segment will complete all the improvements identified in the Environmental Assessment (EA) for I-15 improvements, US95 to Apex. An update to the EA for the additional improvements in this segment is anticipated to be completed in third quarter of 2021. The improvements include adding one through lane in each direction, truck parking at Apex Interchange, turn lanes on Las Vegas Blvd. between the interchange and Clark Petersen Boulevard, drainage and landscape/aesthetic enhancements. The current construction cost estimate for this segment is $37 million.

The second segment is along the I-15 corridor from Apex to Garnet Interchange. This segment will add one through-lane in each direction, truck parking off northbound I-15, the extension of the intelligent transportation system up to Garnet and drainage and landscape/aesthetic enhancements. The environmental document for this segment is currently being developed and is anticipated to be completed in the third quarter of 2021. The current construction cost estimate for this segment is $54.3 million. The design of the above-mentioned improvements for both segments is proceeding. It is anticipated that all these improvements will be advertised together as two separate construction projects simultaneously in the fourth quarter of 2021. Segment 2 will also include a new weigh station in the southbound direction. The design for this facility is not planned to begin sooner than 2024.



Regionally Significant Projects (Las Vegas)

I-15 North Phase 4 - I-15/CC-215 Northern Beltway Interchange

This project in North Las Vegas includes new ramps, flyovers and street connections to complete a system-to-system interchange where the northern I-15 meets the Clark County 215 Las Vegas Beltway. The project will also construct I-15 southbound ramps for the Tropical Parkway interchange.

The construction started in the second quarter of 2020 and it is anticipated to be completed in the fourth quarter of 2022. The anticipated cost to construct is $118 Million.

Regionally Significant Projects (Las Vegas)

Tropicana Interchange Reconstruction and Harmon Avenue HOV Ramps:

This project includes the reconstruction of the Tropicana interchange at I-15/ Tropicana Avenue and the construction of HOV ramps at Harmon Avenue. The estimated cost is $200 Million to $250 Million, which includes a $50 Million INFRA grant awarded by FHWA (the Federal Highway Administration). The Department is currently in the Design-Build procurement process and construction is scheduled 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.

Regionally Significant Projects (Las Vegas)

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

The 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.
The southbound auxiliary lane will be constructed as a combined project with the downtown viaduct deck and seismic rehabilitation work and I-515 bridge replacements at Eastern Avenue and Desert Inn Road for an estimated construction cost of $45 Million. Construction is programmed to begin in 2021 and be completed in 2022.

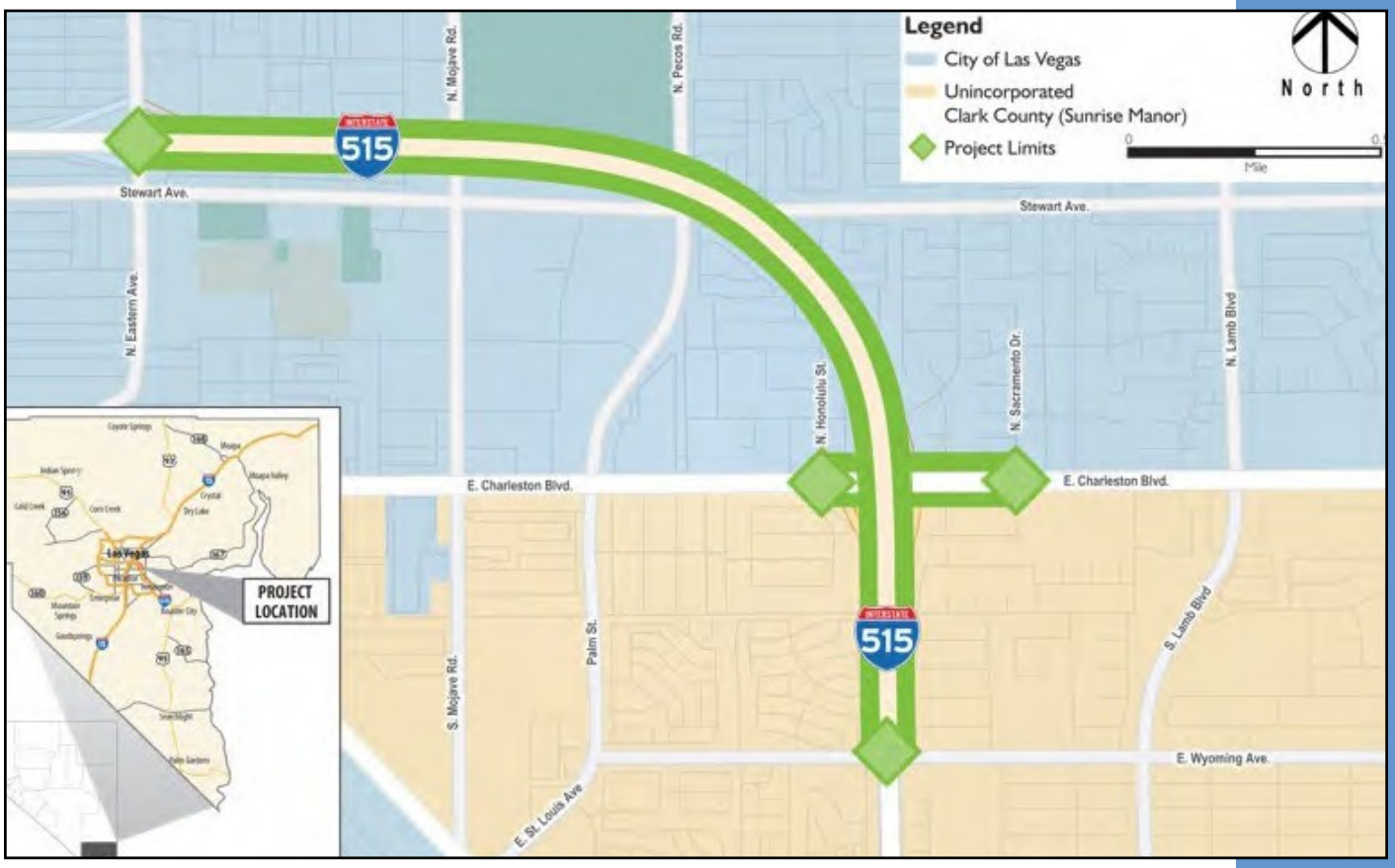
SB Auxiliary Lane Limits: I-15 to Eastern Avenue

Viaduct Rehabilitation Limits: UPRR to 21st Street

Regionally Significant Projects (Las Vegas)

I-515 Charleston Interchange CMAR Project:

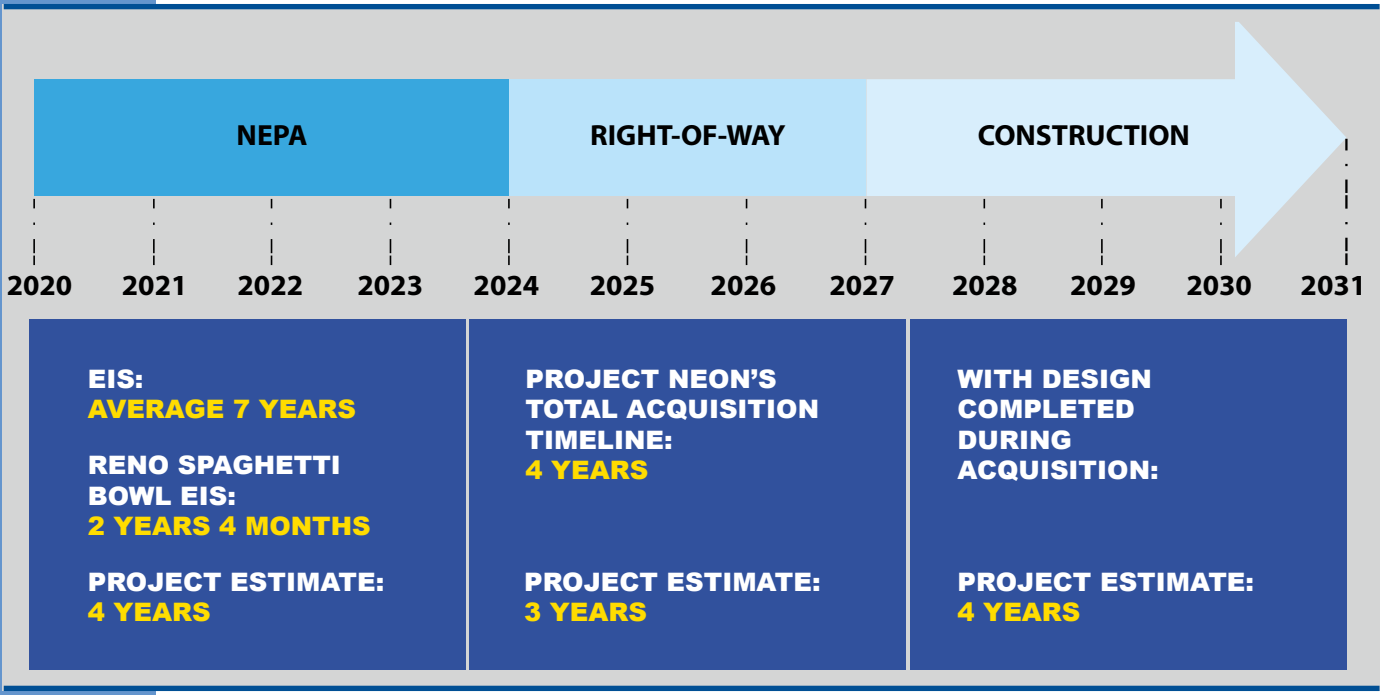
This project includes the reconstruction and improvement of the existing tight diamond interchange at Charleston Boulevard and the addition of auxiliary lanes on I-515 in each direction between Charleston Boulevard and Eastern Avenue. The estimate for this work is $45 Million. Construction is programmed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



Regionally Significant Projects (Las Vegas)

Downtown Access Project:

The Downtown Access Project is being pursued 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 US95 HOV lanes to Eastern Avenue, 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).



Regionally Significant Projects (Henderson)

Henderson Interchange

The project includes the design of a new interchange at I-515/I-11/I-215/Lake Mead Parkway in Henderson. The NEPA study began in 2020 and design is scheduled to follow in 2022. Construction is expected to begin in 2024 with a second phase of construction if needed, beginning in 2028.

Regionally Significant Projects (Reno)

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

US 395 is the major connection between Reno/Sparks and the north valley (Golden Valley, Lemmon Valley, and Cold Springs). The route also serves as the main connection to north east California.This project will widen the roadway, upgrade the structures, and add safety and operational improvements in three phases:

US 395 North Valleys, Phase 1A:

The project includes the removal and replacement of the Parr interchange bridge. Construction of this phase's improvements was awarded to Q&D Construction for $10.7 Million. Construction began in May 2020 and is expected to be completed by December 2020.

US 395 North Valleys, Phase 1B:

The project phase 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, the 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:

This project phase includes more than two miles of freeway capacity improvements from Golden Valley Road to Stead Boulevard. This phase will include continuing a third southbound travel lane, auxiliary lanes between interchanges in both the northbound and southbound directions, and roadway rehabilitation from Golden Valley Road to Lemmon Drive, and adding an additional travel lane in both the southbound and northbound directions from Lemmon Drive to Stead Boulevard. Construction is currently programmed to begin 2026.

Regionally Significant Projects (Reno)

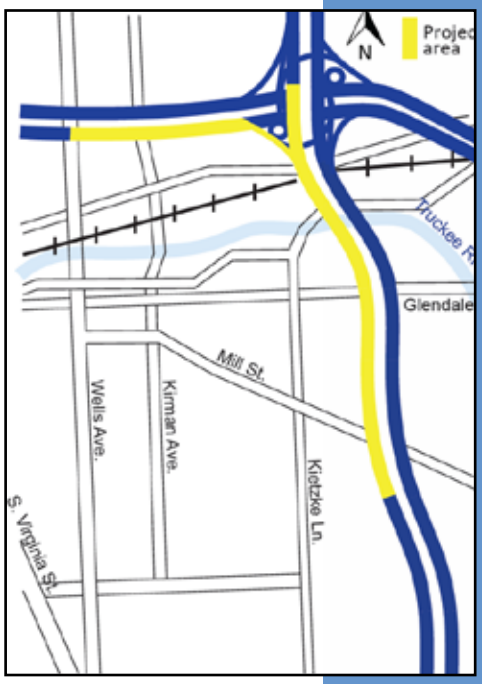
Reno Spaghetti Bowl Project (RSB)

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 of 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 lanes on the I-80 eastbound to I-580 Southbound Spaghetti Bowl Ramp, 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. Construction of these improvements began in the summer of 2020.



Regionally Significant (Ely)

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. This project was awarded to Q&D Construction for $26.5 Million and construction began in July 2020.

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, Permits, Road Operation Centers, and Headquarters Stockroom.

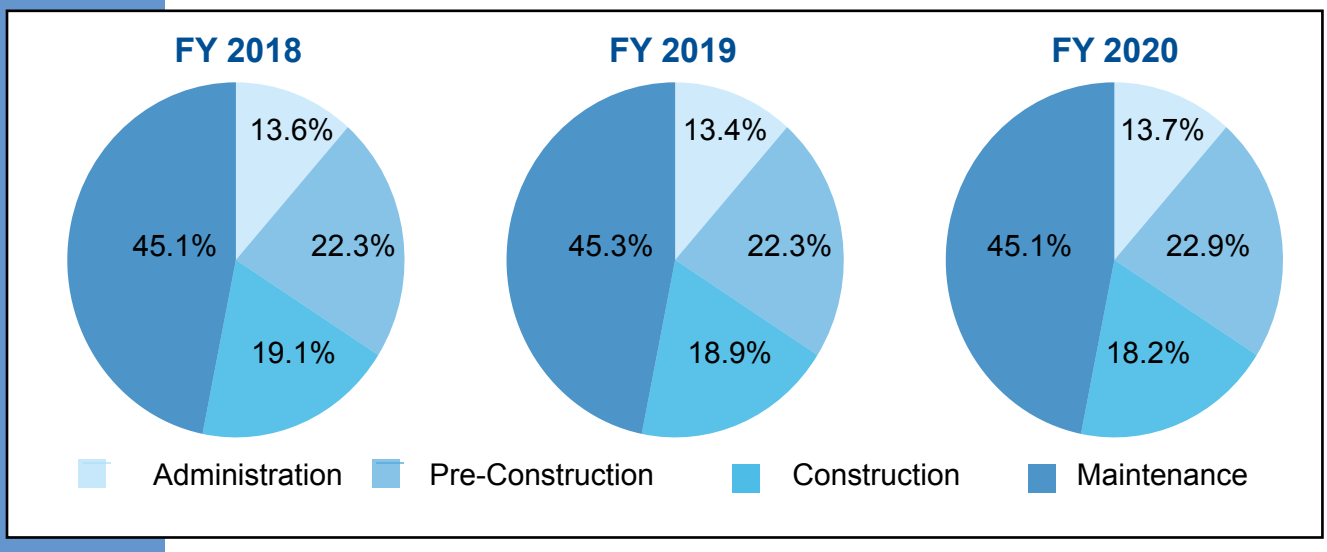
Pre-Construction:
Specifications, Design, Structures, Environmental Services, Project Management, Traffic Operations, Location, Right of Way Divisions, Planning Divisions, Research, Program Development, and Roadway Systems.

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

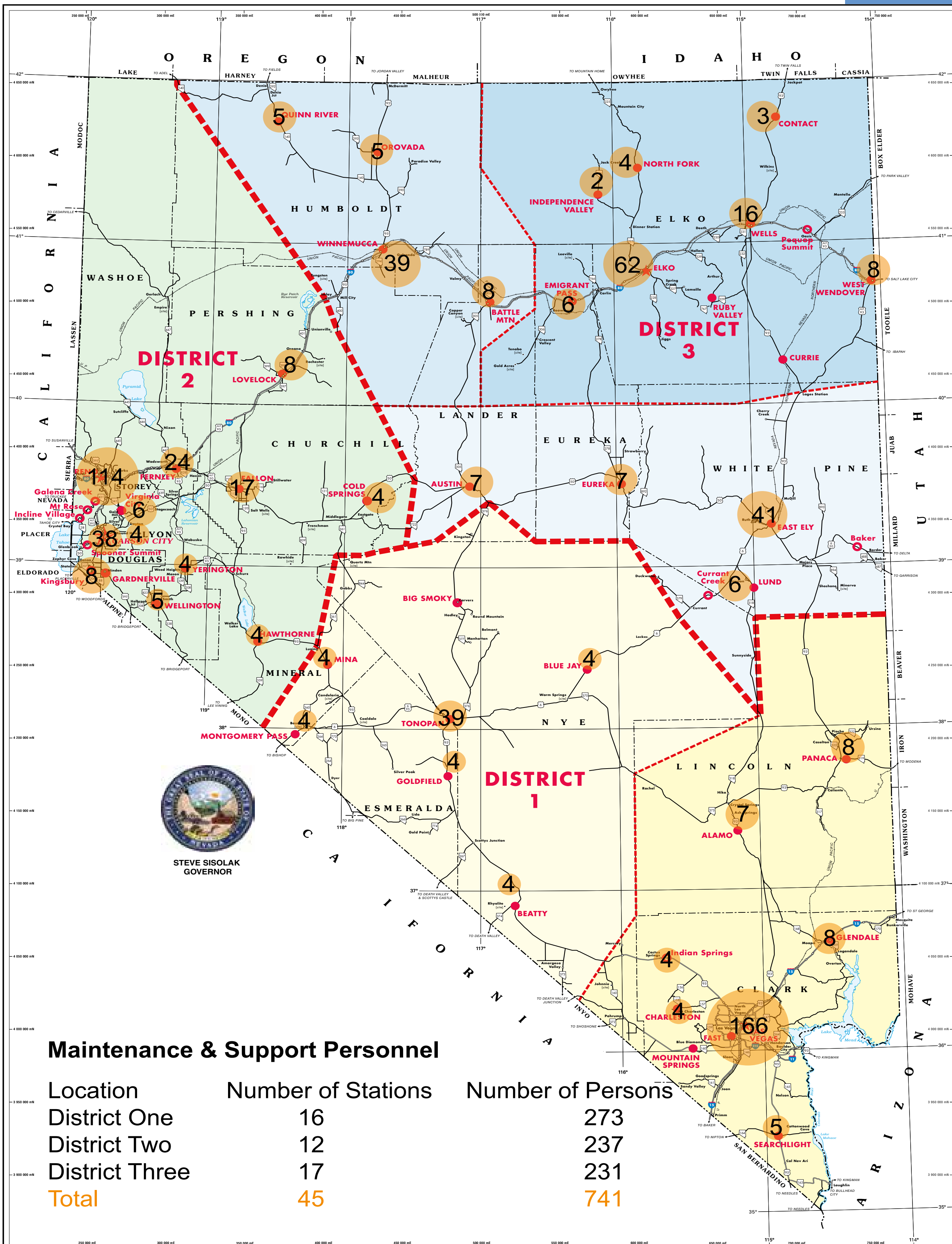
Maintenance:
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions &

The numbers of employees in each function are as follows:

257	429	341	843	1870
Administration	Pre-Construction	Construction	Maintenance	Total



Maintenance Stations and Personnel

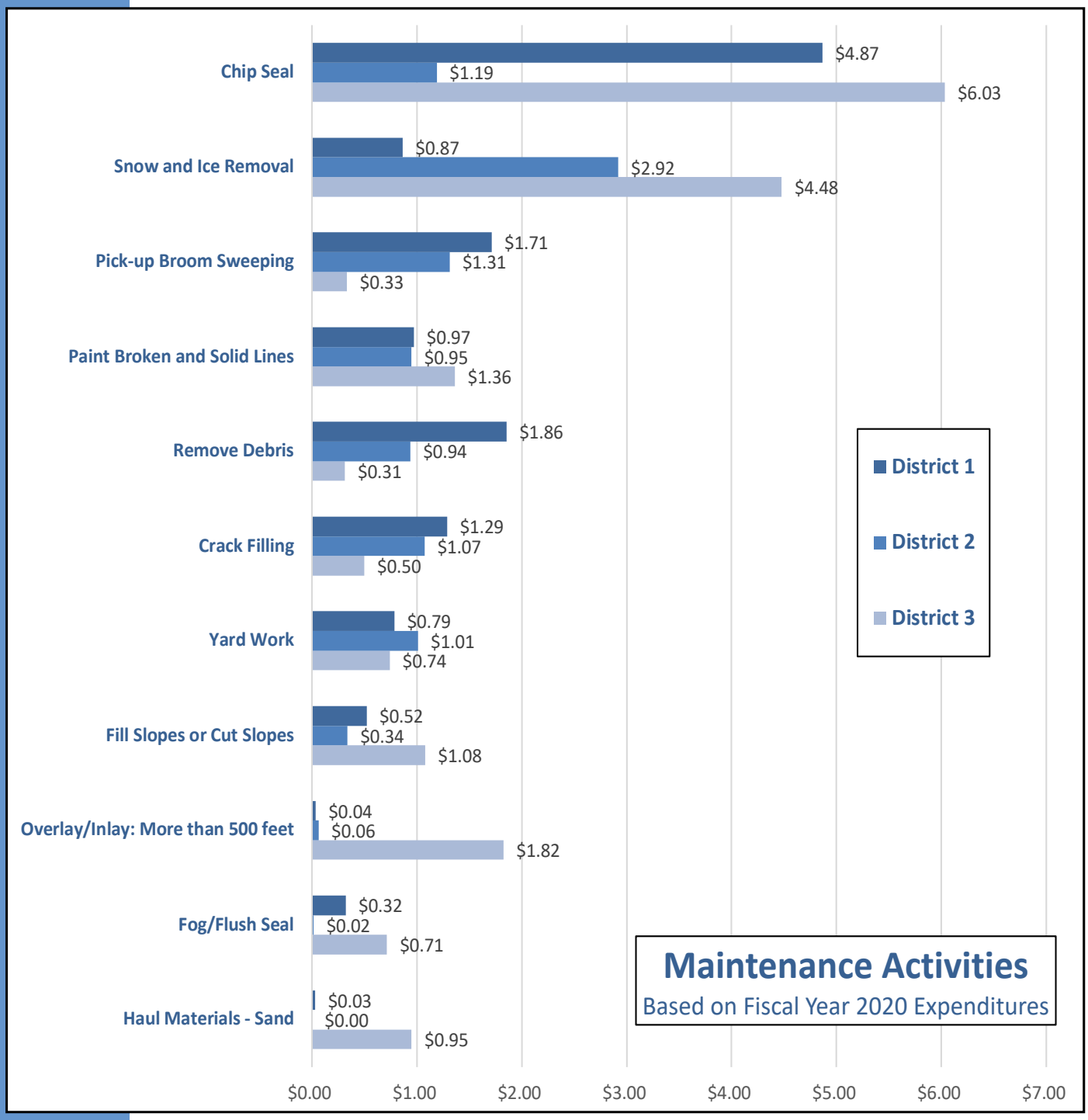


Maintenance & Support Personnel

Location	Number of Stations	Number of Persons
District One	16	273
District Two	12	237
District Three	17	231
Total	45	741

Note: Number of Personnel includes of the following; District Administration, Communications, Equipment Shops, Stockroom, Dispatch and all of the Maintenance Crew Personnel.

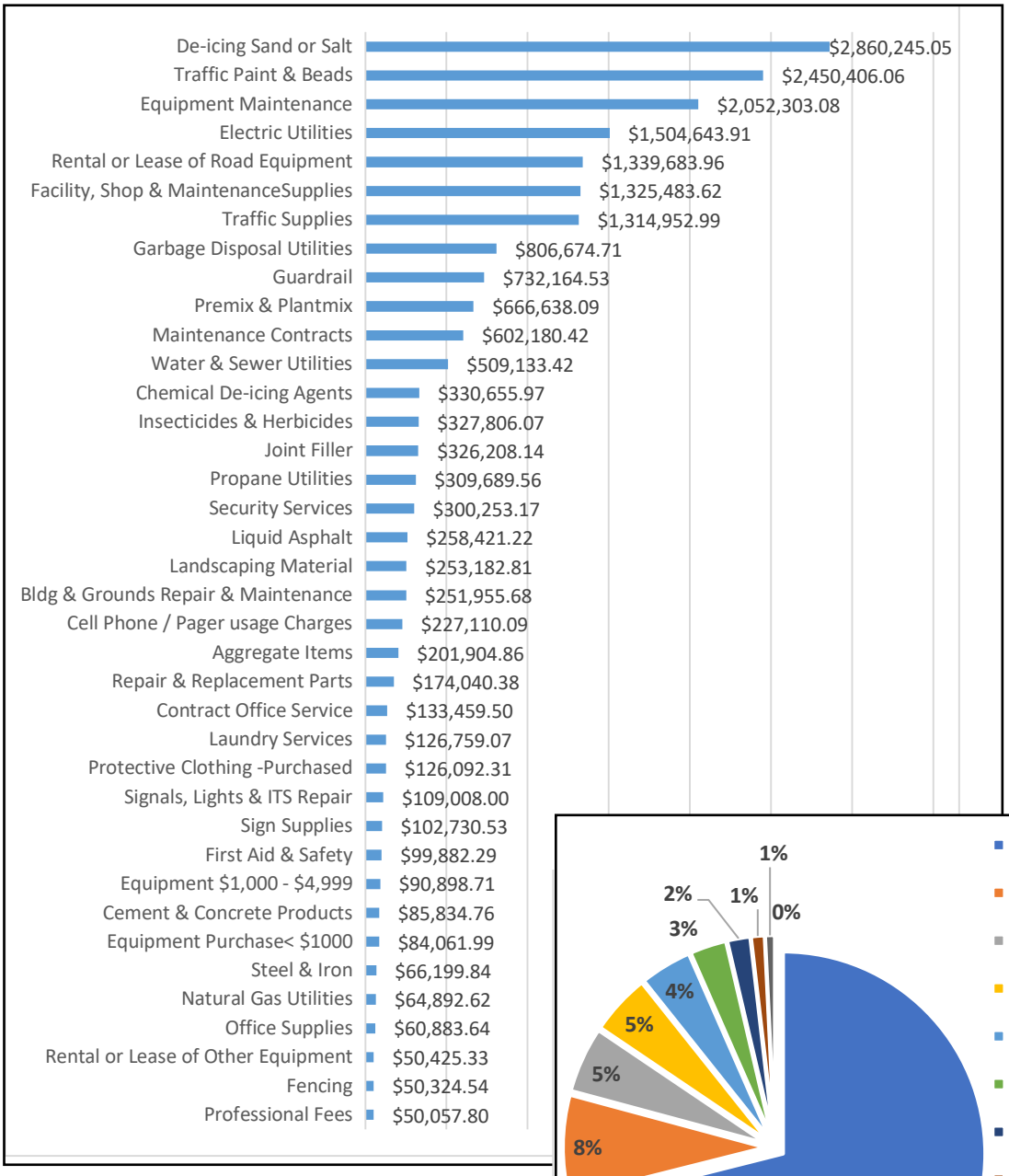
Maintenance Costs and Activities

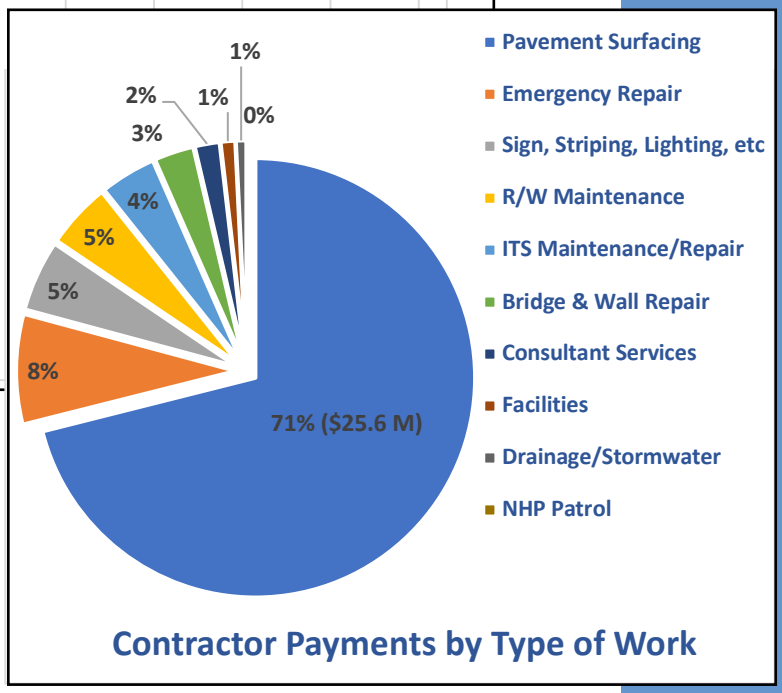


Maintenance Activities Based on Fiscal Year 2020 Expenditures (in millions of dollars)

Maintenance Costs and Activities

Fiscal Year 2020 Expenditures for Materials and Supplies

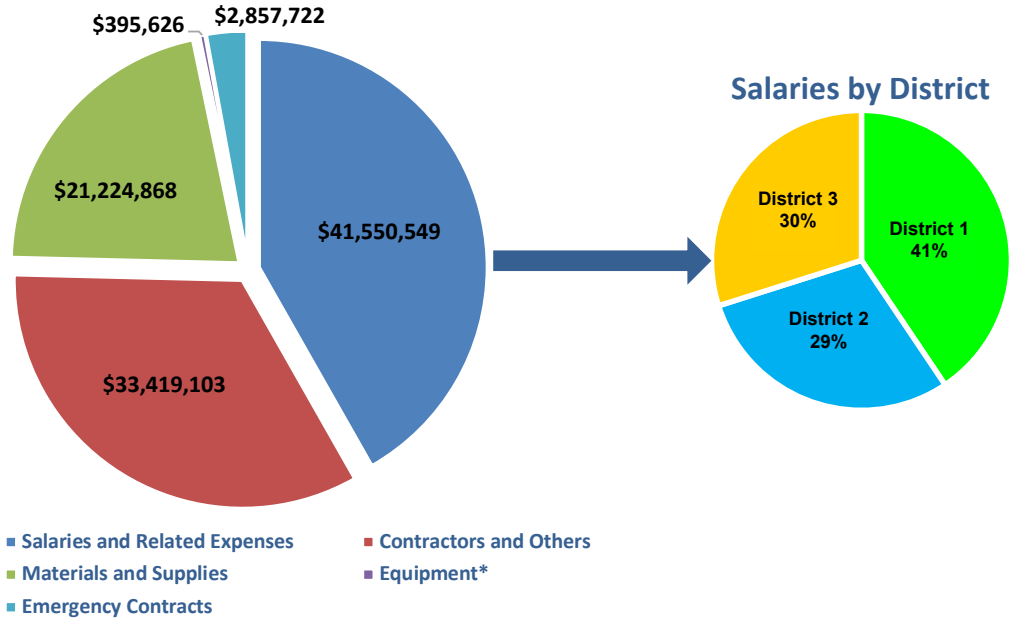


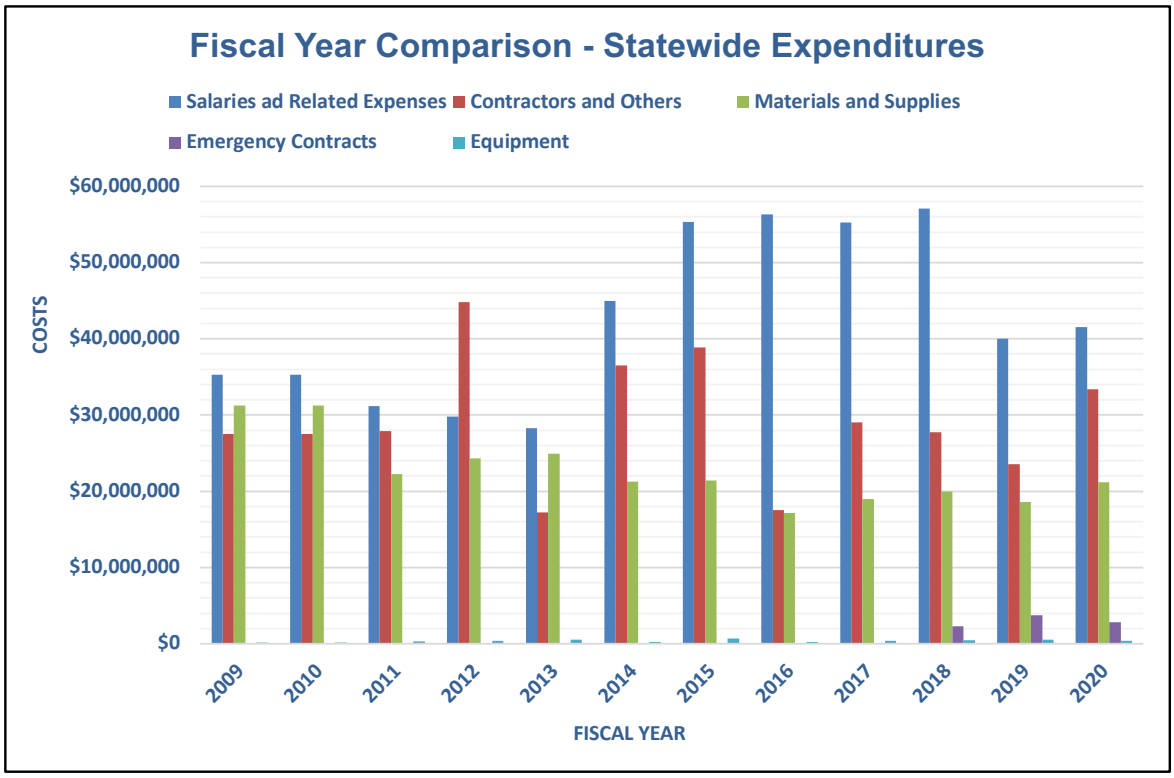


Contractor Payments by Type of Work

Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2020 Expenditures





Freeway Service Patrol

Every minute that a travel lane is blocked due to an incident, the resulting congestion takes four minutes to dissipate and the probability of a secondary incident increases by 2.8%.

Freeway Service Patrol vans patrol Las Vegas Valley and Reno/Sparks freeways to assist with crashes, disabled and abandoned vehicles, debris, lost or sick motorists, pedestrians, animals, scene safety, and other situations that could pose a safety threat.

Technicians are certified in various fields such as hazmat safety, cardiopulmonary resuscitation, community first aid, automotive repair and traffic incident management. The Service Patrol's fleet includes tow trucks to move inoperable vehicles out of traffic lanes to keep traffic safely moving.

By assisting quickly and safely removing tens of thousands of roadside incidents yearly, the Freeway Service Patrol helps to keep metro interstates safer and smoother for all.

The Freeway Service Patrol (FSP) utilizes a data-driven approach to traffic mitigation, and each patrol vehicle is outfitted with tablets running an advanced fleet management/predictive analytics software called Waycare. The software provides improved tracking of existing and new performance measures, all while streamlining communications both internally and externally with other agencies such as Nevada Highway Patrol (NHP).

In addition to the pop-up arrow boards that were added to all FSP vehicles in FY19, the passing of Senate Bill 395 in the 2019 legislative session gave FSP vehicles the ability to utilize non-flashing, steady blue lights, similar to NDOT maintenance vehicles. Motorists are more respectful of steady blue lights as opposed to flashing amber lights, providing increased safety for FSP technicians. Additionally, dashcams were added to all FSP vehicles allowing NDOT road operation centers to have a live look at what is happening on the scene and monitor the safety of FSP technicians. The information below reflects the statistical data for the entirety of State Fiscal Year 2020

Table 1: General Information

Freeway Service Patrol	Las Vegas	Reno
Routes	13	3
Centerline Miles	87	36
Benefit Cost Ratio	24.2	70.05

Freeway Service Patrol

Total coverage area and number of routes were unchanged from FY19 to FY20. A new performance metric for 'Benefit-Cost Ratio' was added for the FY20 to evaluate program value. This number was achieved by using the Federal Highway Administration (FHWA) Traffic Incident Management (TIM) Benefit-Cost Tool, which takes several factors into account such as number of mitigations, peak hour traffic, weather conditions, and roadway geometry. The tool estimates that over 2 million vehicle hours were saved in Las Vegas and over 1.5 million in Reno due to FSP traffic mitigations. Furthermore, it is estimated that over 75 thousand gallons of gasoline were saved in Las Vegas, and over 200 thousand in Reno. All these factors resulted in a benefit-cost ratio of 24.2 and 70.05 for Las Vegas and Reno respectively.

Table 2: Mitigation Data

Mitigations	Las Vegas	Reno
Abandoned Vehicle	4,196	1,392
Crash	3,755	1,243
Debris	1,730	673
Disabled Vehicle	20,533	4,957
Left on Arrival	2,761	1,560
Other	840	454
Scene Safety	7,836	3,439
Total Mitigations	**41,651**	**13,718**

Mitigations have significantly increased from last year. In FY19, FSP achieved 36,104 mitigations in Las Vegas and 11,944 in Reno. For FY20 Las Vegas has increased by 5,547 to a total of 41,651 mitigations, and Reno increased by 1,774 to a total of 13,718 mitigations. The increase in mitigations is unexpected given the nature of the COVID-19 pandemic. With fewer people commuting and stay- at- home orders in effect, it was expected that needs would be lower with fewer cars on the road. The opposite has shown to be true with significant increases in mitigations since restrictions began in March.

Table 3: Incident Clearance Times

Incident Clearance Time	Las Vegas	Reno
Under 15 Minutes	77%	83%
15-30 Minutes	16%	11%
Over 30 Minutes	7%	6%

The Nevada FSP Program target is to perform a majority of mitigations in under 15 minutes from start to finish. The program continues to hit this target with Las Vegas actually improving on numbers from FY19. Las Vegas went from 74% to 77% mitigated in under 15 minutes. Reno was consistent from FY19 to FY20, with all categories remaining the same.

Freeway Service Patrol

Table 4: Mitigation Data

Mitigation Type	Las Vegas	Reno
Abandoned Vehicle	34	14
Crash	34	30
Debris	3	1
Disabled Vehicle	12	17
Left on Arrival	1	0
Other	8	7
Scene Safety	18	10
Total Average	**16**	**11**

Average Roadway Clearance time is another new performance metric for FY20. This is to align with our Traffic Incident Management (TIM) goals for quick clearance. This performance metric is only applicable to incidents that are blocking a travel lane. The number reflected is the time it took for all travel lanes to be open and does not reflect the total duration of the mitigation. Roadway Clearance can be accomplished by removing a vehicle (or other impediment) and relocating it to the shoulder, or off the freeway. All FSP vehicles are equipped, at a minimum, with push bumpers that can be used to relocate a vehicle. Additionally, if a vehicle is not moveable due to damage, many of the Nevada FSP fleet vehicles are now equipped with towing capabilities and can be utilized to relocate vehicles off the freeway to a safe location.

In the next reporting period, strategies for congestion improvement may include the Towing and Recovery Incentive (TRIP) Program. The Department is currently evaluating the feasibility of implementing the TRIP Program as a pilot project in Southern Nevada to compliment the FSP Program by providing a quick clearance incentive to heavy-duty recovery companies and paying a monetary bonus for clearing commercial vehicle wrecks within 90 minutes. Furthermore, the key objective of the TRIP Program will be to standardize towing response and facilitate the safe and quick clearance of commercial vehicle crashes on the interstate system.

Wrong Way Driver Systems

There were 135 wrong way crashes in Nevada between 2014-2018 resulting in 22 fatalities despite the current DO NOT ENTER and WRONG WAY signs installed on freeway ramps. NDOT is researching various systems to warn drivers that are traveling the wrong way on the states freeways. This research including additional red rapid flashing lights on wrong way signs. To date, NDOT has installed 37 systems on freeway off-ramps under an interim approval with the Federal Highway Administration (FHWA). As part of this interim approval, NDOT is to study the effectiveness of these systems for 3 years.

Nevada Traffic Incident Management (TIM)

The Nevada TIM Coalition was created in partnership with the Nevada Department of Transportation (NDOT), the Nevada Highway Patrol (NHP) and other local first responder agencies. The goal of the TIM Coalition was to develop and implement a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents and crashes so that traffic flow may be restored as safely and quickly as possible. The TIM efforts have resulted in a 51% reduction in secondary crashes and a major reduction in fatalities.

The TIM program implemented the five steps to incident response:

1. **Preparation**
2. **Detection & Reporting**
3. **Triage & Analysis**
4. **Containment and Neutralization**
5. **Post-Incident Wrap Up**

As the program grew, it became clear that the best opportunity for improvement was provided by participating in the Post-Incident Wrap Up and collaborating with coalition members and first responders. Collaboration among the six TIM groups (Southern Nevada, Northern Nevada, Winnemucca, Elko, Ely and Tonopah) has helped to develop best practices and lessons learned, which can be applied on an everyday and every incident basis.

Safety Improvements

High Risk Rural Road Program (HRRR) & Passing Lanes

The fatality rate on high risk rural roads is more than 1.5 times higher than the fatality rate on urban and local roads. Due to the number of crashes on Nevada's rural roads, NDOT established a High Risk Rural Road Program. Many traffic problems on rural two-lane highways result from the lack of passing opportunities due to limited sight distance and heavy oncoming traffic volumes. The Manual for Selecting Safety Improvements on High Risk Rural Roads, lists passing lanes on two-lane highways as an effective way to achieve a greater reduction in the number and severity of rural roadway crashes. Passing lanes have been found to be effective in improving overall traffic operations on two-lane highways. NDOT Traffic Safety Engineering has identified locations for three projects in federal fiscal year 2020 to add passing lanes, truck climbing lanes and turn lanes on rural routes in Churchill, Lyon, Mineral, Elko and Nye counties. NDOT is also initiating a statewide analysis of passing lane needs with recommendations for locations and priorities.

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 a welcome into our communities.

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.

Native Yucca plants are salvaged from the construction site and replanted at US-95 at Kyle Canyon

Landscape and Aesthetics

I-15 at Starr Avenue becomes a gateway interchange for Henderson with native planting, rock erosion control, painted bridge structure and steel sculptures representing desert

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 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.*

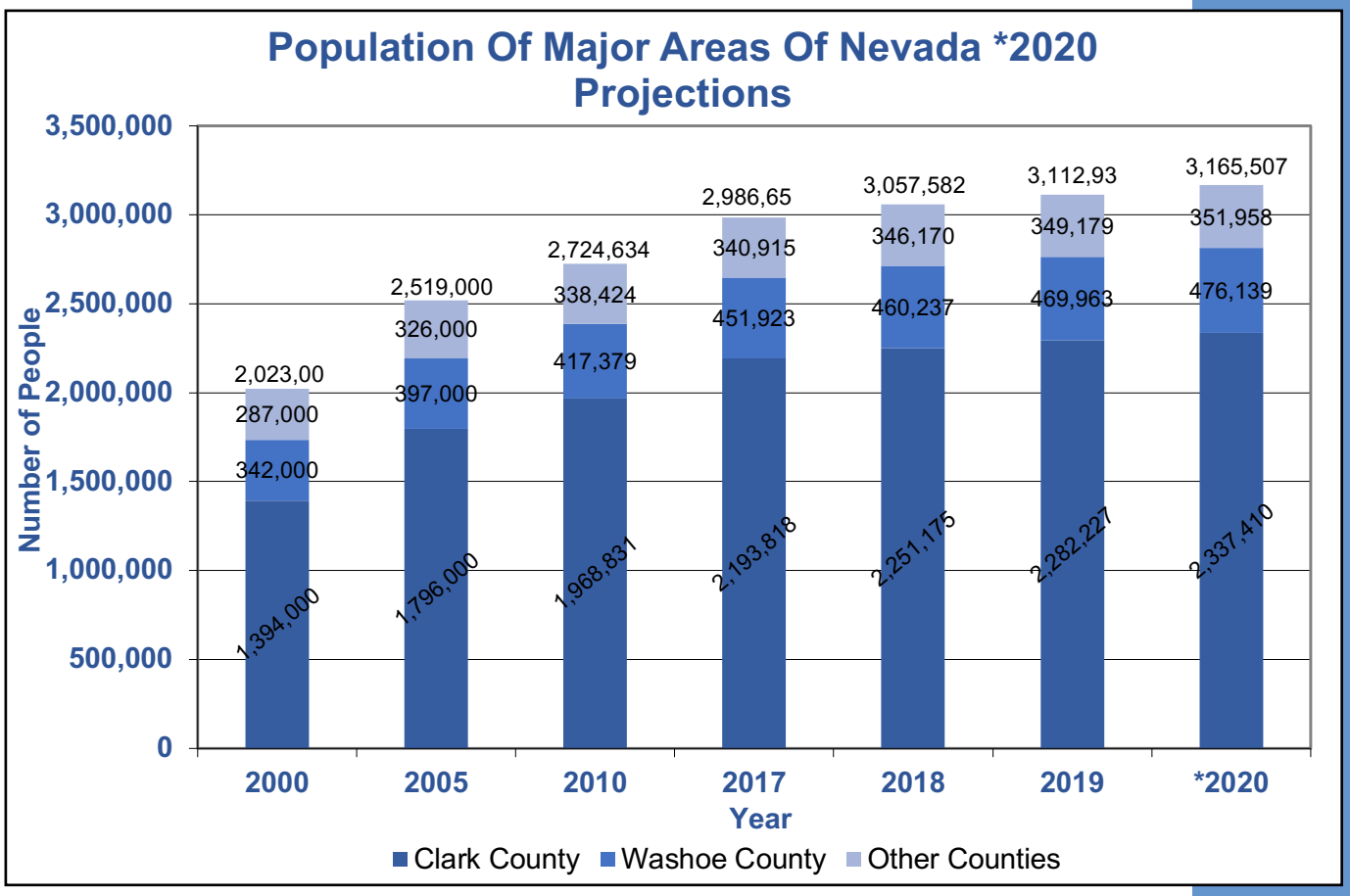
Historic Pony Express theme is captured using a weathering steel sculpture of rider for the new roundabout at Silver Springs

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	**1995**	1,072,376
	2020	2,102,423
Passenger Vehicles	**1995**	1,130,278
	2020	**2,428,338**

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 3.1 million residents. The majority of the growth has been in the major urban areas.



Roadway System Centerline Mileage

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	2,419	164	2,583
NON-NHS	2,427	2,594	5,021
Non-Federal Aid			
Non-Federal Aid	510	31,306	31,816
Total	**5,356**	**34,064**	**39,420**

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.

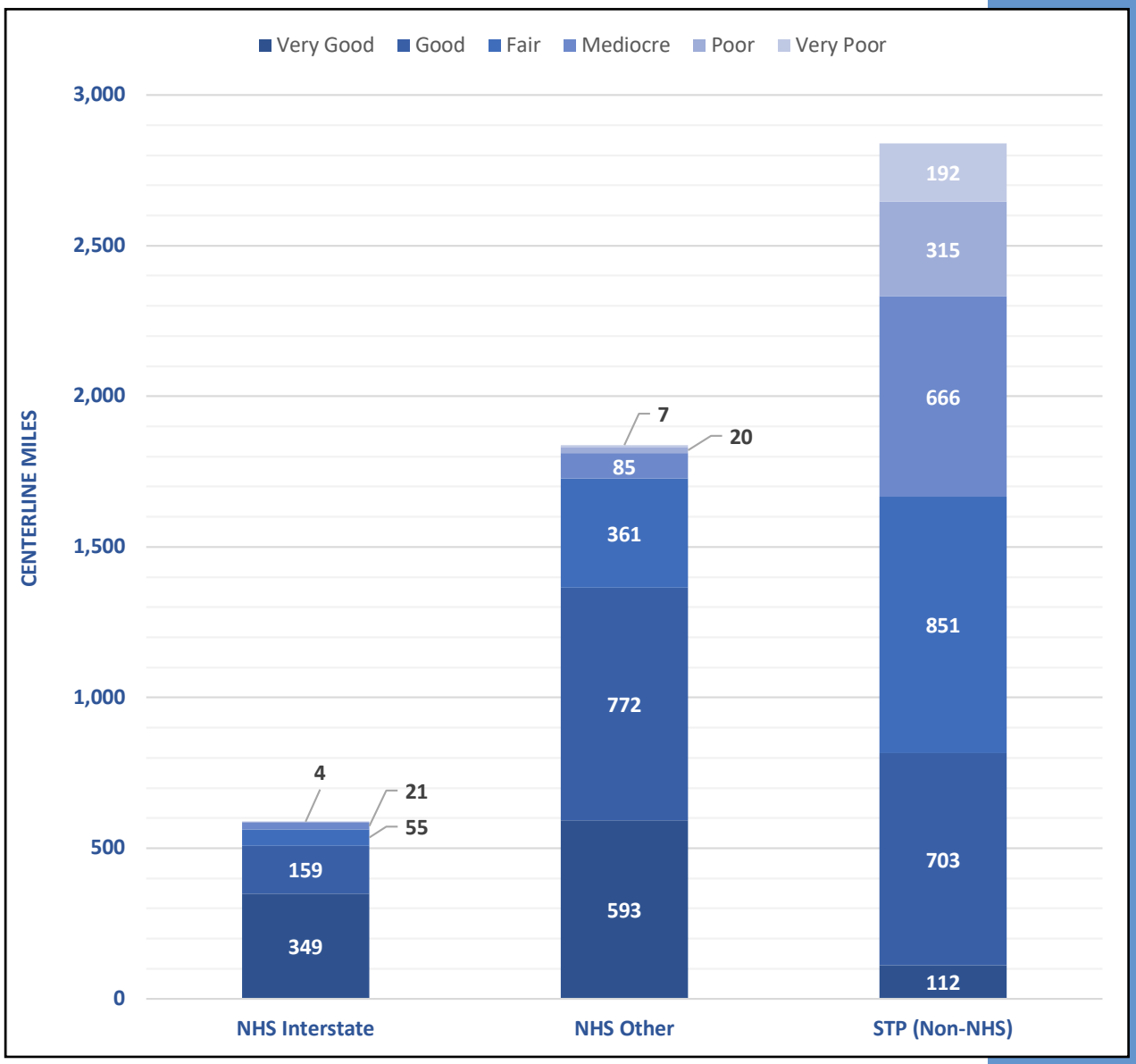
NON-NHS ROADS (Other Federal Aid)

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 that 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.

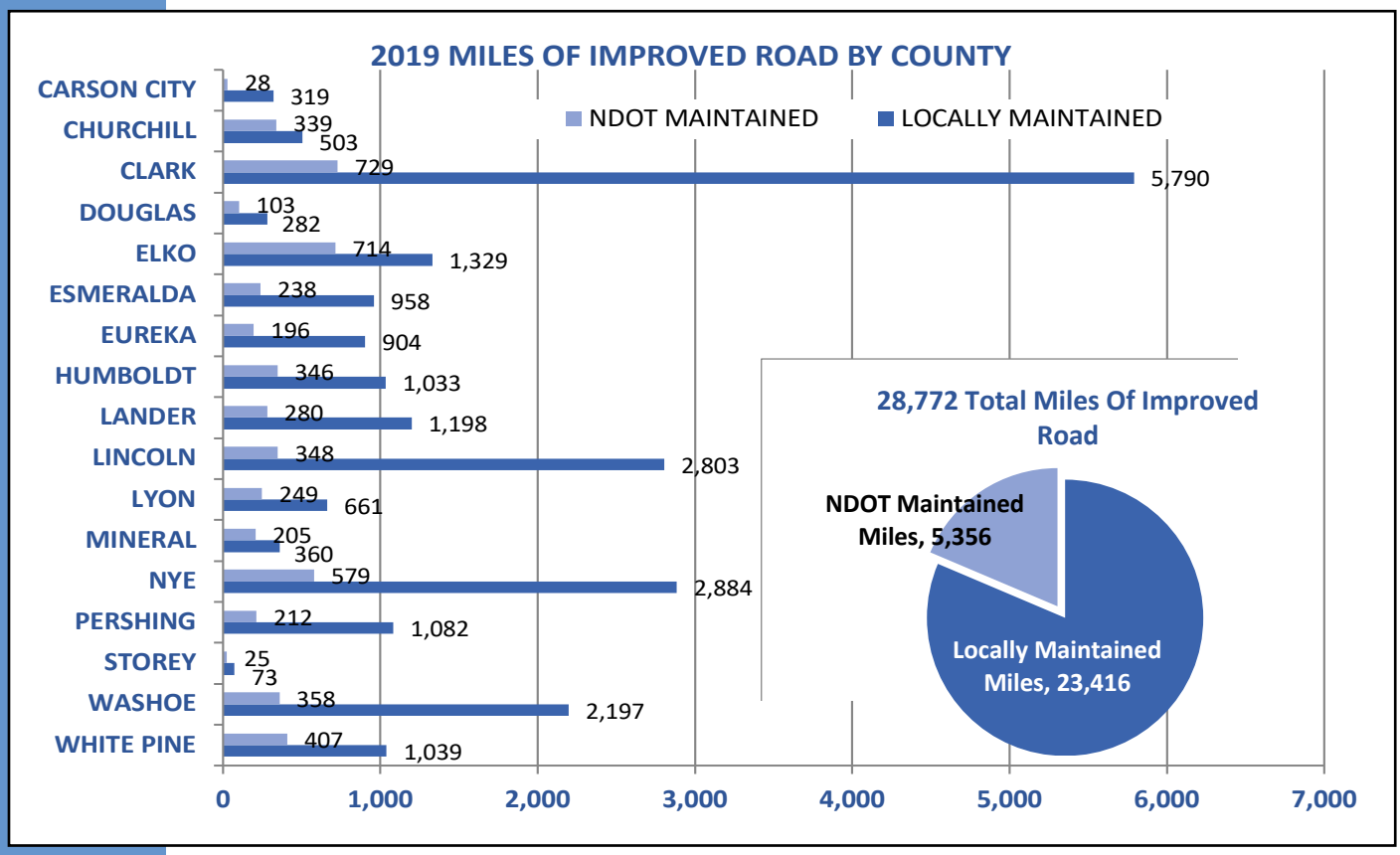
Centerline Miles by System – 2019*
Condition (Present Serviceability Index)

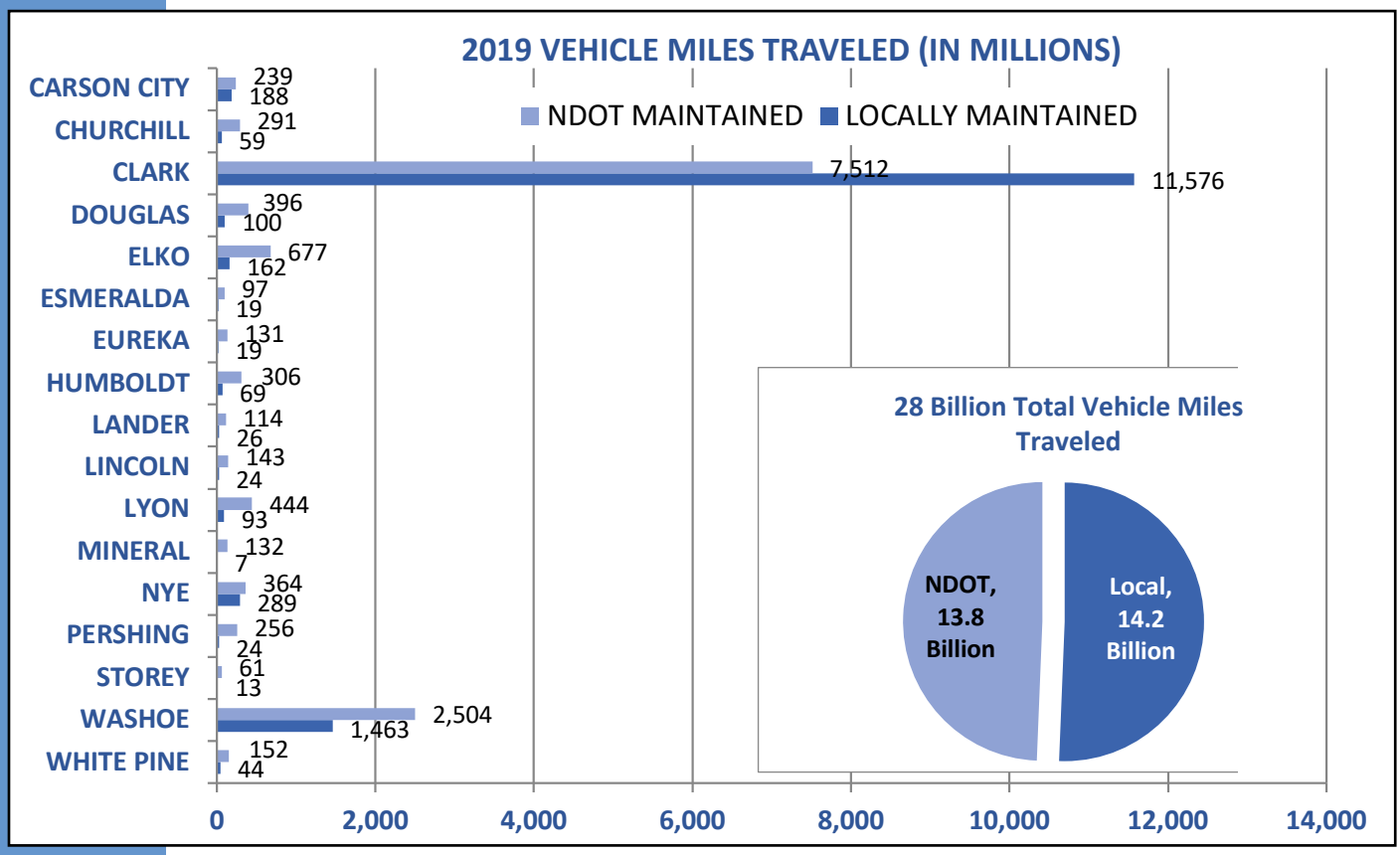


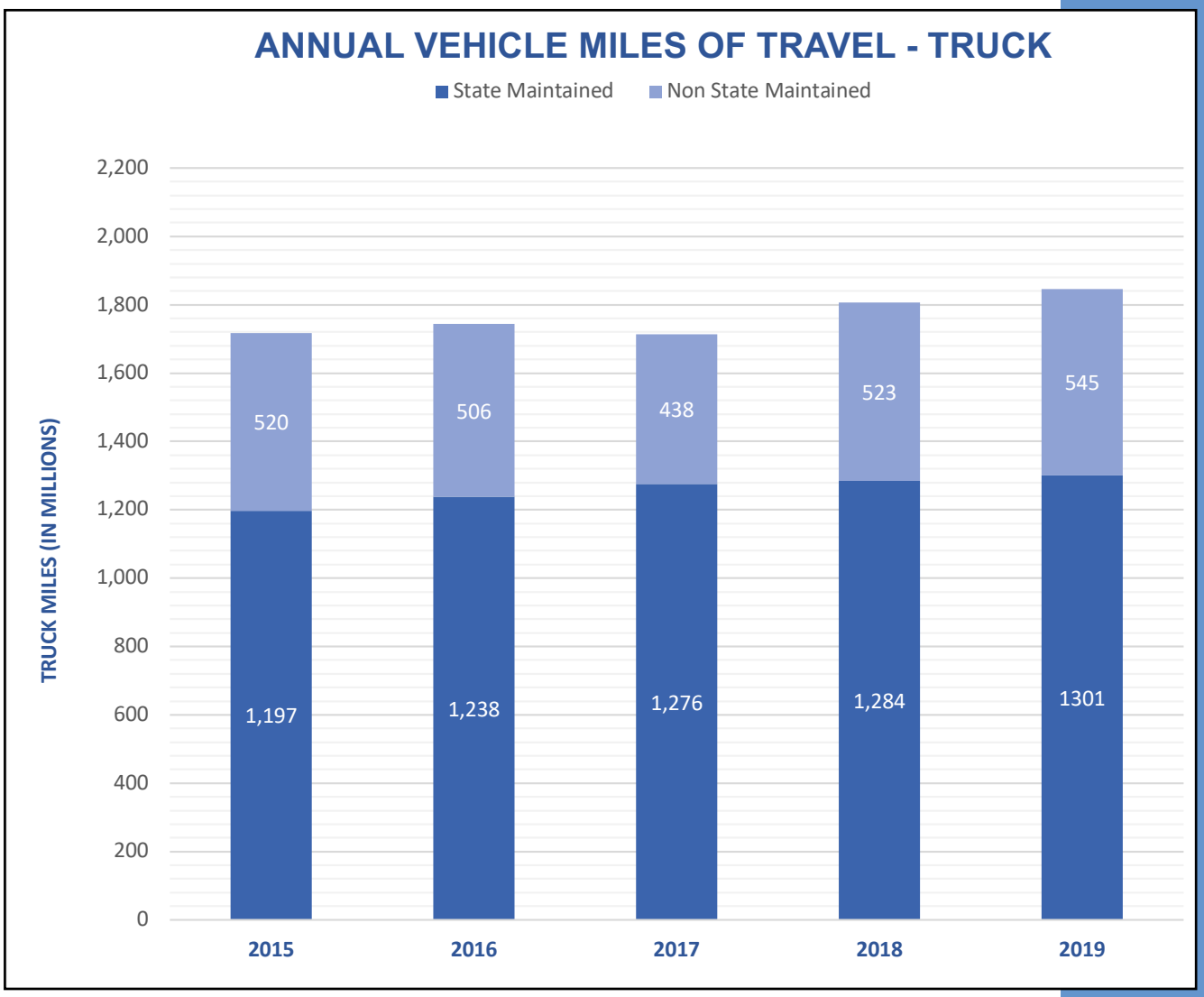
Note: System miles above may not match those on page 46 because not all roads have had their condition rated.

Note: Data is collected every two years

Vehicle 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 78

Structural 12

Currently, there are 2,107 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 1,221 bridges; 875 bridges are maintained by county, city, other local agencies, railroad and other state agencies; and 11 bridges are privately maintained.

Transportation Asset Condition

CAPITAL ASSETS AND DEBT ADMINISTRATION

The State's capital assets for governmental and business-type activities as of June 30, 2019 amount to $12.2 billion, net of accumulated depreciation of $1.4 billion, leaving a net book value of $10.8 billion. This investment in capital assets includes land, buildings, improvements other than buildings, equipment, software costs, infrastructure, rights-of-way, and construction in progress. Infrastructure assets are items that are normally immovable, such as roads and bridges.

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

The State has set a policy that it will maintain a certain percentage of each category of its roadways with an International Roughness Index (IRI) of 95 or less and will also maintain its bridges so that not more than 7% are structurally deficient. The following tables show the roadway condition assessments under the current and previous state's policy and current condition level of bridges:

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 2019 condition assessment	91%	86%	88%	57%	28%
Actual results of 2018 condition assessment	90%	88%	91%	58%	25%
Actual results of 2017 condition assessment	90%	85%	90%	61%	25%

Condition Level of the Bridges
Percentage of substandard bridges

	2020	2018	2016
State Policy – maximum percentage	**7%**	**10%**	**10%**
Actual results of condition assessment	1%	1.5%	2%

Transportation Asset Condition

In 2018, the State realigned the target percentage and revised the reporting criteria based on guidelines established by the Federal Highway Administration (FHWA). The 2018 assessment results are based on the previous reporting criteria.

The most recent condition assessment shows a slight 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 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 2019 by $4.6 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to continue to 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 in the Comprehensive Annual Financial Report.

Transportation Funding & Financing

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. The Fast Act, originally set to expire on September 30, 2020 was recently extended through September 30, 2021. 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

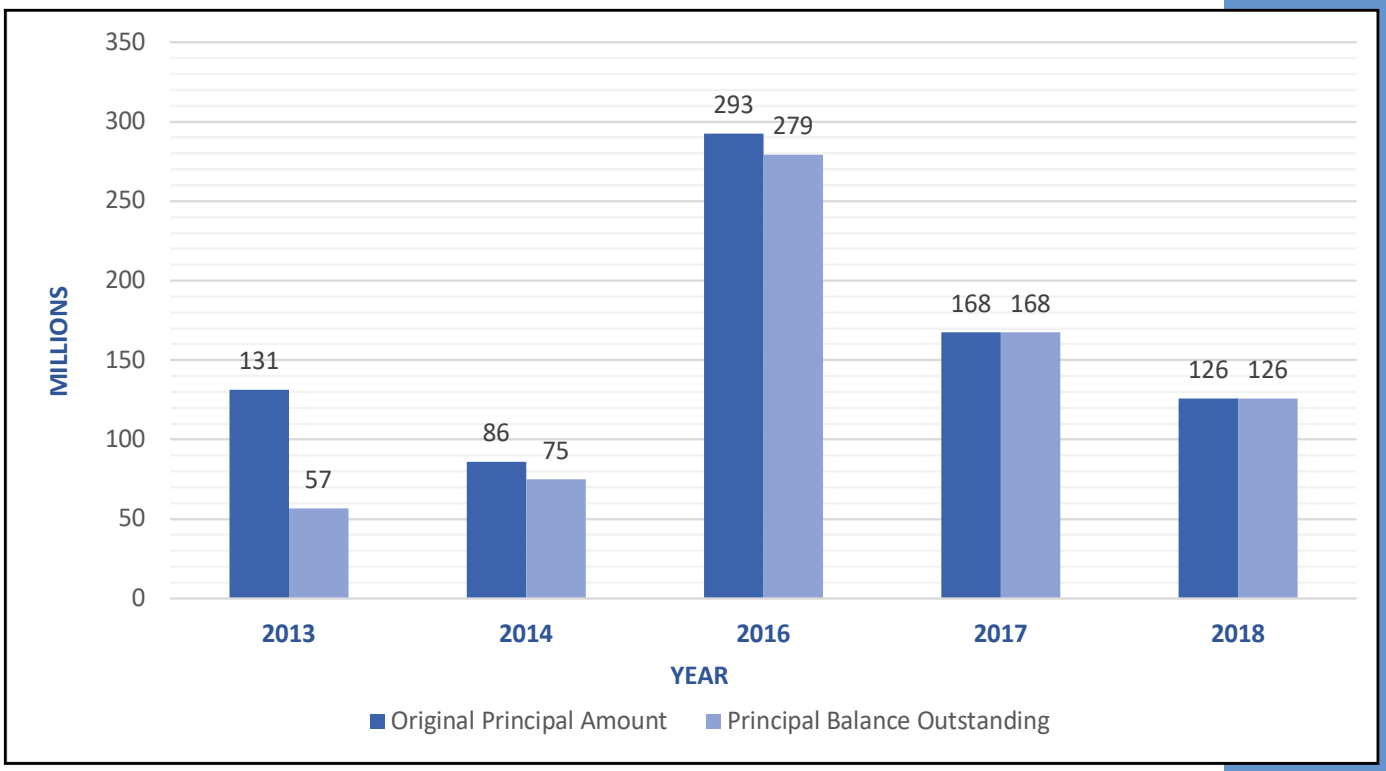
The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to ac- count for the receipt and expenditure of dedicated high- way-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, a significant amount of the operating 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, the Office of Project Management, and the Transportation Service Authority.

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

Annual Outstanding Balance Report State of Nevada Highway Improvement Revenue and Refunding Bonds June 30, 2020

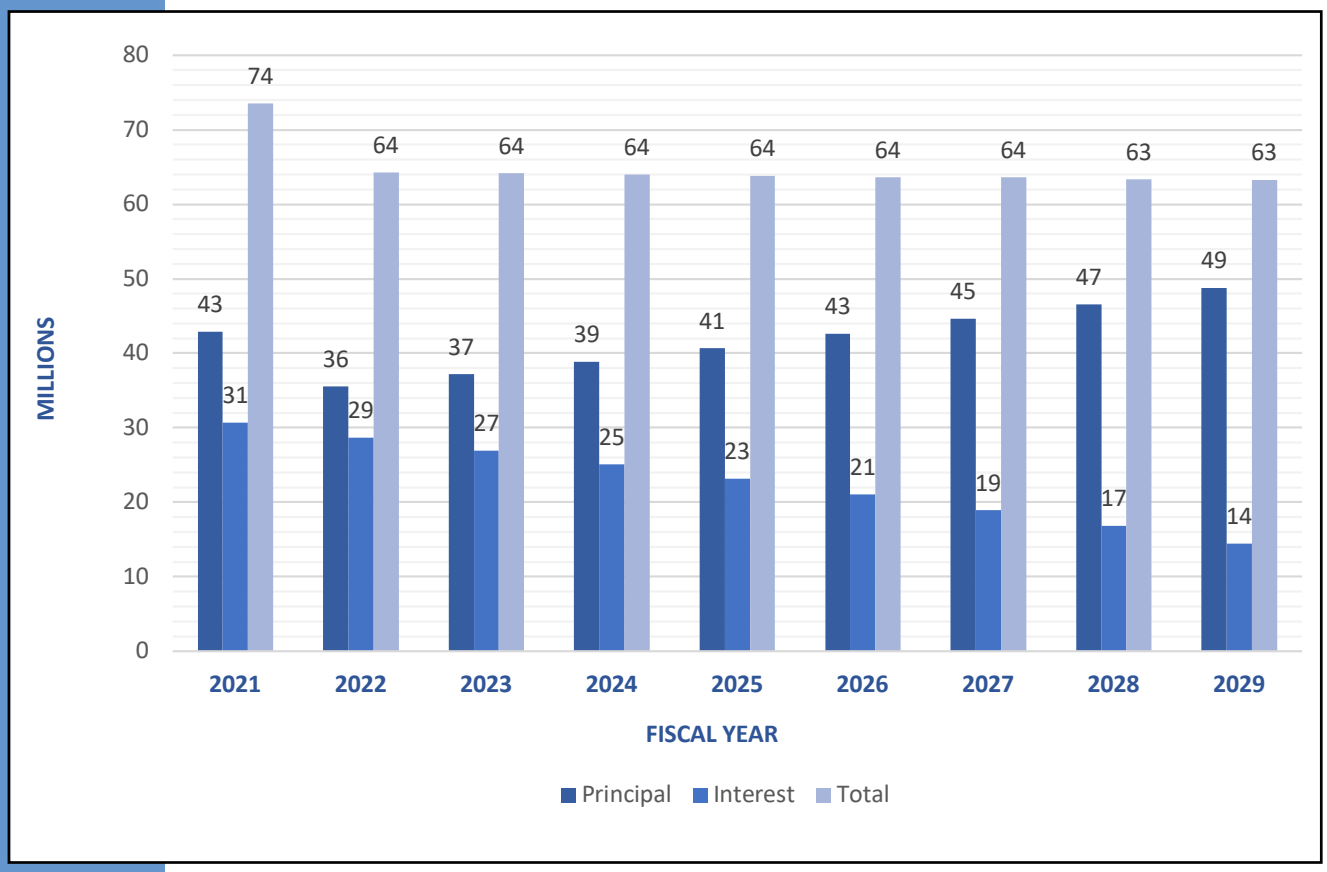
Existing Parity Securities	Original Principal Amount	Principal Balance Outstanding
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000	56,570,0
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2014	86,020,000	75,100,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	292,600,000	279,220,000
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	**$803,435,000**	**$704,460,000**

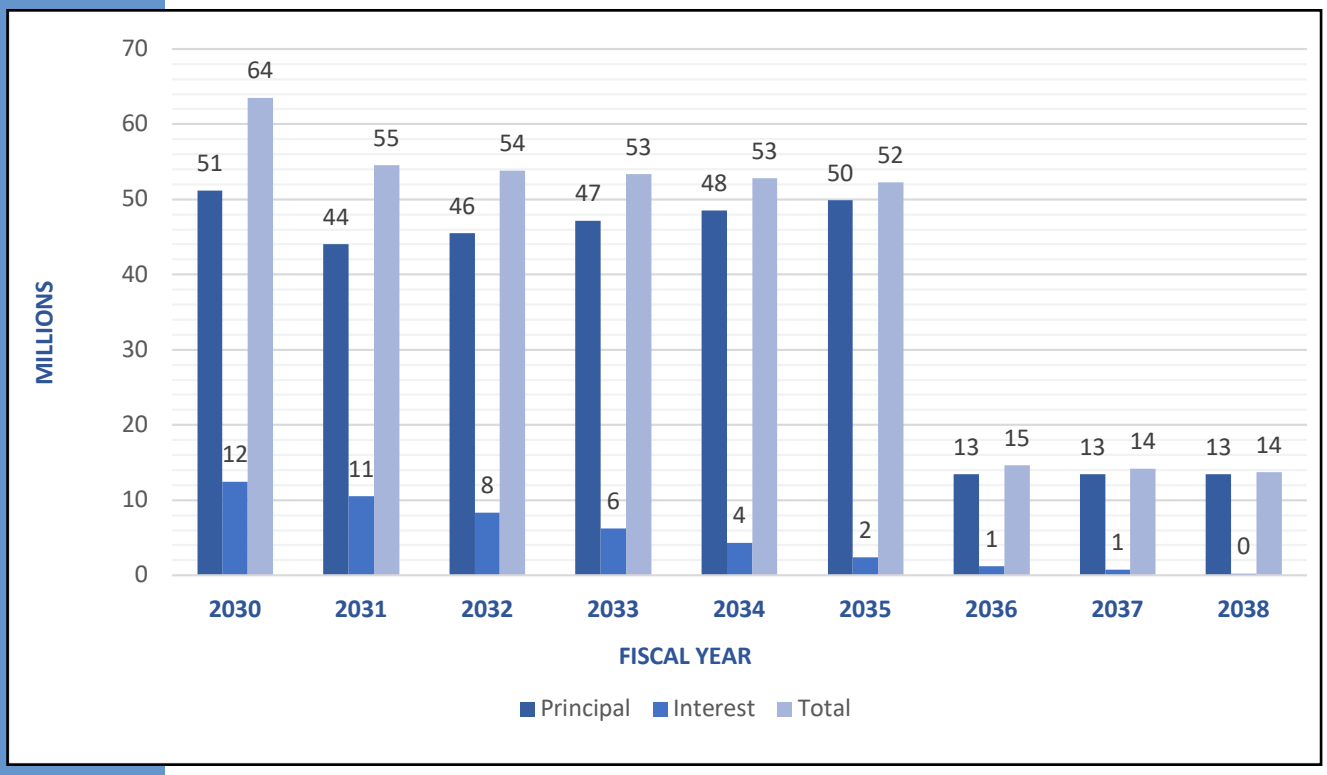
Bonds Issued by Year, Bond Amount, and Remaining Balance



Transportation Funding & Financing

Annual Projected Debt Service (as of 6/30/2020)





Passenger Car Operating Costs
(expressed in cents per mile of travel)

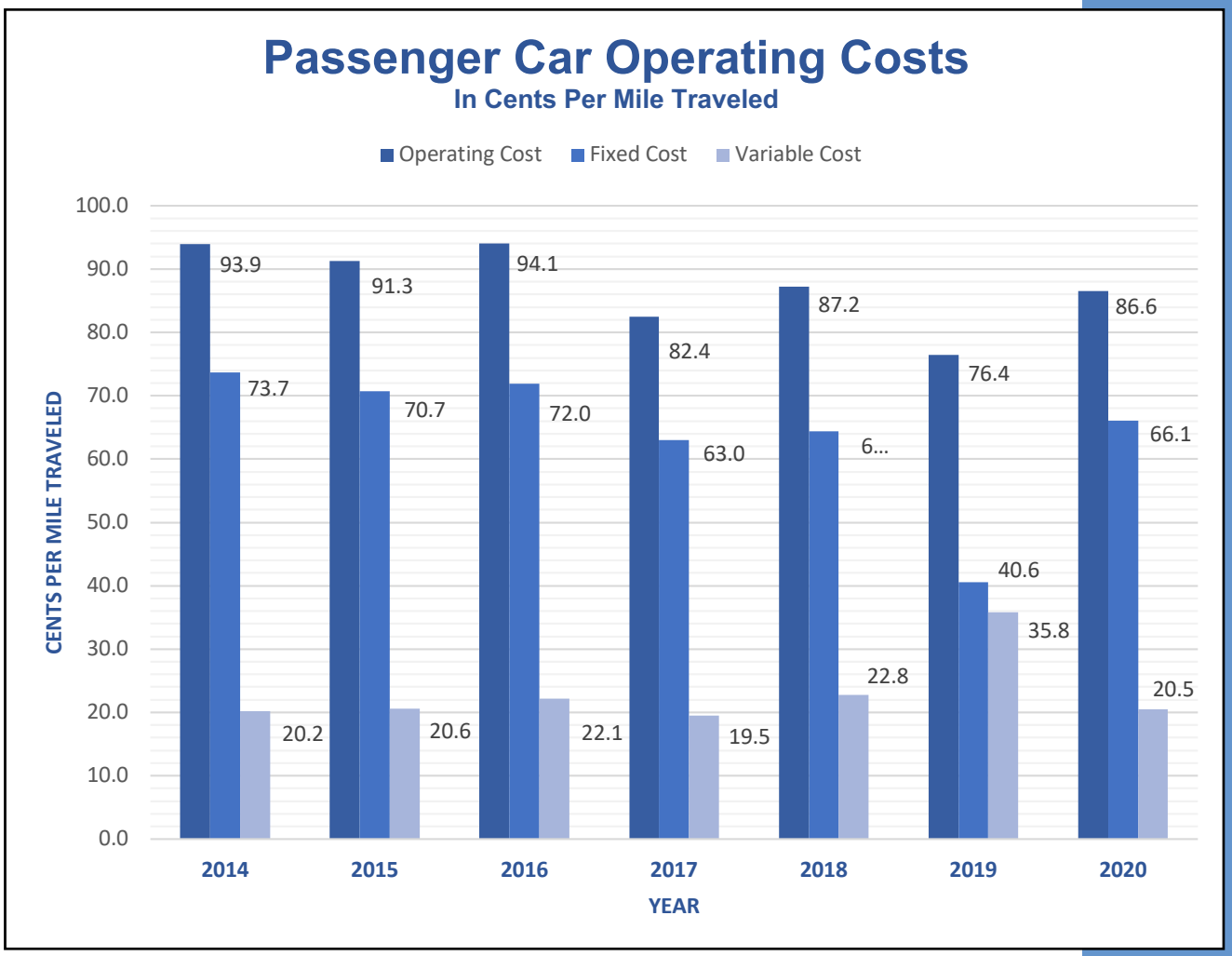
Assumptions: 2020 model year, large sedan with V-6 which gets 26 MPG. Vehicle travels 10,000 miles annually. Gas price used was $2.86 per gallon averagely in 2019. Based on Nevada's gas tax and licensing fees.

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

Variable Costs: 20.5¢ per mile traveled. Includes gas, gas tax, oil, tires and maintenance.

Fixed Costs: 66.1¢ per mile traveled. Includes depreciation, insurance, finance and licensing.

Total Operating Cost: 86.6¢ per mile traveled.

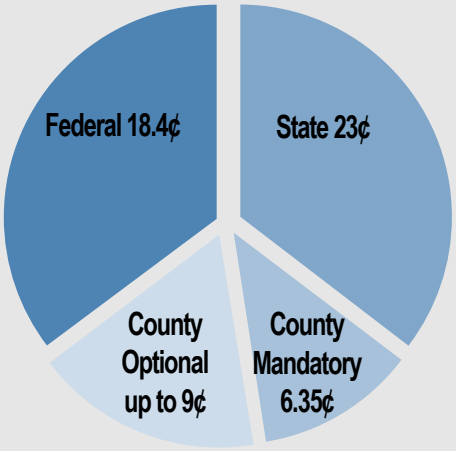


Source: American Automobile Association's "Your Driving Costs 2019" and www.fueleconomy.gov

Gas Tax
(Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statutes

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



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
18.4¢	**Total Federal Gasoline Tax**

2. State

12.65¢	NRS 365.175 This represents the State Highway Fund's share of the gas tax. It is administered by NDOT
5.0¢	NRS 365.540
5.35¢	NRS 365.190 & 550 (3)(a)(b)
23¢	**Total State Gasoline/Gasohol 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

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission 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.

1¢ County other (NRS 365.195)

		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) (Extended to all Counties w/RTC)			
	1965	6.05¢	1.0¢	4.55¢	1.5¢			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	14.8¢	14.5¢	AB413, NRS 373.0663
Washoe County Index - CPI	2.7¢	2.6¢	AB516, NRS 373.065
Washoe County Index - PPI	35.1¢	34.4¢	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. Note that state tax is indexed in Clark County.*

Special Fuel Tax
(Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

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

Distribution (Cents Per Gallon)

	Federal Highway Trust Fund			State	
Fuel Type	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 Fuel Tax
(Per Gallon)

Special Fuels and Indexed Taxes

County	Gross Tax Rate	Net Tax Rate*	Authority
Clear Diesel, Biodiesel, Kerosene/LNG	27.0¢	26.5¢	NRS 366.190
County Options: (Clear Diesel/Biodiesel only) Carso City, Lyon, Pershing, White Pine	5¢	4.9¢	SB48, NRS 373.062
Clark County Index - PPI	14.8¢	14.5¢	AB413, NRS 373.0663
Washoe County Index - PPI	33.3¢	32.7¢	SB201, NRS 373.066
CNG	21.0¢	20.6¢	NRS 366.190
Clark County Index - PPI	11.2¢	10.9¢	AB413, NRS 373.0663
Washoe County Index - PPI	25.1¢	24.6¢	SB201, NRS 373.066
LPG	6.4¢	6.3¢	NRS 366.190
Clark County Index - PPI	11.5¢	11.2¢	AB413, NRS 373.0663
Washoe County Index - PPI	25.8¢	25.2¢	SB201, NRS 373.066
A55	19.0¢	18.6¢	NRS 366.190
Clark County Index - PPI	5.4¢	5.3¢	AB413, NRS 373.0663
Washoe County Index - PPI	12.1¢	11.9¢	SB201, NRS 373.066
Jet Tax	1¢	1¢	NRS 365.170(1)(b)(1)
Jet Option:			
Clark County	3¢	3¢	NRS 365.203(a)
White Pine County	4¢	4¢	NRS 365.203(a)
Aviation Tax	2¢	2¢	NRS 365.170(1)(b)(2)
Aviation Option: Douglas, Elko, Humboldt, White Pine	8¢	8¢	NRS 365.203(b)
Clean up Fee**	0.75¢	0.75¢	NRS 445C
Inspection Fee**	0.055¢	0.055¢	NRS 590.120

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

***Effective January 1, 2010, Cleanup and Inspection Fees are assessed on Ethanol and Methanol at the time of importation per SB332.*

Vehicle Registration and Permit Fees

Registration fees established by Nevada Revised Statutes 482.480, 482.482 and 482.483 are as follows.

$34	Passenger Vehicles
$40	Motorcycles (registration fee $33 and $6 for motorcycle education)
$33	Moped
$28	Travel Trailer
$11	Golf Cart
$13	Trailer or Semitrailer (under 1,000 lbs.)
$25	Trailer or Semitrailer (over 1,001 lbs.)
$9.25	Permit Fee

Motortruck, truck or bus

$34 (flat rate)	Less than 6,000 lbs.
$39 (flat rate)	6,000 to 8,499 lbs.
$49 (flat rate)	8,500 to 10,000 lbs
$12	10,001 to 26,000 lbs. (per thousand pounds or portion thereof)
$17	26,001 to 80,000 lbs. (per thousand pounds or portion thereof)

Note: A $1.00 Technology fee has been associated to each fee above.
Reference: https://dmvnv.com/pdfforms/regtitle.pdf

Governmental Services Tax, Driver's License, And Title Fees

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.

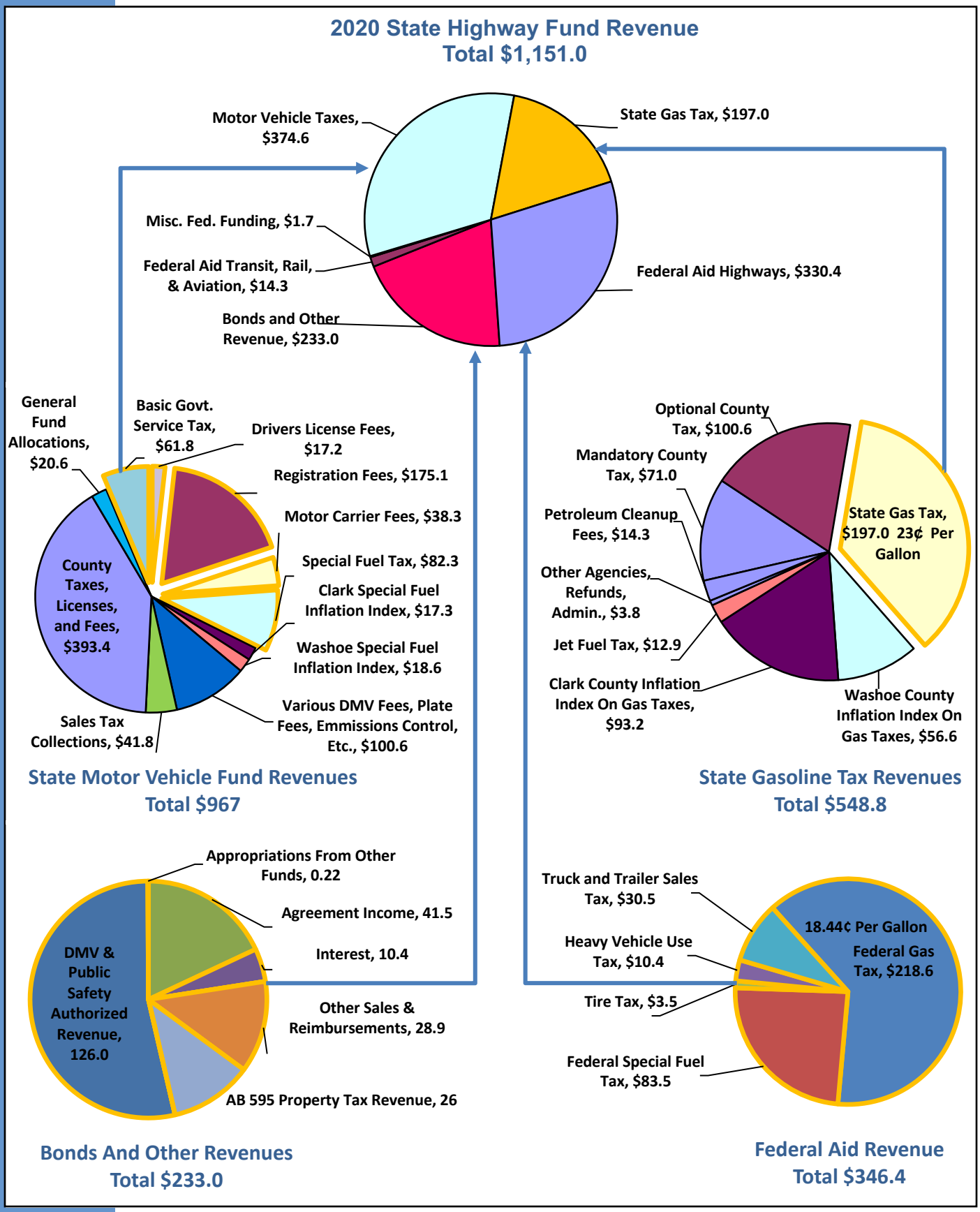
Distribution

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.

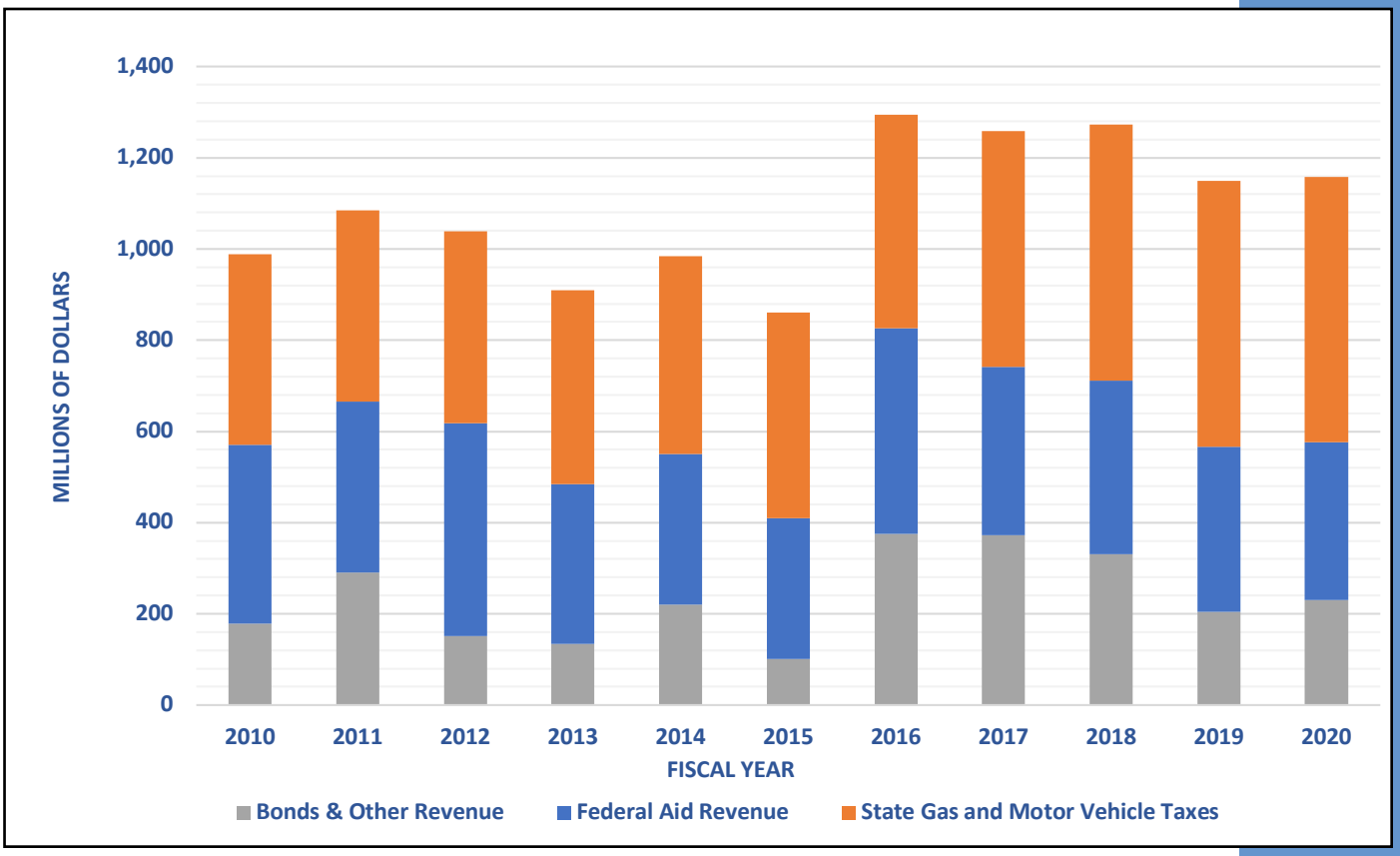
Supplemental Governmental Services Tax: An additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used for road construction or other governmental functions of the county.$36.00 all out-of-state vehicles $21.00 all in-state vehicles (new title).

State Highway Fund Revenue Sources

2020 Revenue (in millions)



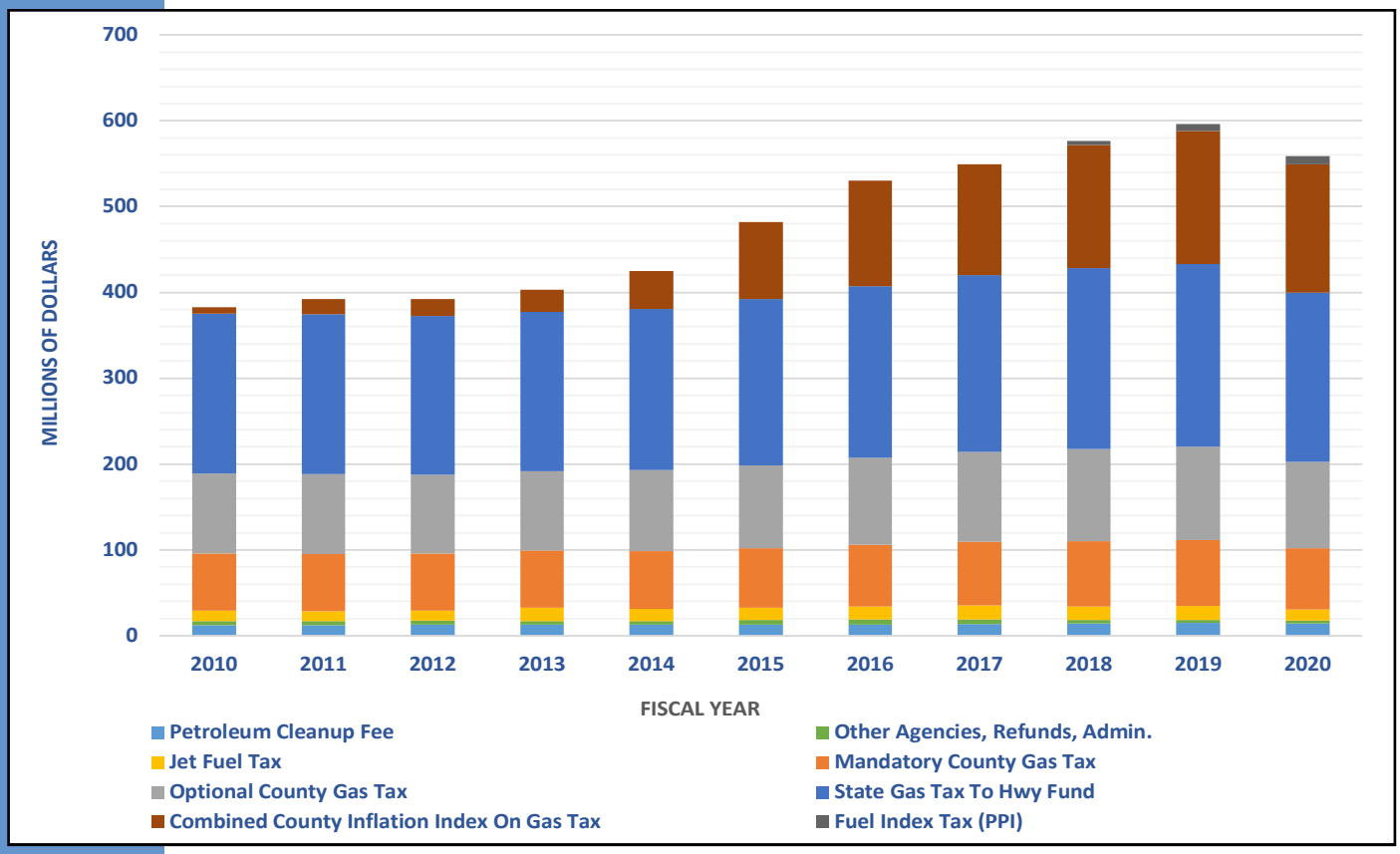
Total State Highway Fund Revenue
(in millions)



Fiscal Year	Federal Reimbursements	State Gas & Motor Vehicle Taxes	Bonds & Other Revenue	Totals
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
2020	346.4	580.8	233.0	1,151.0

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.

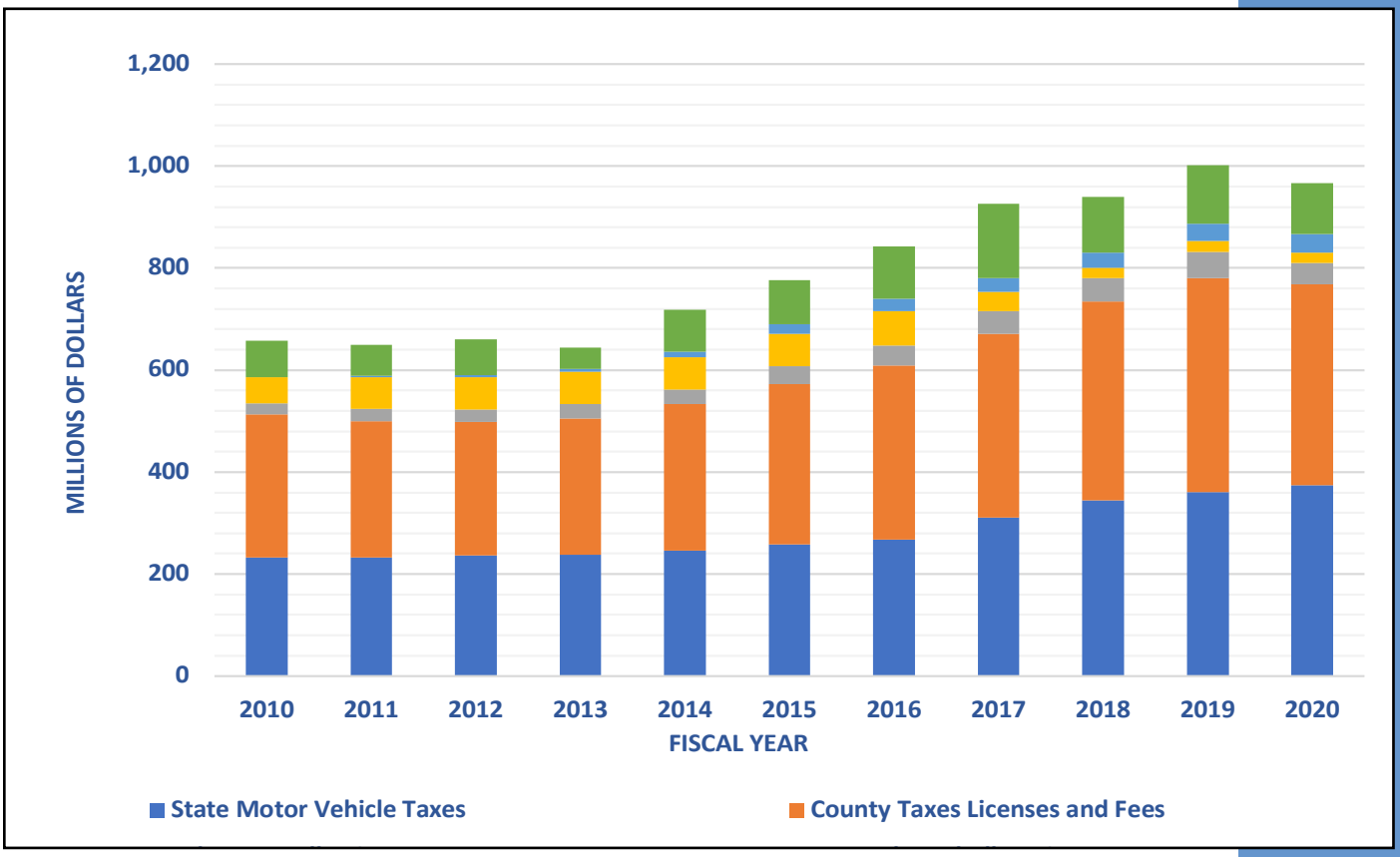
State Gasoline Tax Revenue
(in millions)



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
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
2020	197.0	9.2	71.0	100.6	149.8	12.9	14.3	3.4	558.1

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

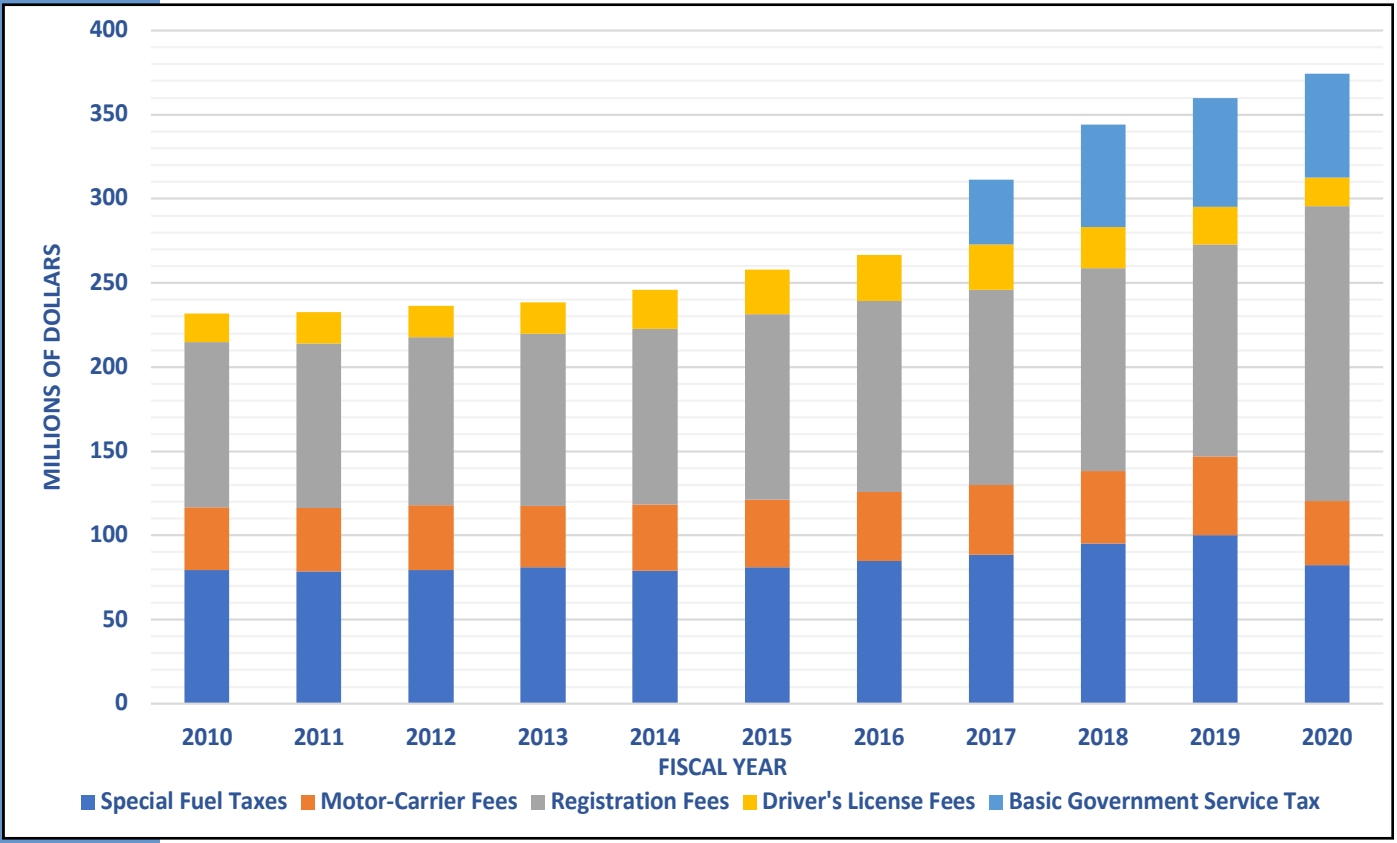
State Motor Vehicle Fund
(taxes, licenses & fees revenue in millions)



Fiscal Year	State Motor Vehicle Taxes	County Taxes License & Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees Commissions	Totals
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
2020	374.6	393.4	41.8	20.6	36.0	100.6	967.0

**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.

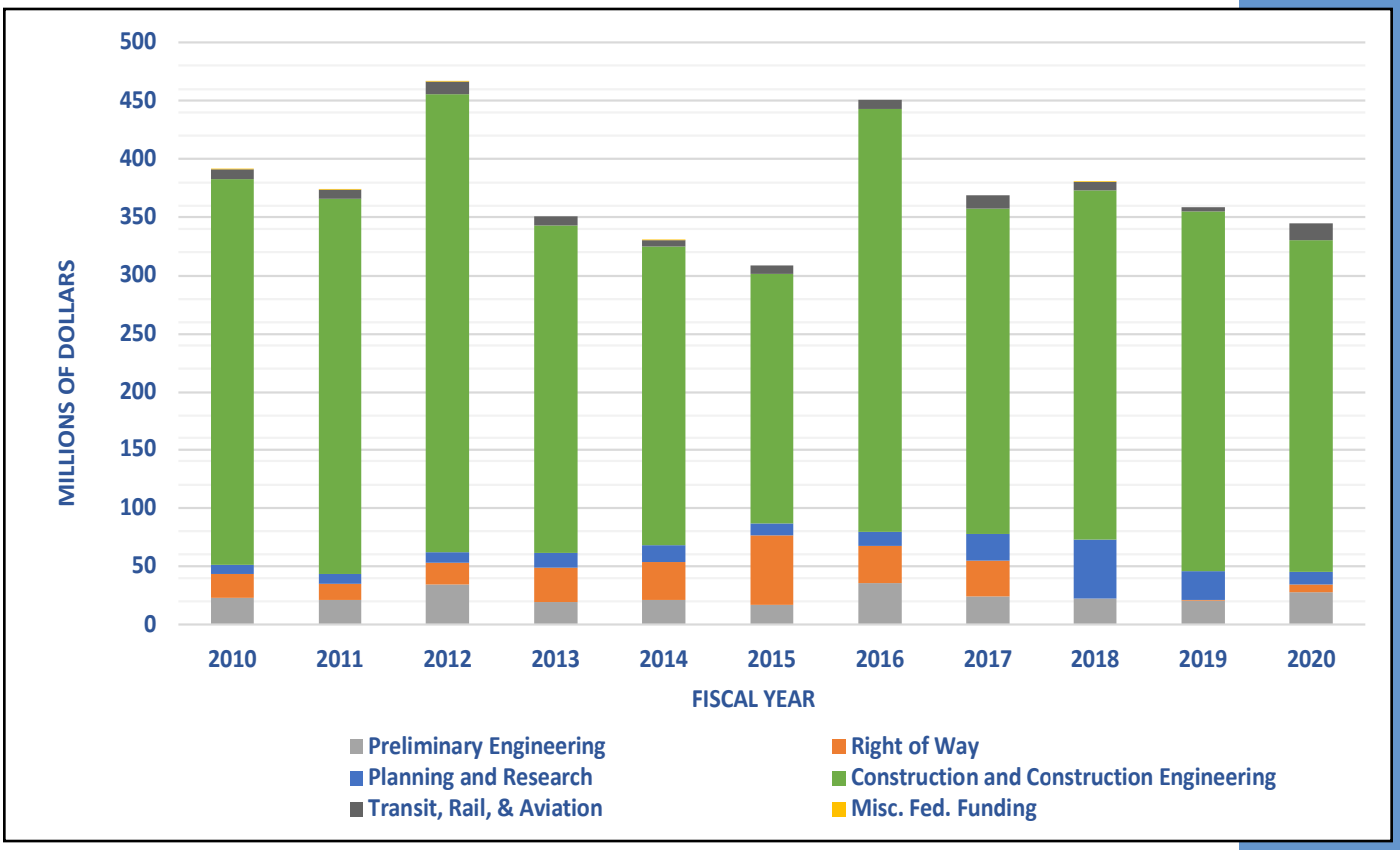
State Motor Vehicle Taxes to Highway Fund
(derived from the state motor vehicle fund in millions)



Fiscal Year	Special Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fee's	Basic Government Services	Totals
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	6.7	126.0	22.5	64.5	360.8
2020	82.3	38.3	175.1	17.2	61.8	374.6

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

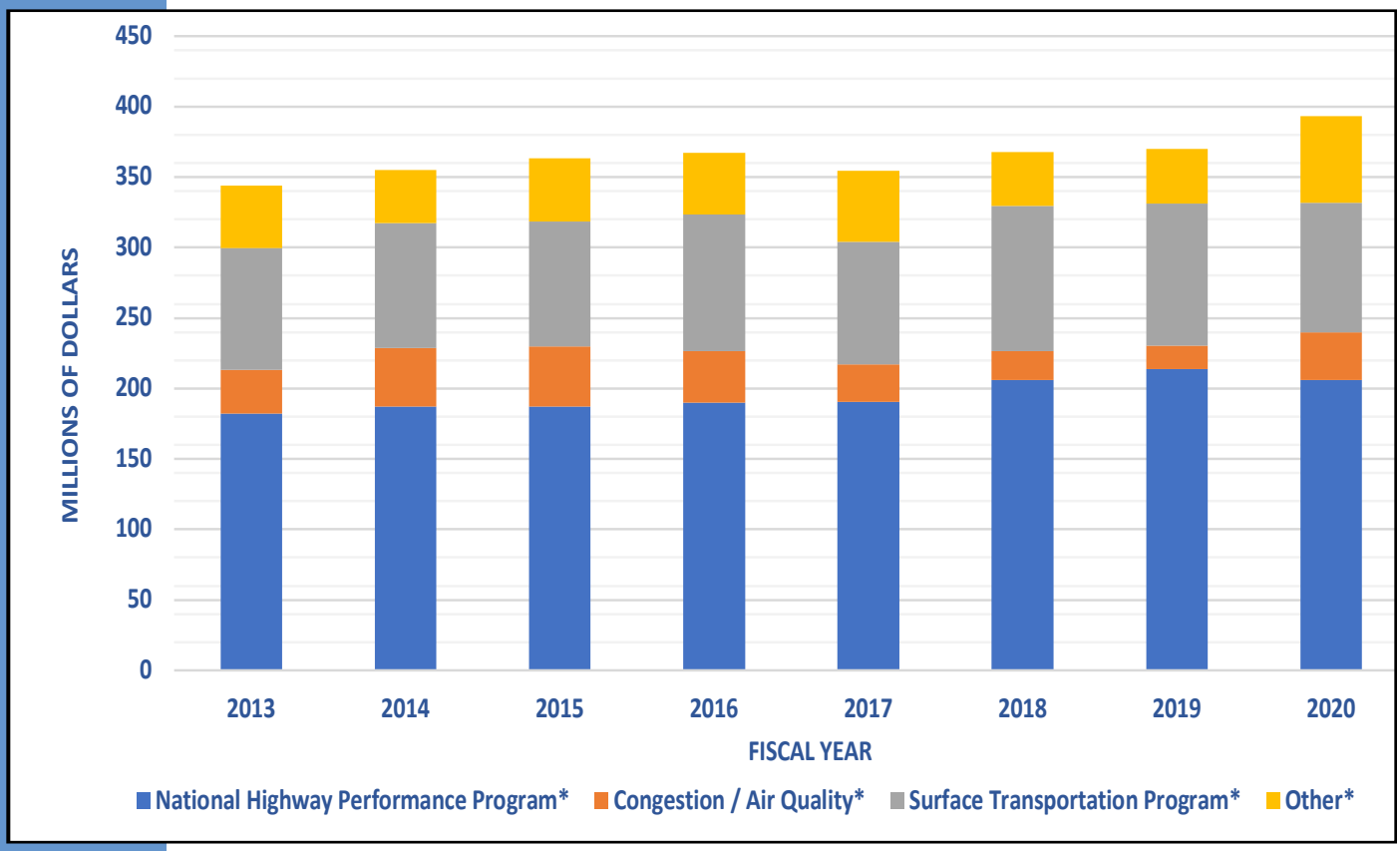
Federal-Aid Revenue
(in millions)



Fiscal Year	Planning & Research	Right of Way	Prelim. Engrg.	Construction & Const. Engrg.	Transit, Rail, & Aviation	Misc. Fed. Funding	Totals
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
2020	10.4	6.6	27.9	285.4	14.3	0.0	346.4

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



Federal-Aid Apportionments (Under SAFETEA-LU from FFY 2010 to FFY 2012)

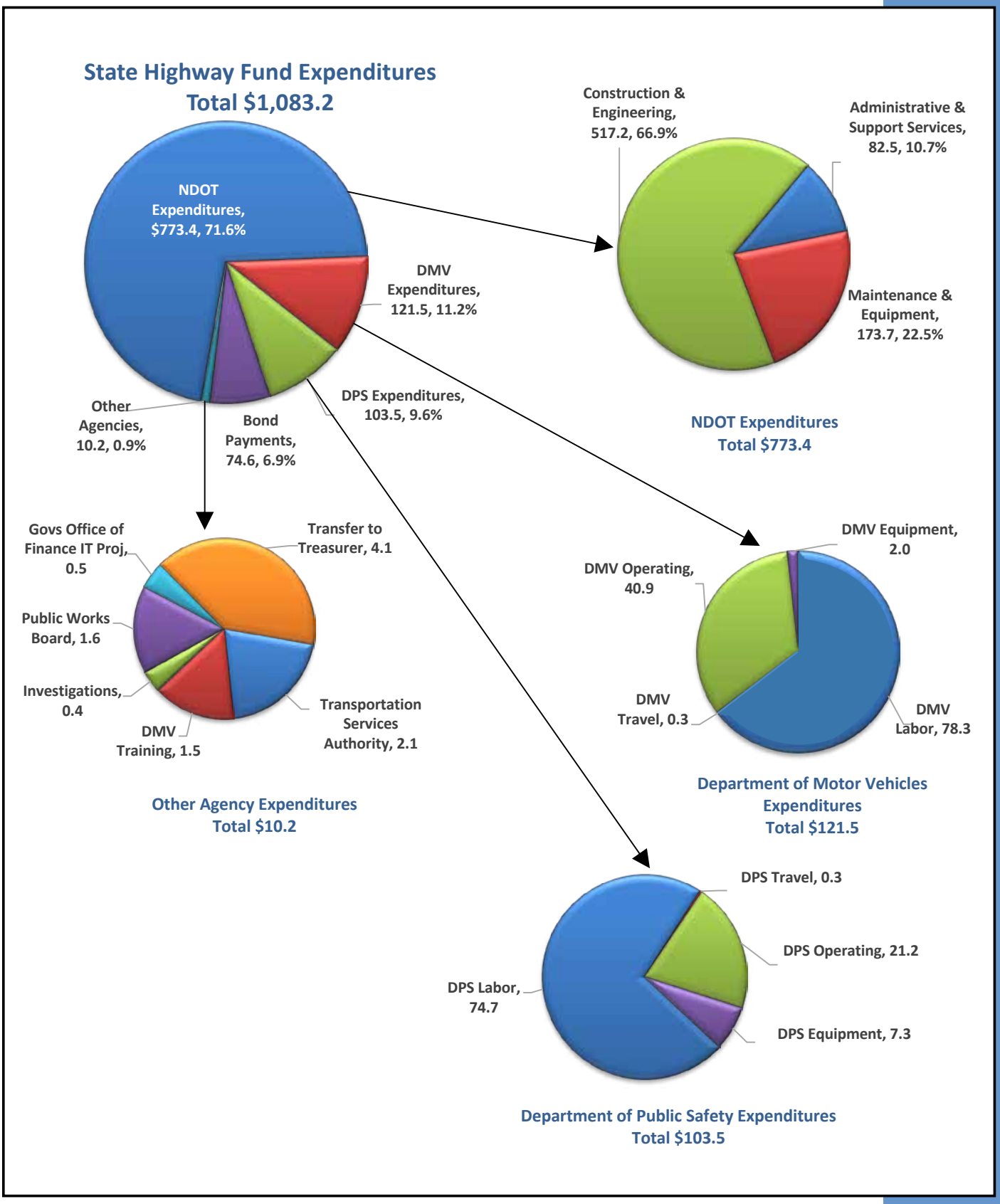
Fiscal Year	Interstate Maint.	National Hwy. System	Congestion/ Air Quality	Surface Trans. Program	Other	Totals
2010	77.1	84.3	35.8	111.2	84.0	392.4
2011	82.2	93.6	28.4	82.5	43.2	329.9
2012	9.8	88.6	32.8	82.1	46.8	330.2

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

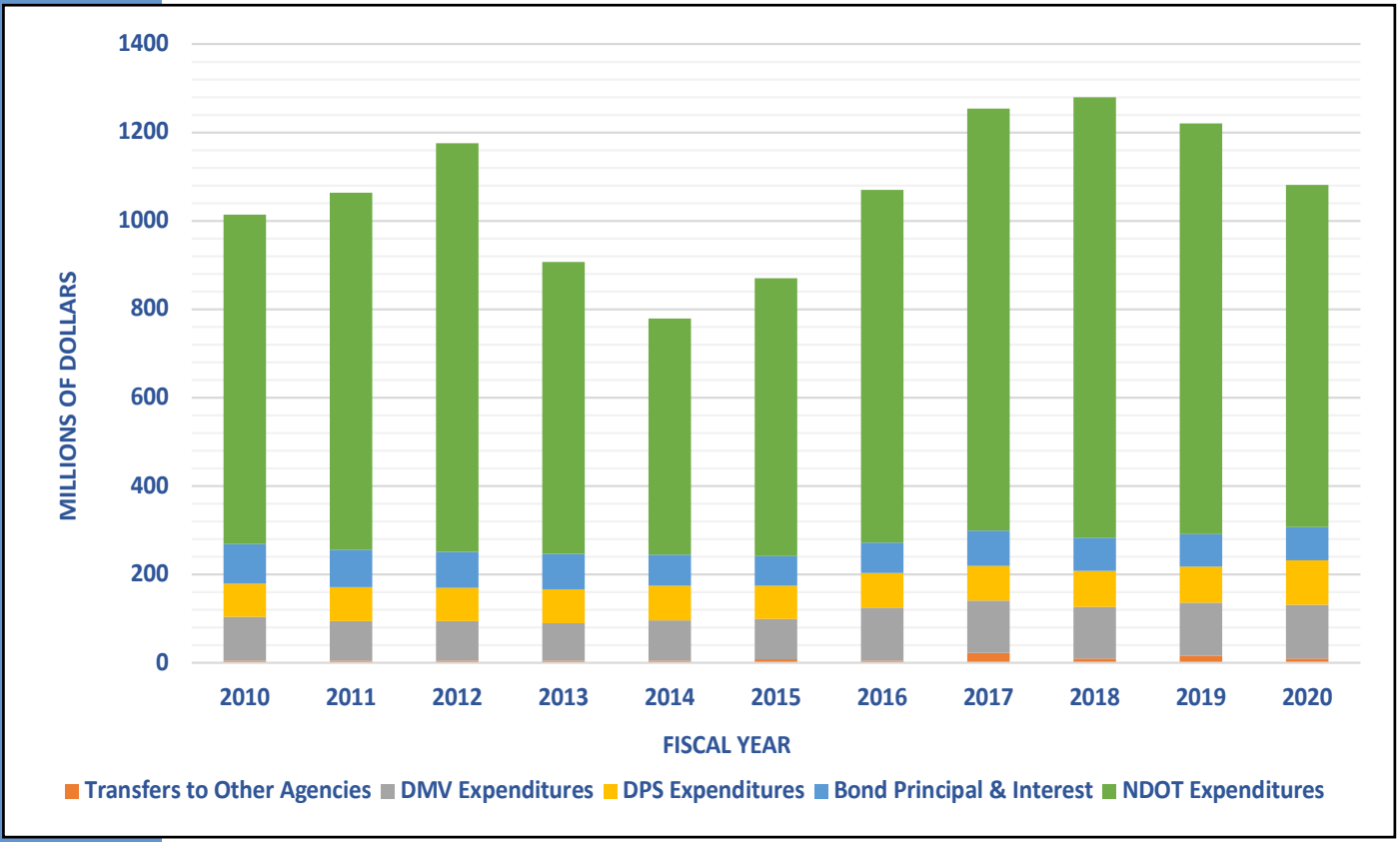
Fiscal Year	National Highway Performance Prgm*.	Congestion/ Air Quality	Surface Trans. Prgm*	Other*	Totals
2013	182.0	31.3	86.4	44.4	344.1
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.5	88.7	45.0	363.4
2016	190.2	36.6	96.8	43.7	367.3
2017	190.3	26.6	87.4	49.9	354.2
2018	205.8	20.9	103.0	38.1	367.8
2019	213.6	17.0	100.8	38.3	369.7
2020	205.8	34.2	91.6	61.4	393.0

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

State Highway Fund Expenditures & Disbursements
(in millions)



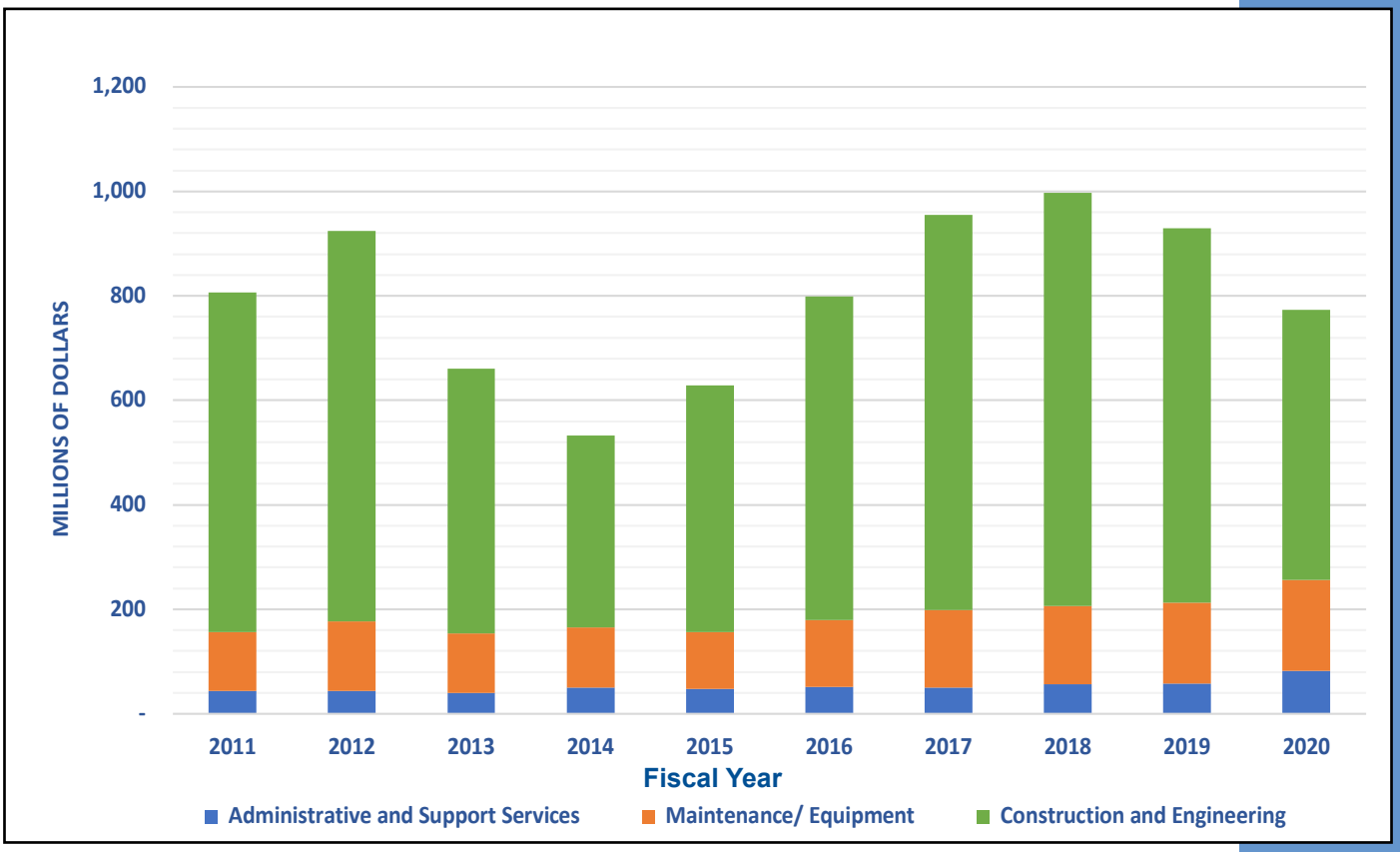
State Highway Fund Expenditures & Disbursements
(in millions)



Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Totals
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	955.4	1,254.0
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
2020	10.2	121.5	103.5	74.6	773.4	1,083.2

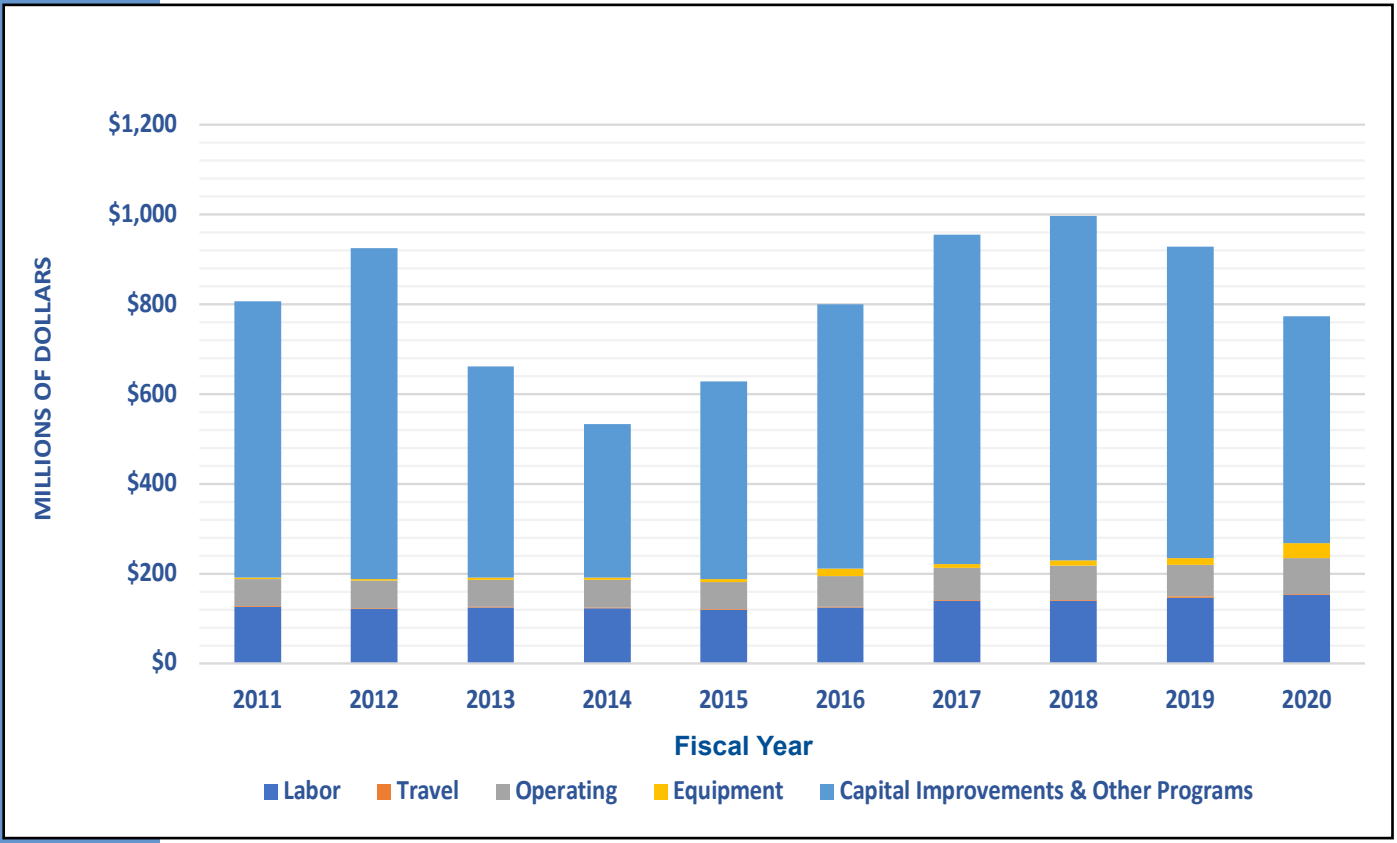
Notes: DPS stands for, (Department of Public Safety) and includes Nevada Highway Patrol. DMV stands for, (Department of Motor Vehicles).

NDOT Expenditures By Activity
(in millions)



Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Totals
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.	628.9
2016	51.7	128.1	619.5	799.3
2017	49.6	148.7	757.0	955.3
2018	56.1	149.9	791.1	997.2
2019	57.7	154.9	716.6	929.2
2020	82.5	173.7	517.2	773.4

NDOT Expenditures By Appropriation
(in millions)

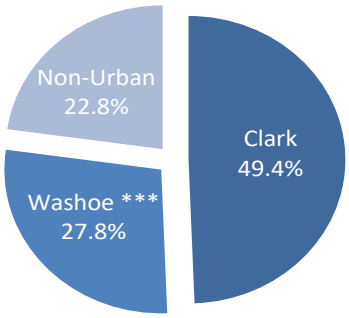


Fiscal Year	Labor	Travel	Operating	Equipment	Capital Imprv. & Other Prgms.	Totals
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.3
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
2020	152.8	1.9	80.5	32.1	506.1	773.4

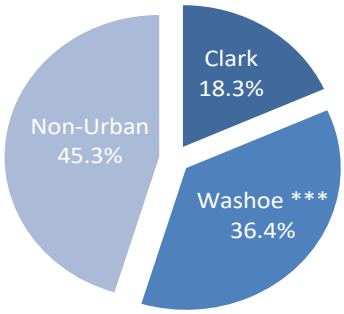
Project Obligations In Urban & Rural Areas

Fiscal Year 2020 Project Obligations
Projects advertised during Federal Fiscal Year 2020

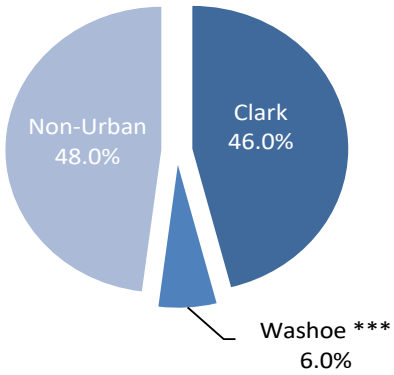
FY 2020 New Construction ($390.3 Million)



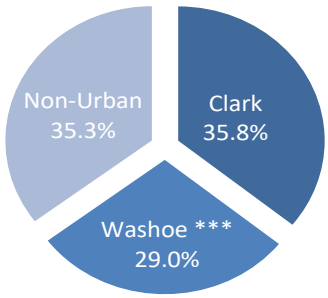
FY 2020 Preservation Project Obligations ($361.5 Million)



FY 2020 Other Project Obligations ($97.5 Million)



FY 2020 Total Project Obligations ($849.3 Million)



FY 2020 Projects*

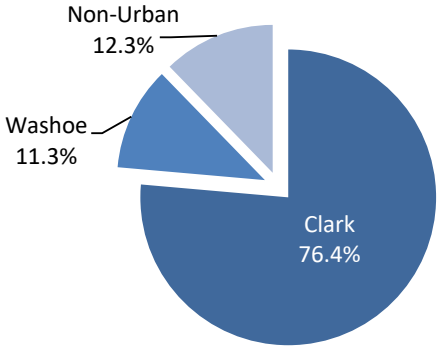
	New Construction	Preservation	Other**	Total
Clark	$192,758,451	$66,147,272	$44,856,489	$303,762,212
Washoe***	$108,609,690	$131,490,239	$5,846,523	$245,946,452
Non-Urban	$88,921,294	$163,836,109	$46,810,597	$299,568,000
Total	$390,289,435	$361,473,620	$97,513,609	$849,276,664
Percent	46.0%	42.6%	11.5%	100.0%

**Note: Does not include design, ROW, in-house projects or work by other agencies; illustrative use only, based on Federal Fiscal Year.*
***Other: - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*
****Includes I 80, I 580 Spaghetti Bowl (SBX) $201M.*

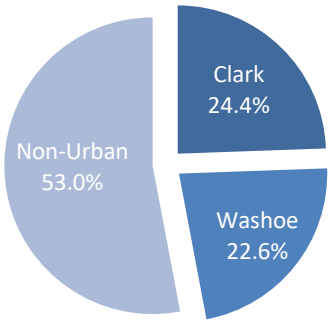
Project Obligations In Urban & Rural Areas

FFY 2016-2020 Total Distribution of Project Funding*

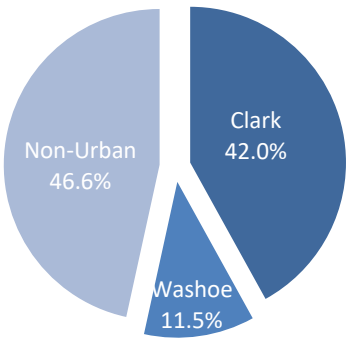
FY 2016-2020 New Coonstruction Obligations ($1.6 Billion)



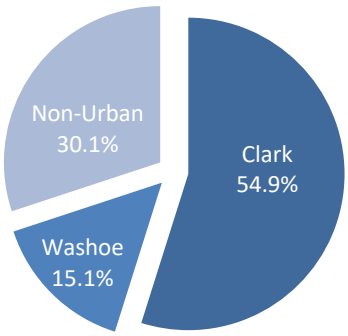
FY 2016-2020 Preservation Project Obligations ($1.1 Billion)



FY 2016-2020 Other Project Obligations ($386.7 Million)



FY 2016 -2020 Total Project Obligations ($3.0 Billion)



FFY 2016-2020 Total Distribution of Project Funding*

	New Construction	Preservation	Other**	Total
Clark	$1,265,236,240	$246,279,557	$162,299,209	$1,673,815,006
Washoe	$187,769,628	$227,697,956	44,387,145	$459,854,729
Non-Urban	$203,262,254	$533,832,586	$180,102,139	$917,196,979
Total	$1,656,268,122	$1,007,810,099	$386,788,493	$3,050,866,714
Percent	54.3%	33.0%	12.7%	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 (MPO's), 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.

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.

The Nevada DOT Transit Section provides operating, capital, and program administration funding assistance to rural public transit agencies and is responsible for state administration, sub-recipient 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 sub-recipients.

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.

Annual Trips by provider

Provider Name	Annual Trips (2019 Data)
Churchill Regional Transportation	16,727
Douglas Area Rural Transit	27,926
Elko County	45,736
Humboldt County/Pleasant Senior Center	10,066
Lincoln County Human Services	244
Lyon County Human Services	9,084
Nye County Senior Nutrition Program	9,895
Pahrump Senior Center (Nye Co.)	17,444
Pyramid Lake Paiute Tribe (Washoe Co.)	3,347
Southern Nevada Transit Coalition (Clark Co.)	377,069
Tahoe Transportation District (Douglas/Carson)	31,266
White Pine County - Ely Bus	12,853
Total	**561,657**

Bicycles & Pedestrians

Planning

The Nevada Department of Transportation (NDOT) recognizes bicycling and walking as an essential component of any comprehensive transportation system and continually works to make the mobility of non-motorized users more safe, efficient, and convenient. 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 cross country touring destination. 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 the Safe Routes to School program is to enable and encourage children, including those with disabilities, to walk and bicycle to school. The goal of Safe Routes to School is to make bicycling and walking to school a safer and more appealing transportation option, 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.

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

Strategic Goals of Nevada Freight

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

Economic Competitiveness Improve the contribution of the Freight transportation to economic efficiency, productivity, and competitiveness.	**Mobility and Reliability** Provide and efficient and reliable multimodal system freight transportation system for shippers and receivers across the state.
Safety Improve the safety of the freight transportation system.	**Infrastructure Preservation** Maintain and improve essential infrastructure within the state.
Advanced Innovative Technology Use advance technology, innovation, competition, and accountability in operating and maintaining the freight transportation system.	**Environmental Sustainability and Livability** Reduce adverse environmental and community impacts of the freight transportation system.
Sustainable Funding Fully funding the operations, maintenance, renewal, and expansion of the freight transportation system.	**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.

Nevada State Freight Plan

The Nevada State Freight Plan was completed in 2016, providing a framework to improve freight mobility to foster continued economic growth and diversification in Nevada. The goals and strategies in the plan are supported by a series of implementation actions which include broad-based policies and initiatives, as well as projects. *https://www.nevadadot.com/home/showdocument?id=8628*

Commercial Truck Parking Implementation Plan

The Nevada Truck Parking Implementation Plan was completed in 2019. This plan developed a series of strategies for expanding, improving, and integrating freight truck parking and truck parking communications systems in response to rising demand, hours of service, and safety standards as defined in Jason's Law. Proposed improvements will provide adequate and safe public truck parking where it is most needed. *https://www.nevadadot.com/home/showdocument?id=16961*

Railroads

The Nevada Department of Transportation (NDOT) is in the process of finalizing its 2020 Nevada State Rail Plan, which puts forth a plan to advance a more efficient freight transportation system in how freight is moved around the country.

Connect Rail Nevada - State Rail Plan

Connect Rail 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.

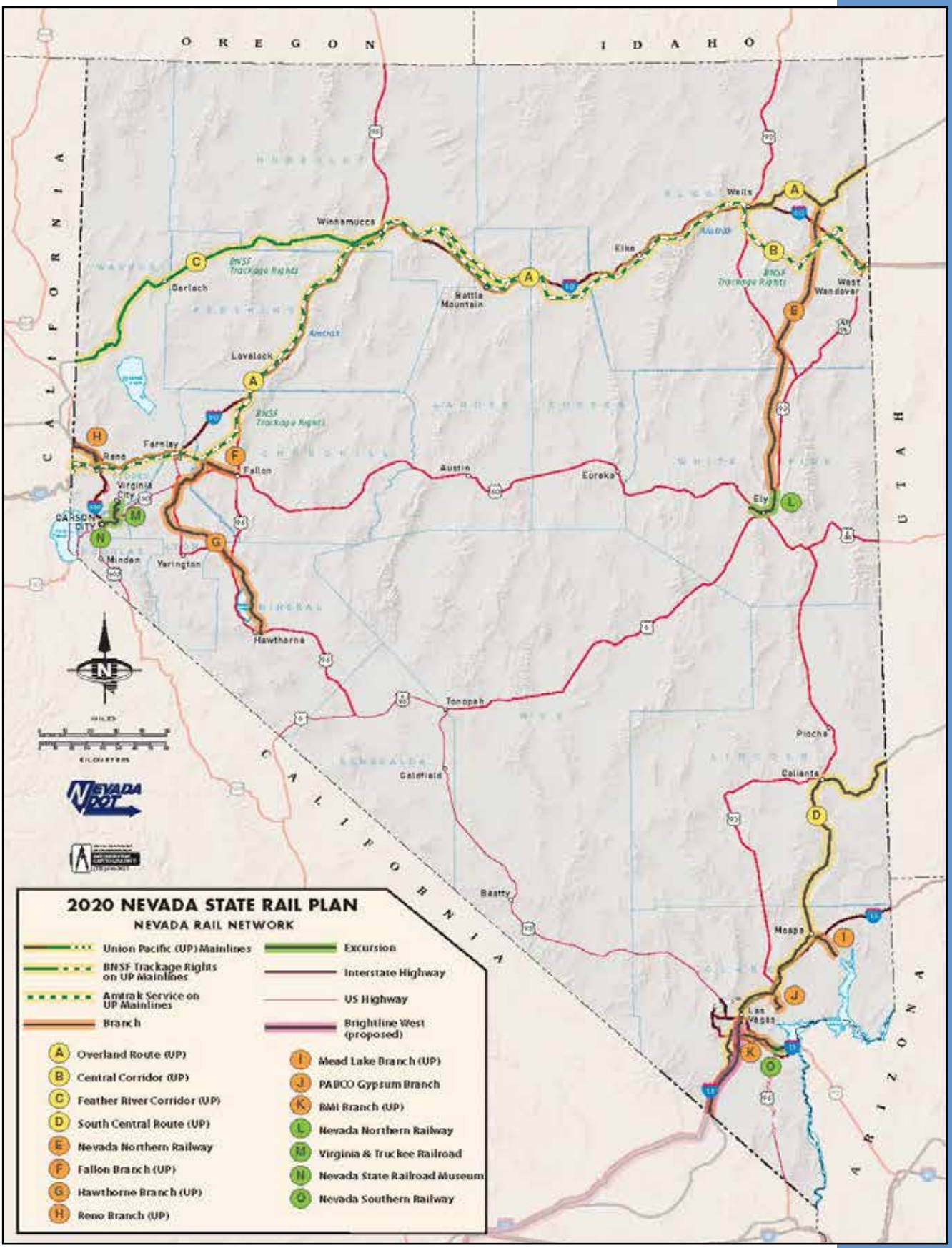
Brightline West

Brightline West is in the final stage of the planning process for a high-speed rail line from Victorville, CA to Las Vegas, NV. The start of construction is planned for late 2021 with completion of the rail line in 2023.

Freight Originating and Terminating in Nevada

2018 Commodity Inflow	Railcar
Chemicals or Allied Products	18,160
Coal	8,804
Clay, Concrete, Glass, Stone	5,304
Petroleum or Coal Products	4,756
Food or Kindrted Products	4,272
Primary Metal Products	1,800
Mixed Misc. Shipments	10,400
Total	**53,496**

2018 Commodity Outflow	Railcar
Nonmetallic Minerals	9,396
Clay, Concrete, Glass, Stone	7,348
Mixed Misc. Shipments	6,440
Chemicals or Allied Products	1,200
Waste or Scrap Materials	3,296
Total	**27,680**


OREGON
IDAHO
CALIFORNIA
UTAH
ARIZONA
Winnemucca
Wells
Elko
Battle Mountain
West Wendover
Lovelock
Fernley
Reno
Fallon
Austin
Eureka
Ely
Virginia City
CARSON CITY
Minden
Yerington
Hawthorne
Tonopah
Goldfield
Pioche
Caliente
Beatty
Moapa
Las Vegas
BNSF Trackage Rights
Amtrak
2020 NEVADA STATE RAIL PLAN
NEVADA RAIL NETWORK
Union Pacific (UP) Mainlines
BNSF Trackage Rights on UP Mainlines
Amtrak Service on UP Mainlines
Branch
Excursion
Interstate Highway
US Highway
Brightline West (proposed)
A Overland Route (UP)
B Central Corridor (UP)
C Feather River Corridor (UP)
D South Central Route (UP)
E Nevada Northern Railway
F Fallon Branch (UP)
G Hawthorne Branch (UP)
H Reno Branch (UP)
I Mead Lake Branch (UP)
J PABCO Gypsum Branch
K BMI Branch (UP)
L Nevada Northern Railway
M Virginia & Truckee Railroad
N Nevada State Railroad Museum
O Nevada Southern Railway

NEVADAVIATION
DEPARTMENT OF TRANSPORTATION

In support of the Nevada Department of Transportation's (NDOT) vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life. The 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 annual airport inspections on all of Nevada's general aviation airports as part of the Federal Aviation Administration's (FAA) Airport Safety Data Program.

- **141 Registered Facilities of these;**
  - **102 Privately-Owned Airports**
  - **49 Public-Use Airports**
  - **38 Heliports**
  - **3 Commercial Airports**
  - **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 2020, Nevada was listed as having more than 6,511 pilots with about 4,679 registered General Aviation aircraft listed as based within the state.The Pandemic has impacted Commercial Aviation Activity significantly with operations at @ 30% of 2019 levels, however General Aviation operational counts in the National Airspace System have nearly recovered in rural areas to 94% of 2019 levels. The Reno-TahoeInternational Airport and Las Vegas McCarran International Airport With FAA Air Traffic implemented a Low Altitude Authorization and Notification Capability (LAANC) system that allows recreational andocommercial pilots to fly UAS/UAV within the airport control zone.

Please visit Apple iTunes for our FREE Nevada Airport Directory a mobile iPad 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*

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