NEVADA DEPARTMENT OF TRANSPORTATION

2021 ANNUAL REPORT

Governor
Steve Sisolak

Director
Kristina Swallow, P.E.

Prepared by: NDOT Executive Leadership Team • *www.dot.nv.gov*

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Director's Message

SAFE. RELIABLE. SUSTAINABLE.

The challenges of this past year have provided opportunities for the Nevada Department of Transportation to learn and grow, while we continue to successfully serve the state of Nevada. With more than 4,000 job-years supported by new transportation contracts and agreements this year, NDOT works to strengthen the infrastructure of Nevada and keep our economy growing.

Launched in early 2021, our Salt Lake City Express daily transit service connects Nevadans from Vegas to Reno, Elko to Salt Lake/Twin Falls and many rural locations in between. Thousands of trips have been taken in the first months of this service, helping to keep Nevada connected and promoting access to job opportunities and services. Also, our Nevada State Rail Plan brought together more than 200 rail, economic development, and government leaders to outline more than 50 potential rail infrastructure projects for an integrated and sustainable statewide freight transportation network. Looking ahead, we intend to update the Nevada Freight Plan to keep our freight system at the crossroads of national commerce.

Whether implementing the successful evacuation of 20,000 people during the Caldor Fire, or developing a statewide speed study to directly address the speed-related fatalities across the state, our top priority remains the safe travel of all users along the highways and roads of Nevada. NDOT continues to partner with other state and local agencies to create innovative engineering, enforcement, and educational countermeasures and strategies to better respond to the public, to provide safe travel for all users, and to evolve to meet the demands of a growing state.

We joined in the creation of the State Climate Action Strategy, while developing our own agency Greenhouse Gas Reduction Strategic Plan, to reduce greenhouse gas emissions within our daily operations and programs. A sustainable financial model is critical to furthering NDOT's mission to create new economic opportunity while supporting environmental health. To that end, NDOT leads the Nevada Sustainable Transportation Funding Study. This diverse group of voices from around the state, enacted by the legislature, focuses on identifying alternate funding options to provide long-term financial sustainability in light of efforts toward achieving climate goals and equitably meeting the needs of all transportation users.

Moving forward, the NDOT team will continue to strive to learn from the challenges and successes of the past to build a stronger and more sustainable transportation network for the state of Nevada.

Kristina Swallow, P.E., Director

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

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

Our Core Values

- Respect – Treat others with dignity and value their contributions
- Integrity – Do the right thing
- Accountability – Take pride in our work and be accountable for our actions.
- Communication – Communicate with transparency and responsiveness, both internally and externally
- Teamwork – Foster collaborative 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 state transportation system
- Enhance internal and external communications
- Enhance organizational and workforce development
- Consistent and effective data management

Quick Facts (FY2021)

NDOT Employees
1,575

13,501
NDOT Lane Miles

87,440
Local Lane Miles

24.5
Billion Vehicle Miles Traveled

NDOT Staffed Maintenance Stations
45

684
Miles of Urban Hwy

NV Licensed Drivers
2,211,149
(7/4/2021 Data)

Centerline Miles NDOT & Local
5,354
NDOT
34,122
Local Miles
4,424
Rural Hwy

Nevada Population
3,175,715
(2020 Estimate)

Truck Miles Traveled
1.68
Billion Miles (2019 Data)

1,238
NDOT Bridges

NDOT Owned Office Space
439,966
Total Sq. Ft.

Registered Active Vehicles
2,656,890

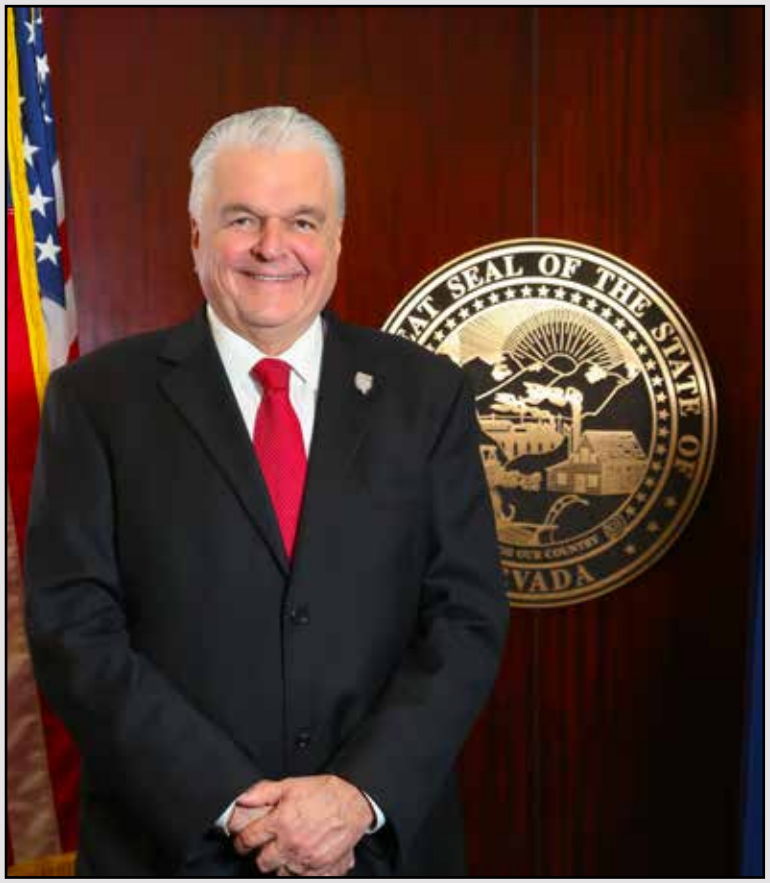
NDOT Heavy Equipment
2,016
Pieces

710
NDOT Vehicles

Fuel Tax Rates and Revenue	Rate Per Gallon (Cents)	State Revenue (Millions)
Federal Gas Tax	18.4¢	-
State Gas Tax	18.455¢	$185.3
Federal Diesel Tax	24.4¢	-
State Diesel Tax	27.75¢	$87.7
Federal Propane Tax (LPG)	18.3¢	-
State Propane Tax (LPG)	22¢	$0.2
Federal Methane Tax (CNG)	18.3¢	-
State Methane Tax (CNG)	21¢	$1.2
Total		**$274.4**

Other Revenue	
Motor Carrier Fees	$39.7 Million
Driver's License Fees	$21.7 Million
Vehicle Registration Fees	$132.8 Million
Federal Aid Revenue	$286.7 Million
Bond & Other Revenue	$376.5 Million
Total State Highway Fund Revenue	**$1.144 Billion**

Transportation Board of Directors



Chairman
Steve Sisolak
Governor

Lisa Cano Burkhead
Lieutenant Governor

Catherine Byrne
State Controller

Virginia Valentine
District 1

Justin Kalb
District 1

Stephen Ascuaga
District 2

District 3 Representative: VACANT

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

Kristina Swallow, P.E.
Director

Jeff Lerud, P.E.
Deputy Director, Operations & Maintenance

Darin Tedford, P.E.
Deputy Director, Project Delivery

Ryan McInerney
Director, Communications & Government Affairs

Sajid Sulahria, P.E.
Assistant Director, Engineering

Sondra Rosenberg, PTP
Assistant Director, Planning

Jenica Keller, P.E.
Assistant Director, Opertions

Felicia Denney
Assistant Director, Administration

Mario Gomez, P.E.
District I Engineer

Mike Fuess, P.E.
District II Engineer

Sami Yousuf, P.E.
District III Engineer

Engineering Districts & Major Maintenance Stations

District 1
LAS VEGAS (702) 385-6501
Fax (702) 385-6511
123 E. Washington Avenue Las Vegas,
Nevada 89101
Mario Gomez, P.E.
District Engineer

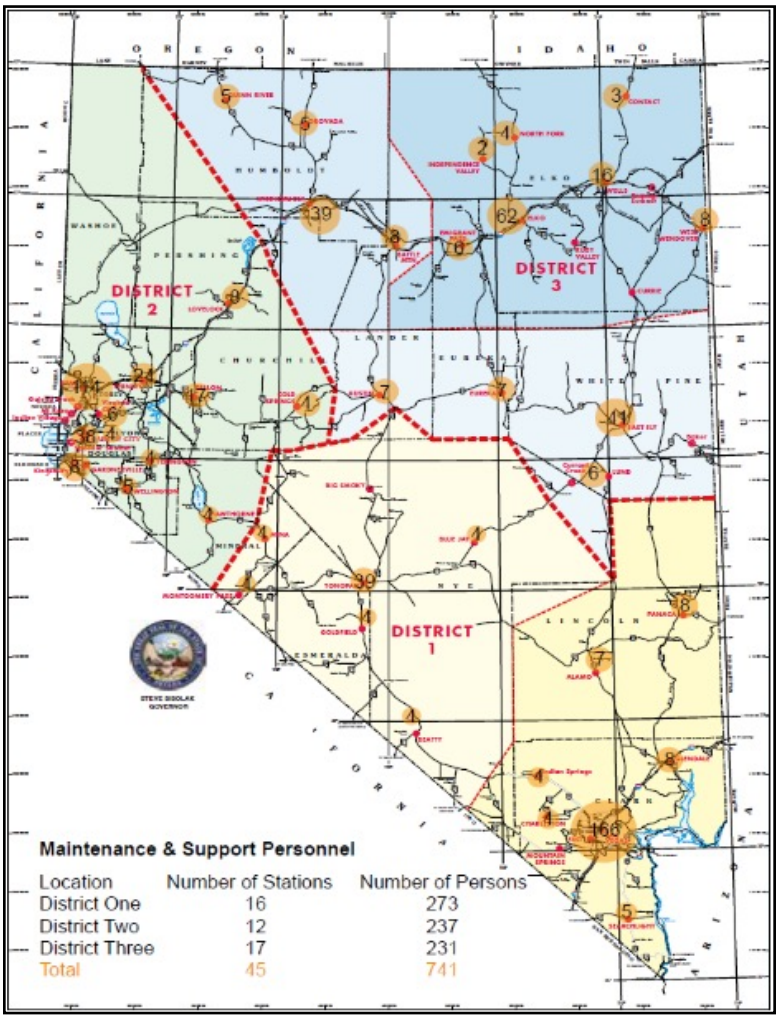
District 2
RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
Michael Fuess, P.E.
District Engineer

Major Maintenance Station
WINNEMUCCA
(775) 623-8012
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
Trent Averett, P.E.
Asst. District Engineer

District 3
ELKO (775) 777-2700
Fax (775) 777-2705
1951 Idaho Street
Elko, Nevada 89801
Vacant
District Engineer

Major Maintenance Station
ELY (775) 289-1703
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Steve Baer, P.E.
Asst. District Engineer

Major Maintenance Station
TONOPAH (775) 482-2303
Fax (775) 482-2310
805 Erie/Main Street
Tonopah, Nevada 89049
Sami Yousuf, P.E.
Asst. District Engineer



Connecting and Preserving Tahoe

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

In addition to five awards previously garnered, the project was more recently named a Tahoe Regional Planning Agency "Best in the Basin" award winner for environmental stewardship within the Lake Tahoe Basin.

Intelligent Innovation Reduces Congestion

The Department's Transportation System Management and Operations program Investment Prioritization Tool was awarded the National Operations Center of Excellence (NOCoE), Project Selection and Prioritization's Runner-Up prize at the 2021 Transportation Systems Management and Operations (TSMO) Awards Competition. This national contest represents the latest TSMO projects and programs that increase the efficiency of America's infrastructure. The innovations recognized also address air quality and improve the safety and mobility of the traveling public.

NDOT's TSMO program has become an important component of traffic operations. The program is aimed at reducing congestion, including by deploying Intelligent Transportation System infrastructure. Systems like these and higher standards of signal system management and coordination have played a critical role in maintaining and enhancing reliability of our state transportation system. The TSMO Program proactively addresses transportation challenges (such as recurring and/or non-recurring congestion, safety, mobility, and reliability) via performance-driven strategies. These strategies focus on managing and operating the system more efficiently to optimize the existing infrastructure, increasing safety, and mobility for users.

NDOT Biologist Instrumental in Connecting and Preserving Nevada Wildlife

NDOT biological supervisor Nova Simpson received the International Conference on Ecology and Transportation 2021 Leadership (Catalyst) Award. As the foremost interdisciplinary, interagency conference addressing the broad range of ecological issues related to transportation, ICOET recognized Nova's accomplishments in promoting transportation and wildlife safety and mobility. One highlight includes a regional approach to improving traffic safety and habitat connectivity with nine wildlife crossings installed on I-80 and U.S. 93 in northeastern Nevada to reduce potentially dangerous vehicle-animal collisions.

Key Successes

Connecting Nevadans With InterCity Transit Service

Imagine not having transportation to work, medical care, or even the grocery store. NDOT's daily bus service connects Nevadans from Vegas to Reno, Elko to Salt Lake/ Twin Falls and many rural locations in between, such as Fernley, Fallon, Hawthorne, Tonopah, Beatty, Pahrump, and other locations.

NDOT is pleased to have served thousands of riders in just the first months of the new service. Nearly 70 percent of Nevadans polled cited intercity transit connecting Nevada's rural areas to larger urban and metropolitan cities as a top transit priority. By providing transit service across Nevada and to neighboring states, our residents and visitors can stay better connected, as well as support economic development.

Moving Nevada Forward with Rail

With the 2021 Nevada State Rail Plan, NDOT launched an innovative approach to rail planning. NDOT brought together more than 200 rail, economic development, and government leaders to analyze current and future shipping and transportation needs and draft a plan. The plan outlines rail infrastructure projects to augment existing freight systems and create jobs, economic advantages, and transportation efficiencies. Ultimately, the plan also enhances mobility and traffic safety, and preserves the environment for Nevada families. The Rail Plan also identifies ways to advance the state freight system forward for the next 40+ years.

Putting a Stop to Speeding Fatalities

Speed continues to be one of the leading causes of fatal crashes in Nevada. Traveling at a safe speed can help us avoid crashes and greatly reduce the severity of injuries and damages if a crash does occurs.

In 2021, NDOT launched the Speed Management Action Plan to further evaluate strategies for managing driver speeds on state highways. In collaboration with partner agencies, the plan will identify appropriate engineering, enforcement, and educational countermeasures and strategies to reduce speed-related crashes.

The statewide Speed Management Action Plan will determine innovative engineering, enforcement, and educational countermeasures and outline actions to reduce speed and speeding-related fatal and serious injury crashes.

Reducing Greenhouse Gases, Together

In Nevada, the transportation sector contributes 35% of the state's total greenhouse gas (GHG) emissions and is projected to remain the leading greenhouse gas emitter in Nevada through 2030 and beyond.

The Nevada Department of Transportation has created a GHG Reduction Strategic Plan to mitigate greenhouse gas emissions from the transportation sector. NDOT is committed to providing leadership in reducing GHG emissions by implementing strategies across operations, planning, design, construction, and maintenance of existing and future transportation systems.

NDOT developed a roadmap to achieve net-zero emissions that can be adapted by other agencies and departments, including the development and adoption of internal policies and a strategic plan to reduce their GHG emissions resulting in savings on energy, water, and fuel. The state is on target to reduce economy-wide GHG emissions 24% by 2025.

State Habitat Framework will Preserve Nevada Wildlife and Roadway Safety

NDOT's team of biologists works to mitigate the impacts of transportation projects on Nevada ecosystems and ensures that wildlife habitats across Nevada are preserved and wildlife corridors are maintained to keep drivers and animals safe.

NDOT Northern Nevada Biological Supervisor Nova Simpson was instrumental in the preservation and reconnection of wildlife habitat in collaboration with the Nevada Department of Wildlife (NDOW). Together, the interagency partnership paved the way for an Executive Order signed by Governor Steve Sisolak to create the Nevada Habitat Conservation Framework.

The Executive Order formalizes the agencies' continuing programs to conserve, protect, and restore native wildlife habitats that are increasingly threatened due to climate change, development, and wildfire.

As a key partner in ensuring the success of the Wildlife Connectivity Plan, the Executive Order identifies NDOT, a nationally recognized and award-winning leader in transportation ecology, to:

- Identify opportunities to protect or restore habitats and migratory corridors in new or existing NDOT policies, regulatory permitting processes, and planning processes.
- Identify key intersections between wildlife habitats, wildlife migration corridors, and highways.
- Identify and implement strategies to avoid, minimize, and mitigate wildlife-vehicle collisions.

Highway Safety Statistics

Year	Annual Crashes
2020	43,683
2019	56,384
2018	41,422
2017	52,588
2016	54,021

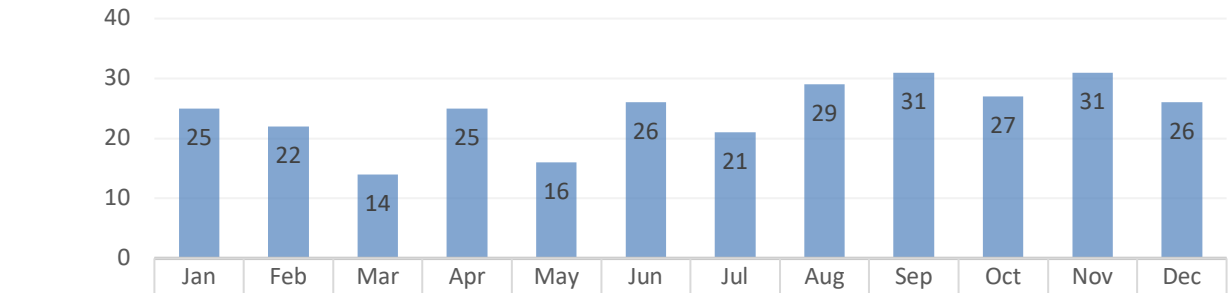
0.5% of Nevada's crashes resulted in a fatality

41.6% of Nevada's crashes resulted in an injury

Property Damage Only Crashes	23,314
Injury Crashes	20,076
Fatal Crashes	293
Total Crashes	43,683
Fatalities	317
Injuries	27,586

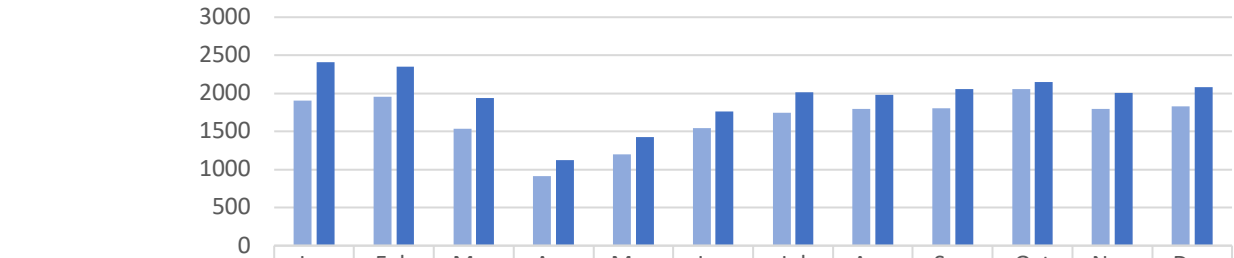
Note: Crash data for the time period from January 1, 2020 – December 31, 2020.

FATAL CRASHES BY MONTH



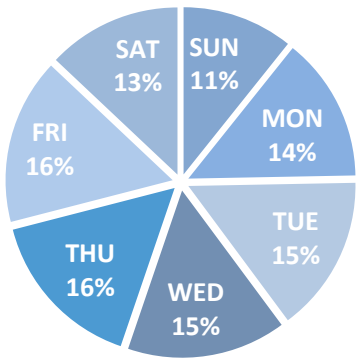
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Fatal Crash	25	22	14	25	16	26	21	29	31	27	31	26

INJURY AND PDO CRASHES BY MONTH



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Injury Crash	1902	1955	1534	916	1201	1540	1746	1793	1804	2058	1797	1830
Property Damage Only	2412	2354	1937	1124	1428	1766	2017	1982	2060	2147	2007	2080

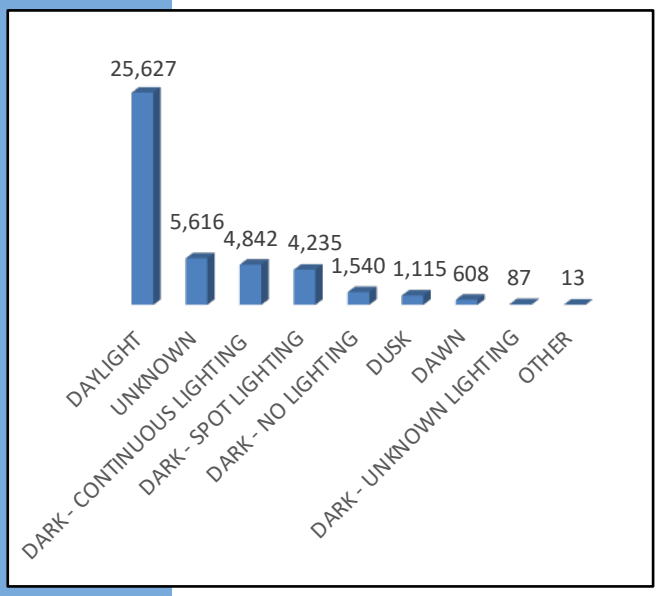
CRASHES BY DAY OF THE WEEK



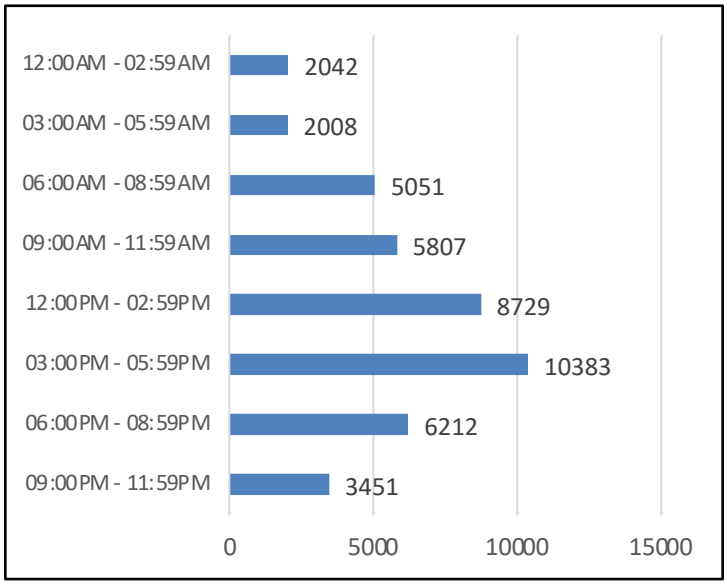
In 2020, the largest number of crashes occurred between the hours of 3:00 PM and 6:00 PM. Thursday, and Friday saw the highest percentage of most crashes, comprising 32% of total crashes. January saw the highest amount of crashes in 2020 with 4,339; April the least with 2,065. Intersection information is not available, and is not included.

Highway Safety Statistics

CRASHES BY LIGHTING CONDITIONS



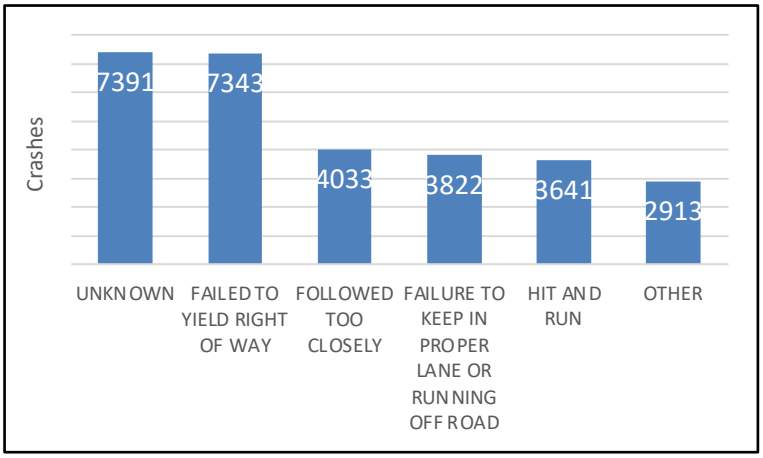
CRASH HOUR RANGE



2% of crashes involved a Motorcycle.

14% of crashes involved a Lane Departure.

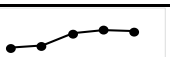
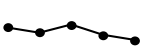
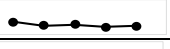
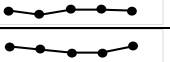
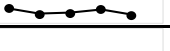
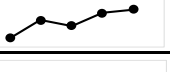
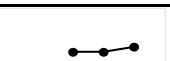
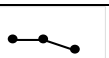
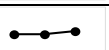
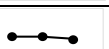
TOP CONTRIBUTING FACTORS



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 performance measure, except for the greenhouse gas emissions reduction measure baseline that is still being determined. 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 Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per 100 employees	2% Annual reduction	0.4% Reduction			
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual reduction	0.4% Reduction			
Provide Employee Training (2)	Percentage employees trained according to requirements	85% Compliance annually	Average 80% compliance			
Improve Employee Satisfaction (3)	Percentage employees satisfied with NDOT	61% Annually	61% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage agreements processed within 20 days	90% Annually	94% Processed within 20 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage projects completed on schedule and within budget	80% Annually	93% within budget			
			98% within schedule			
			69% 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	73.0%			
	Percentage of advertised & awarded projects within established construction cost estimate range	80% Delivered within established cost estimate range	39% (Int. vs Award)			
			43% (Final vs Award)			
Streamline Permitting Process (15)	Percentage encroachment permits processed within 45 days	95% Annual	96.6% 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%	96.4%			
		Category 2: 90%	88.3%			
		Category 3: 85%	93.0%			
		Category 4: 75%	72.1%			
		Category 5: 50%	45.0%			
Maintain NDOT Fleet (9)	Percentage mobile equipment in need of replacement	1% Annual decrease	0.45% Decrease			
	Percentage fleet in compliance with condition criteria	1% Annual increase	3.15% Increase			
Maintain NDOT Facilities (10)	Percentage completion of facilities assessments & priority work	0.670	0.731			
Maintain State Bridges (14)	Percentage bridges on the NHS in good condition	35% or greater	46.2%			
	Percentage bridges on the NHS in poor condition	7% or less	0.90%			
	Percentage bridges on the Non-NHS in good condition	35% or greater	48.2%			
	Percentage bridges on the Non-NHS in poor condition	7% or less	2.0%			

Performance Management Plan & Performance Measures

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 330.6	318.0			
	Number of serious traffic injuries	Reduction in the # of serious injuries compared to the trend value of 1088.6	1,060.8			
	Number of traffic fatalities per 100M VMT	Reduction in the rate of fatalities per 100M VMT compared to the trend value of 1.214	1.181			
	Number of serious traffic injuries per 100M VMT	Reduction in the rate of serious injuries per 100M VMT compared to the trend value of 4.060	3.930			
	Number of non-motorized fatalities and serious injuries	Reduction in the # of non-motorized fatalities & serious injuries compared to the trend value of 294.7	283.0			
Our Partners						
Improve Customer and Public Outreach (5)	Customer satisfaction & public outreach	75% Positive satisfaction level (Annual customer satisfaction survey)	75%			
Improve travel reliability and reduce delay on the State Roadway System (6)	Percent of person-miles traveled on Nevada interstate that are reliable	86.9% or higher	94.4%			
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	70.0% or higher	92.4%			
	Annual hours of peak-hour excessive delay per capita (Urbanized Areas)	12 hrs or less	4.60 hrs			
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	21.5% or higher	21.5%			
	Freight trip reliability Index	1.28 or less	1.23			
Reduce Greenhouse Gas (GHG) Emissions (16)	Percent reduction in greenhouse gas emissions	In alignment with state's goal (2005 baseline), 28% reduction by 2025 and 45% reduction by 2030	NDOT baseline is being evaluated.	N/A		

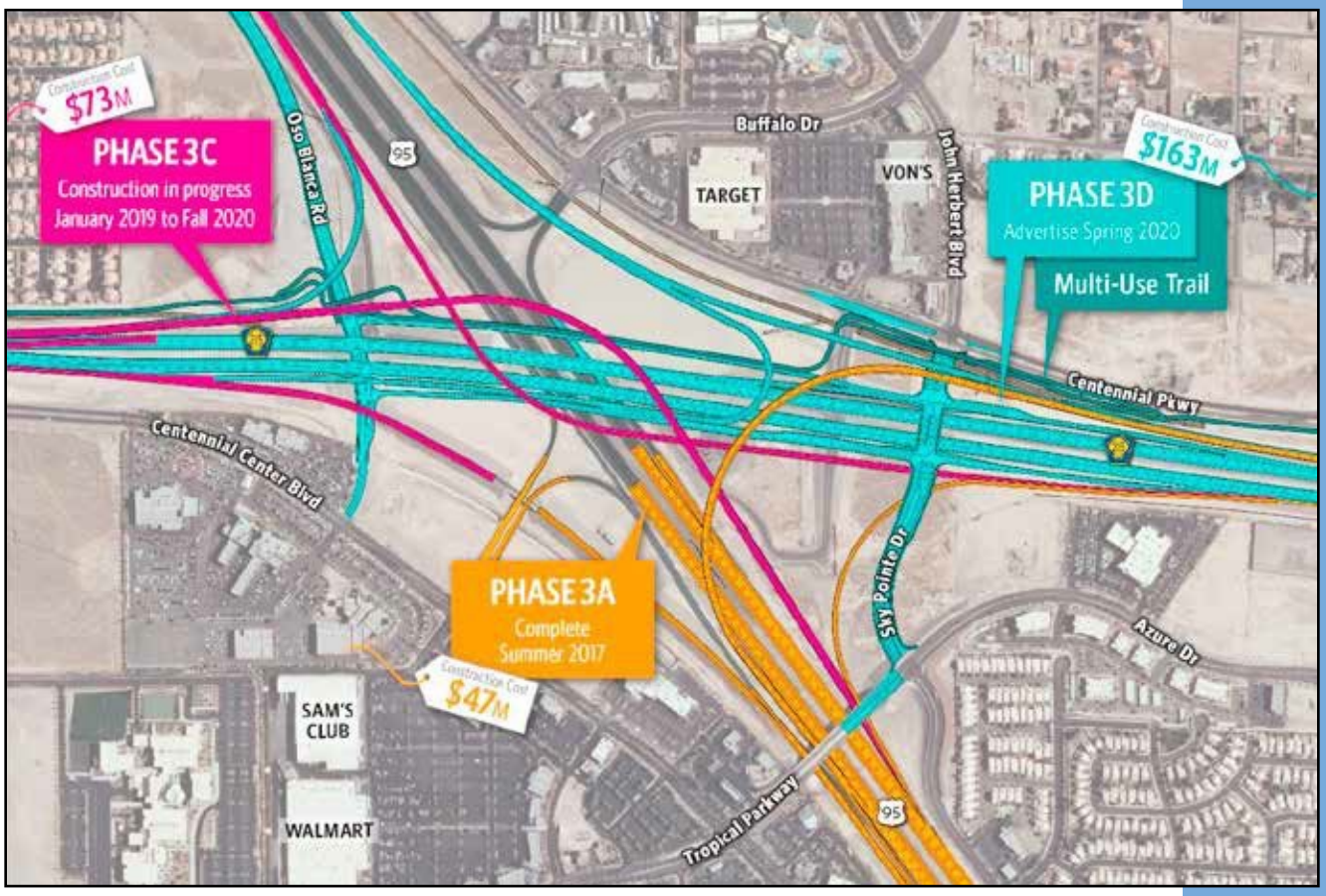
Regionally Significant Projects (Las Vegas)

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 2022.

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 began in early 2021. The anticipated substantial completion is mid-2024.

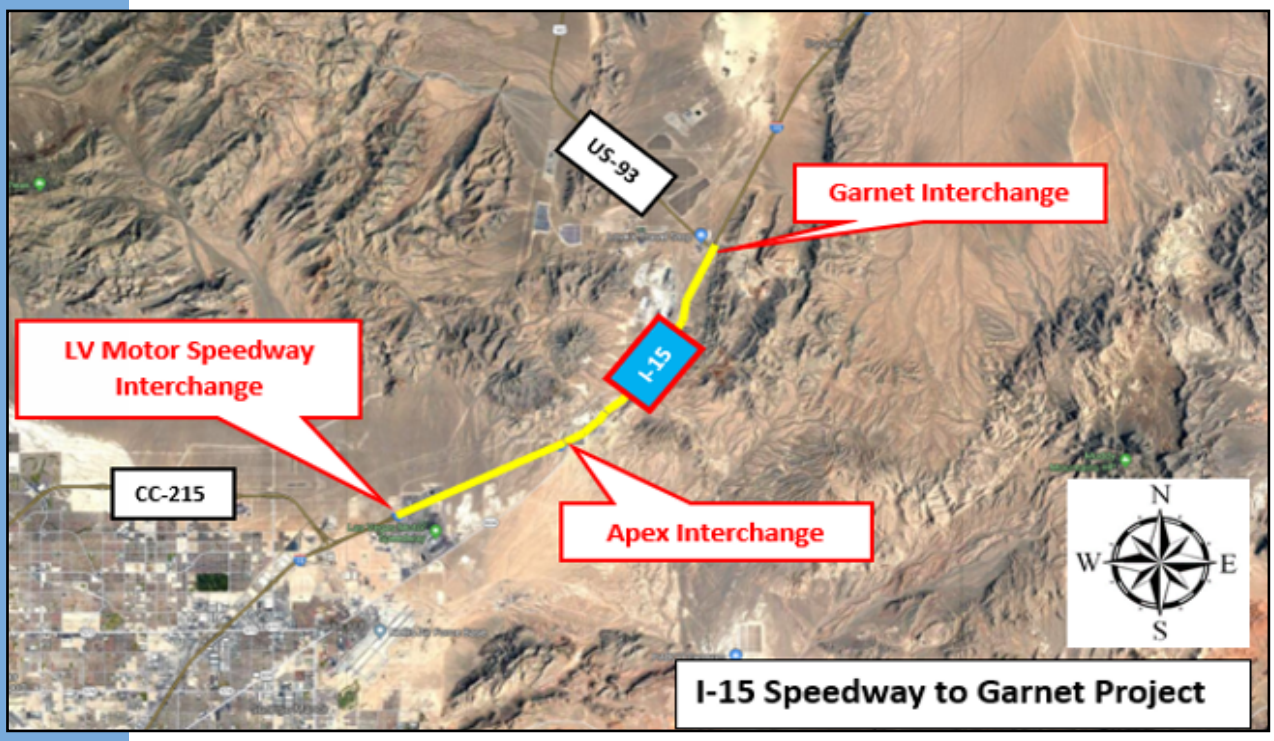


Regionally Significant Projects (Las Vegas)

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 (US-93) 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, US-95 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 Boulevard 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 was 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 2022. 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:

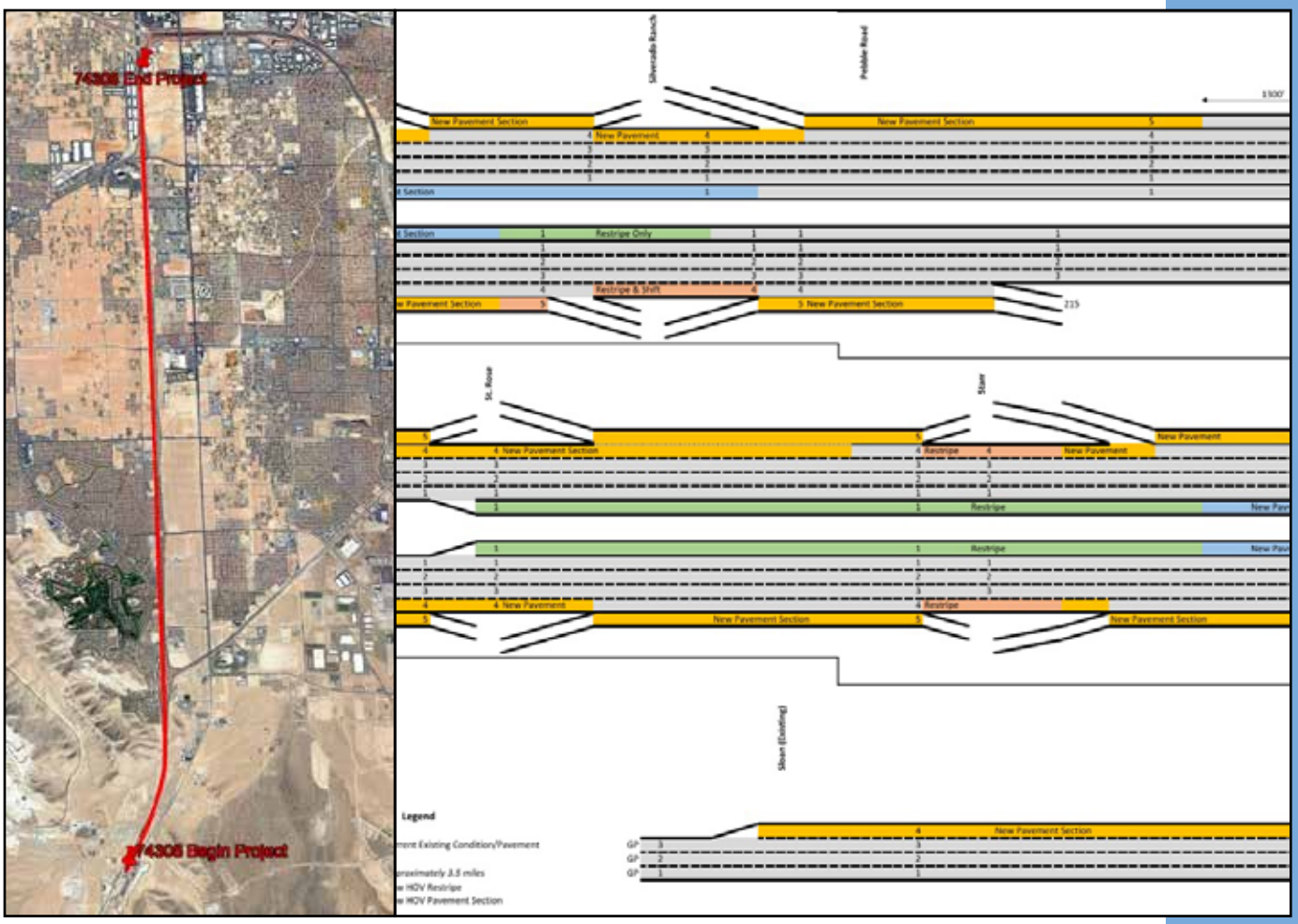
This project includes the reconstruction of the Tropicana interchange at I-15/ Tropicana Avenue and the construction of HOV ramps at Harmon Avenue. The estimated cost is $412 Million, which includes a $50 Million INFRA grant awarded by FHWA (the Federal Highway Administration). The Department is currently 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.

I-15 South Phase 2 Sloan to Warm Springs Road:

The project includes widening of I-15 South to accommodate an additional general-purpose lane from Sloan to the Blue Diamond interchange, adding auxiliary lanes, and extending the HOV Lanes to St. Rose interchange. The project will also include resurfacing, signing and ITS facilities, ADA improvements, shoulder widening, sound walls, and landscape and aesthetics features, for an estimated construction cost of $45 Million. Construction is programmed to begin in 2023 and expected to be completed in 2024.



Regionally Significant Projects (Las Vegas)

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

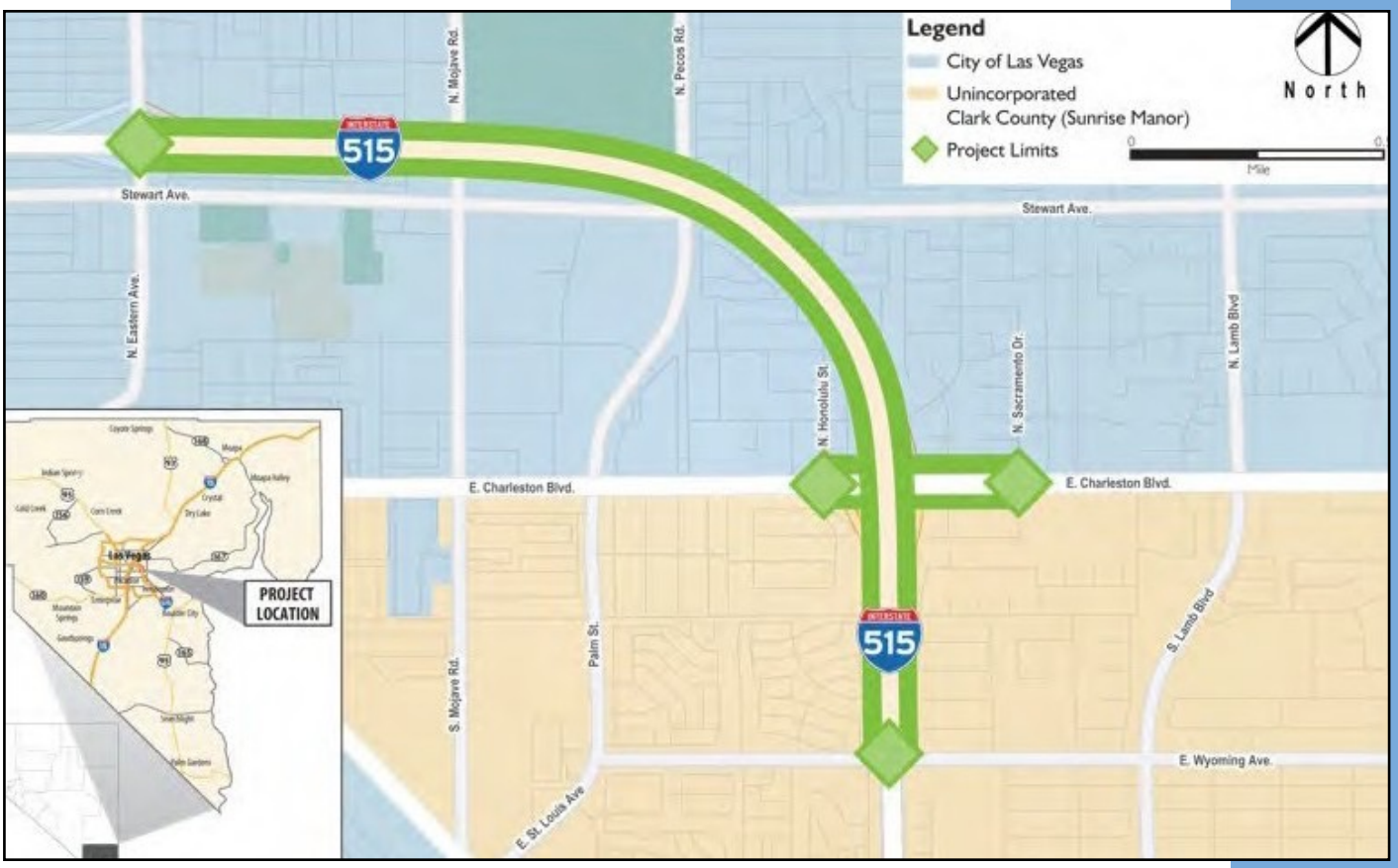
The project includes extending three lanes southbound on I-515 through the Spaghetti Bowl, providing a two-lane entrance ramp from I-15, and striping an additional auxiliary lane southbound from I-15 to Eastern Avenue.

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 began in 2021 and is expected to be completed in 2022.

Regionally Significant Projects (Las Vegas)

I-515 Charleston Interchange CMAR Project:

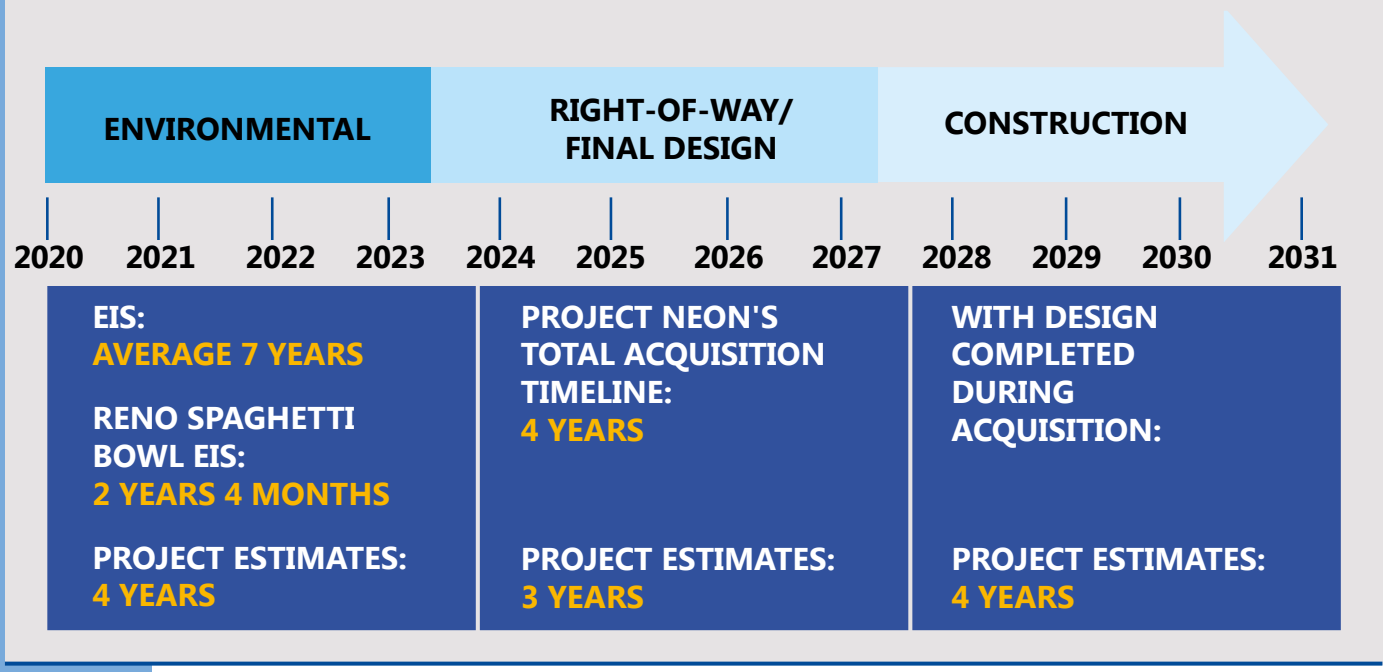
This project includes the reconstruction and improvement of the existing tight diamond interchange at Charleston Boulevard and the addition of auxiliary lanes on I-515 in each direction between Charleston Boulevard and Eastern Avenue. The estimate for this work is $60 Million. Construction is programmed to begin in the summer of 2022 and expected to complete in spring of 2024.



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's 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 (RTCSNV/FAST)

Advanced Transportation and Congestion Management Technologies Deployment

This Integrated Safety Technology Corridor (ISTC) will deploy, evaluate, and refine the use of emerging technologies and data analytics, including the deployment of various sensors and devices, communications networks, analytical tools, and related technologies. The technology deployment will focus on Active Traffic Management (ATM), Wrong-Way Driver (WWD) System, Strategic Traffic Management Sites (STMS), High-Occupancy Vehicle (HOV) Occupancy Detection System, and all supporting Intelligent Transportation System (ITS) infrastructure and equipment. The project is being funded through a $6 Million grant issued by the United States Department of Transportation to the Regional Transportation Commission (RTC) of Southern Nevada in partnership with the Nevada Department of Transportation, Nevada State Police, University of Nevada Las Vegas, and Waycare for deployment of Integrated Corridor Management strategies in a critical corridor along US-95 between Summerlin Parkway and the US-95/ Interstate 15 Spaghetti Bowl Interchange. RTC of Southern Nevada has partnered with the department for project delivery. This $15 Million project will begin late this year and the full deployment will be completed by 2025.

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 valleys (Golden Valley, Lemmon Valley, and Cold Springs). The route also serves as the main connection to northeast California. This project will widen the roadway, upgrade the structures, and add safety and operational improvements in three phases:

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:

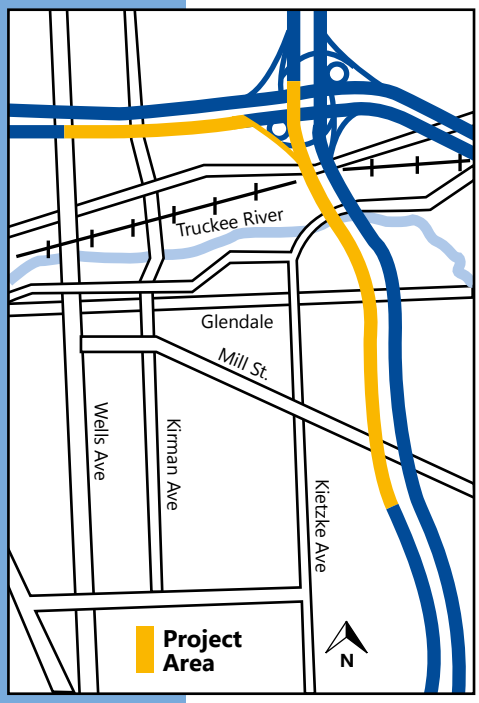
This project phase includes more than two miles of freeway capacity improvements from Golden Valley Road to Stead Boulevard. This phase will include continuing a third southbound travel lane, auxiliary lanes between interchanges in both the northbound and southbound directions, and roadway rehabilitation 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 US-395 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/US-395 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/US-395 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 Second/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.

Ely Downtown Reconstruction CMAR:

Reconstruction of US 93 on East Aultman Street and US 50/US 93 Great Basin Boulevard is ongoing. 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 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.

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:

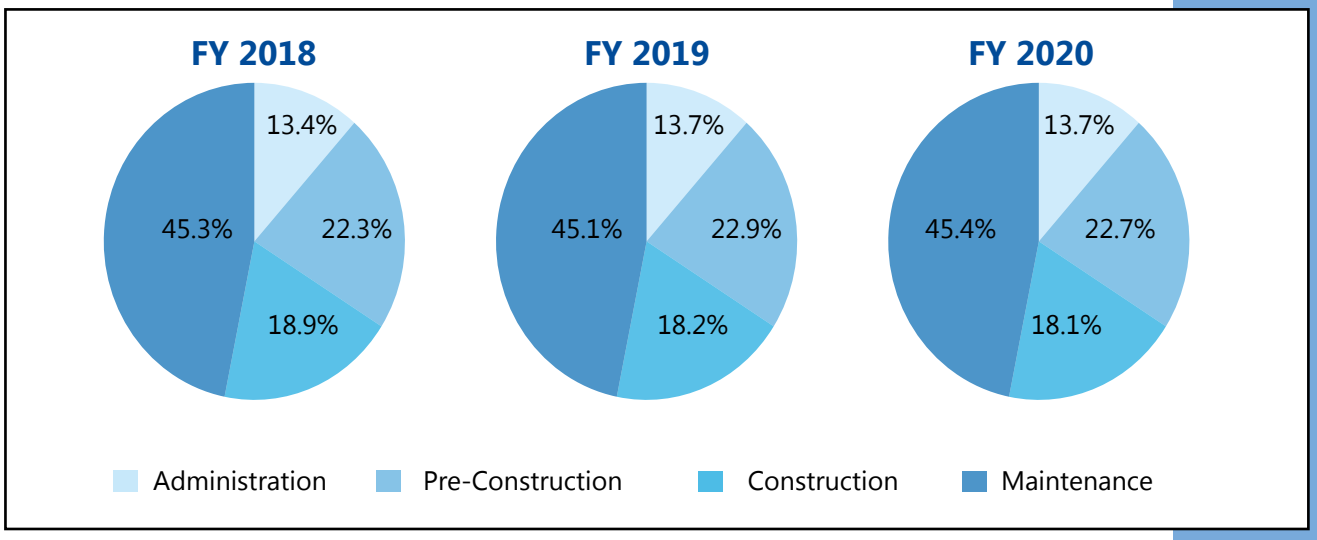
Materials Divisions & Labs, Construction Administration, External Civil Rights, Architecture, and Construction Crews.

Maintenance:

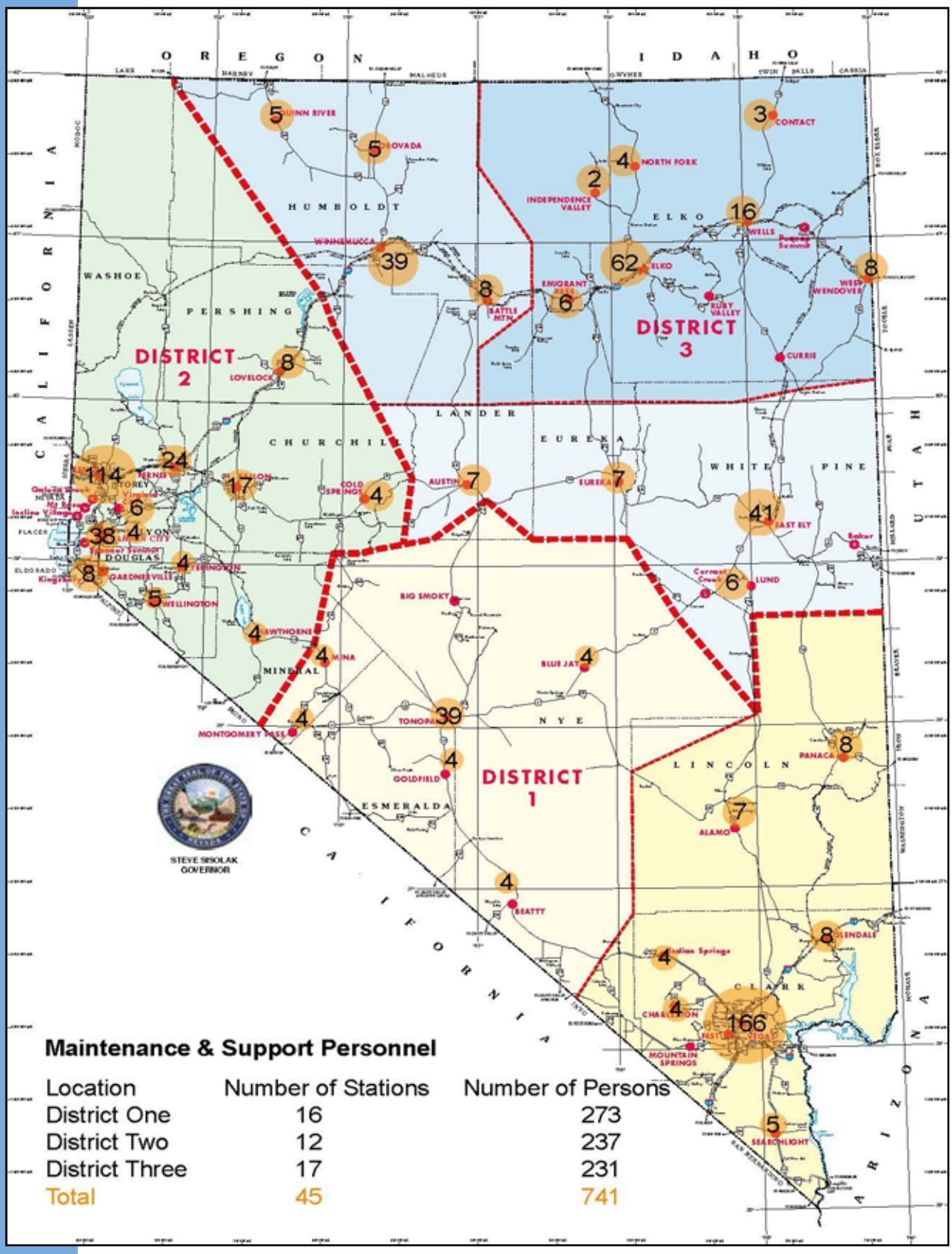
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions.

The numbers of employees in each function are as follows:

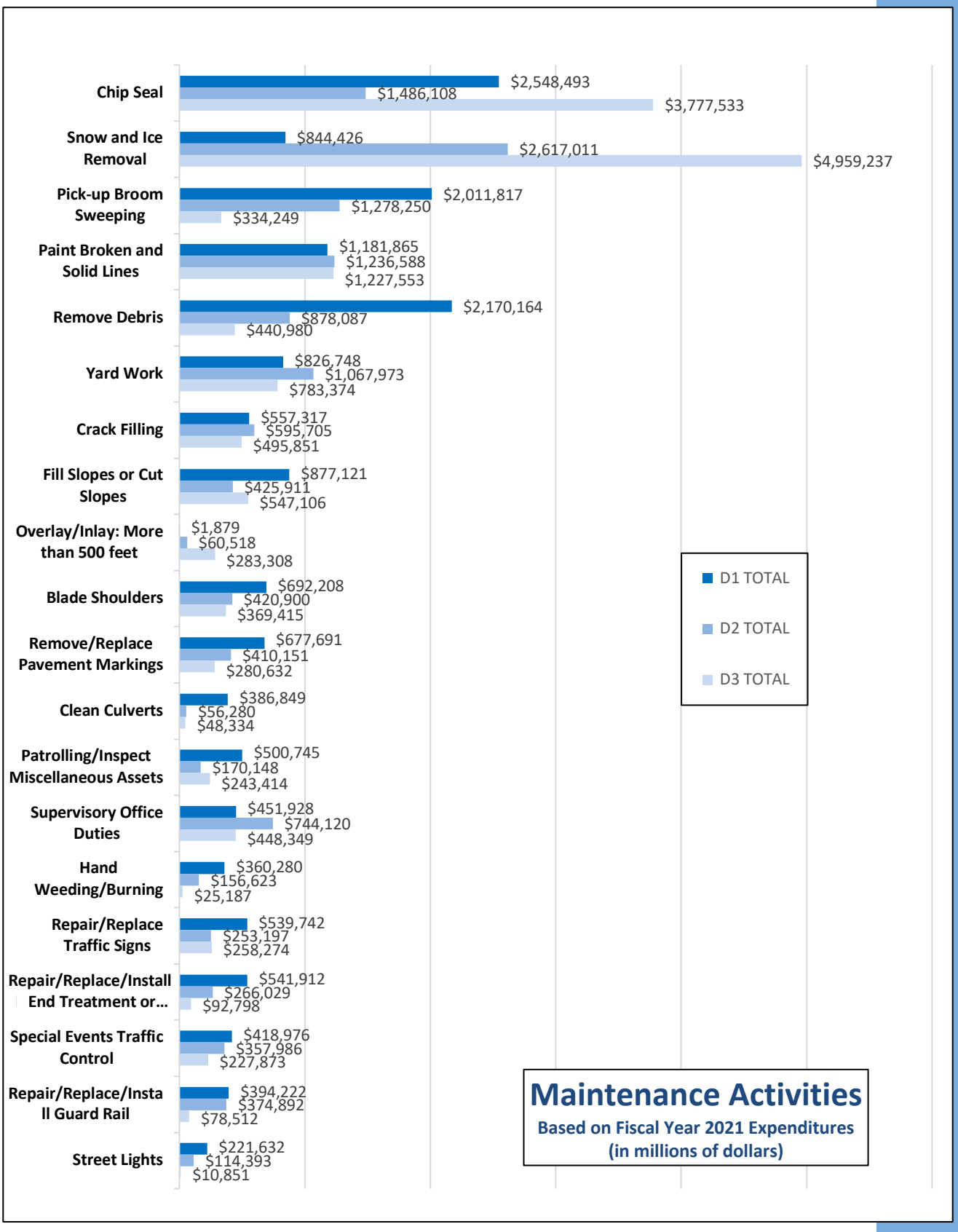
216	358	285	716	1575
Administration	Pre-Construction	Construction	Maintenance	Total



Maintenance Stations and Personnel

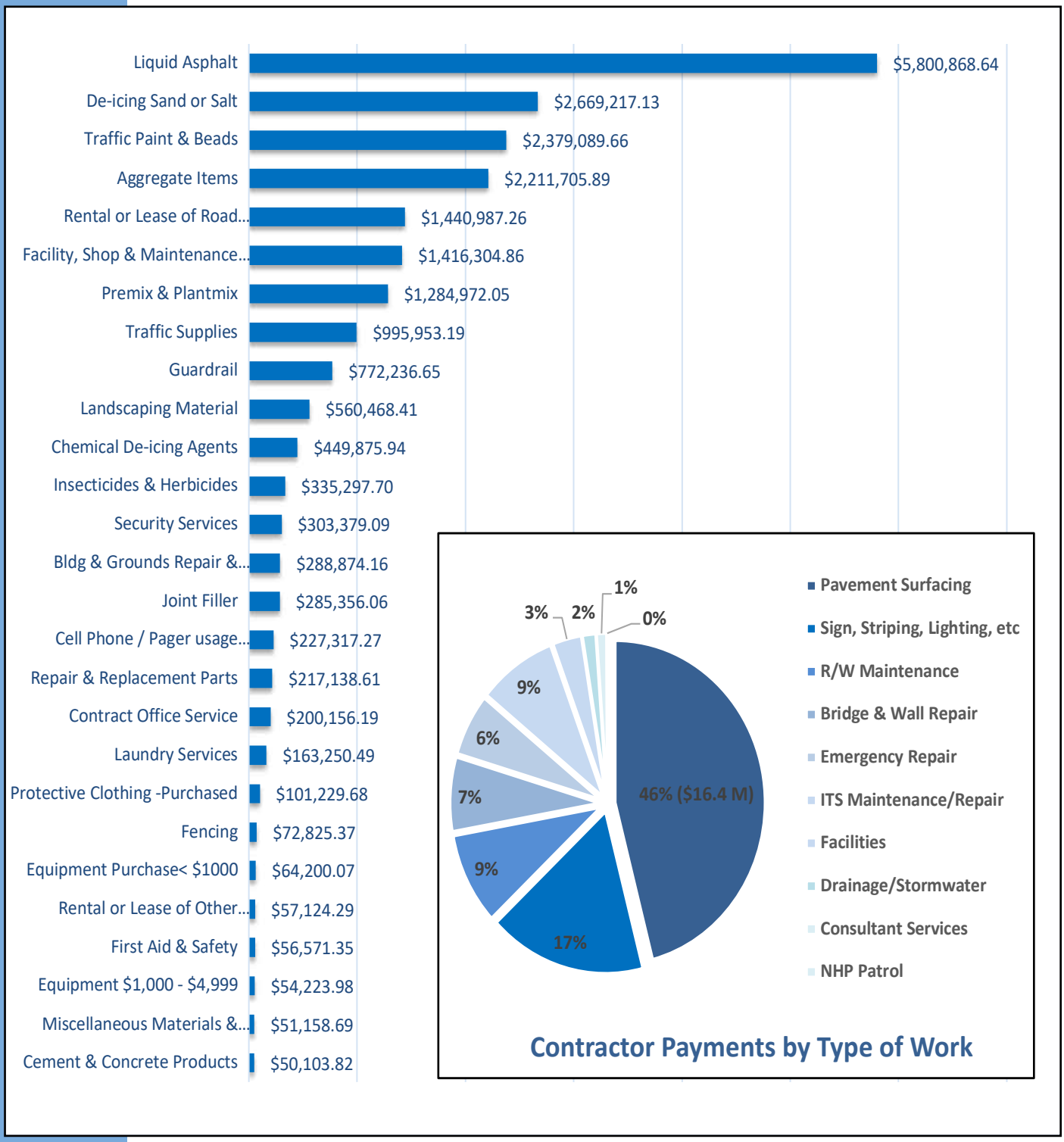


Note: Number of Personnel includes of the following; District Administration, Communications, Equipment Shops, Stockroom, Dispatch and all of the Maintenance Crew Personnel.

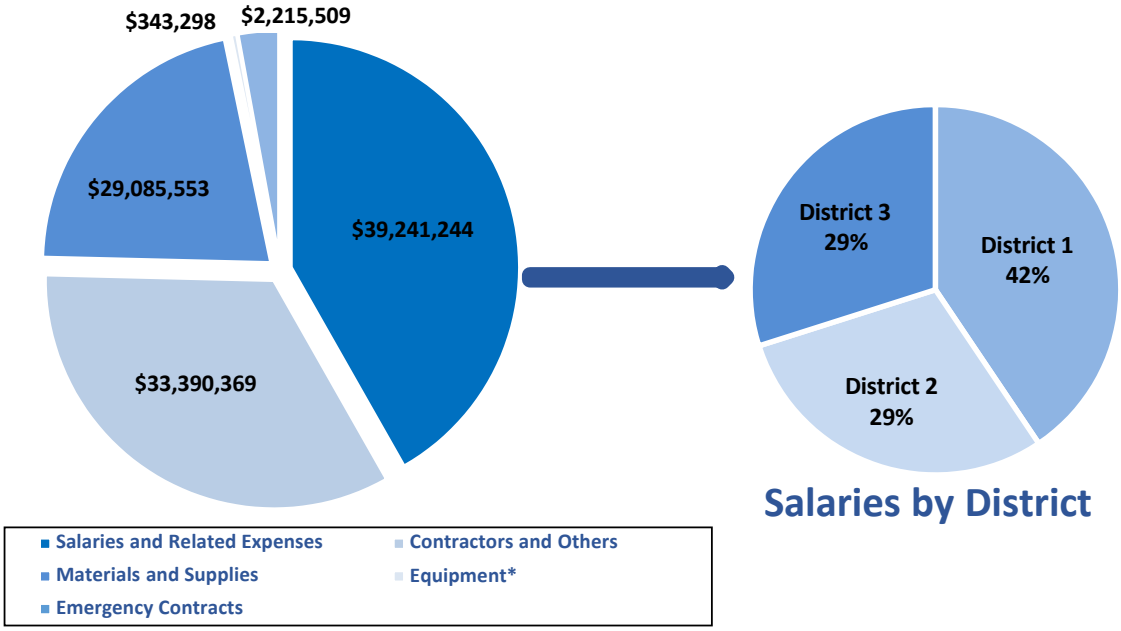

Chip Seal
$2,548,493
$1,486,108
$3,777,533
Snow and Ice Removal
$844,426
$2,617,011
$4,959,237
Pick-up Broom Sweeping
$2,011,817
$1,278,250
$334,249
Paint Broken and Solid Lines
$1,181,865
$1,236,588
$1,227,553
Remove Debris
$2,170,164
$878,087
$440,980
Yard Work
$826,748
$1,067,973
$783,374
Crack Filling
$557,317
$595,705
$495,851
Fill Slopes or Cut Slopes
$877,121
$425,911
$547,106
Overlay/Inlay: More than 500 feet
$1,879
$60,518
$283,308
Blade Shoulders
$692,208
$420,900
$369,415
Remove/Replace Pavement Markings
$677,691
$410,151
$280,632
Clean Culverts
$386,849
$56,280
$48,334
Patrolling/Inspect Miscellaneous Assets
$500,745
$170,148
$243,414
Supervisory Office Duties
$451,928
$744,120
$448,349
Hand Weeding/Burning
$360,280
$156,623
$25,187
Repair/Replace Traffic Signs
$539,742
$253,197
$258,274
Repair/Replace/Install End Treatment or...
$541,912
$266,029
$92,798
Special Events Traffic Control
$418,976
$357,986
$227,873
Repair/Replace/Install Guard Rail
$394,222
$374,892
$78,512
Street Lights
$221,632
$114,393
$10,851
D1 TOTAL
D2 TOTAL
D3 TOTAL
Maintenance Activities
Based on Fiscal Year 2021 Expenditures
(in millions of dollars)

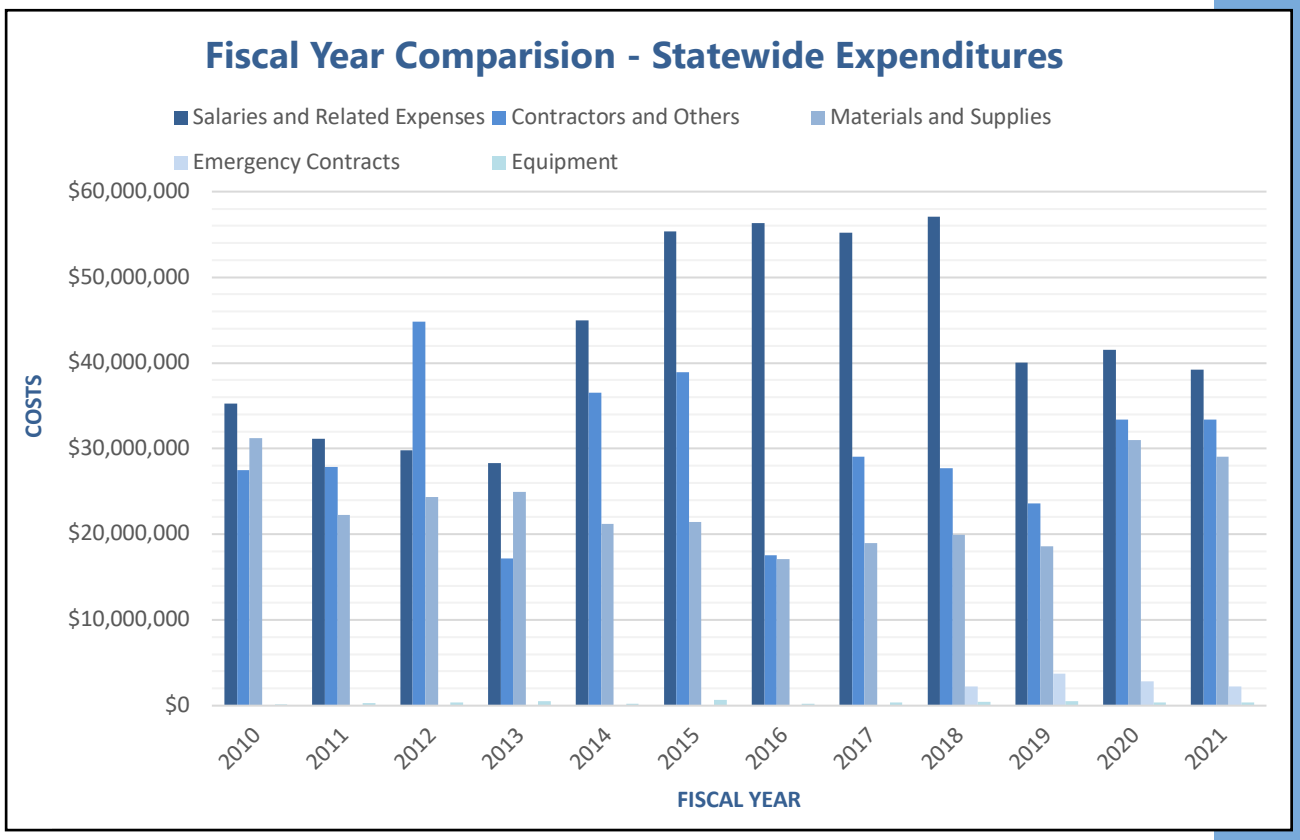
Maintenance Costs and Activities

Fiscal Year 2021 Expenditures for Materials and Supplies



Maintenance Costs Based on Fiscal Year 2021 Expenditures





Freeway Service Patrol

The Freeway Service Patrol (FSP) program operates in the Las Vegas and Reno metropolitan areas to mitigate traffic congestion in the heavily traveled sections of our freeways by providing quick and safe incident clearance of mitigations such as: crashes, disabled and abandoned vehicles, debris, lost or sick motorists, pedestrians, animals, scene safety, and other situations that disrupt traffic flow such as fires and hazardous spills. The NDOT FSP program is unique because each patrol vehicle is equipped with a fleet management system that leverages machine learning technology to predict where incidents are likely to occur based on real-time traffic flows, weather conditions, and crowdsource information. As a result, FSP drivers can proactively respond to incidents, minimize traffic disruptions, and keep traffic flowing for improved transportation system reliability and safety.

A component that the FSP Program is not optimally equipped to assist with is the quick clearance of commercial truck vehicles. In 2022, the Department will be evaluating the merits of implementing a Towing and Recovery Incentive (TRIP) Pilot Program in Las Vegas to complement the FSP Program. The focus of the pilot will be standardizing heavy-duty towing company response and facilitating the safe and quick clearance of commercial vehicle crashes on the interstate system. Furthermore, if the TRIP Pilot Program is successful, the Department plans to fully implement and expand the program as necessary. The tables below reflect the 2020 facts and figures for the Las Vegas and Reno FSP Program.

Table 1: General Information

Freeway Service Patrol	Las Vegas	Reno
Number of Routes	13	3
Number of Centerline Miles	93	36

Interesting Fact #1: FSP routes, hours of operation, and coverage limits are monitored and adjusted regularly to optimize program efficiency and keep up with traffic flow demands. In July of 2020, FSP coverage was modified in Las Vegas from 87 to 93 centerline miles because there was a need for increased coverage along I-15 between Blue Diamond Road and St. Rose Parkway.

Table 2: Mitigation Data

Mitigations	Las Vegas	Reno
Abandoned Vehicle	4,208	1,340
Crash	3,285	1,056
Debris	2,146	834
Disabled Vehicle	20,990	4,599
Left on Arrival	2,789	1,804
Other	882	448
Scene Safety	8,418	3,167
Total Mitigations	**42,718**	**13,248**

Interesting Fact #2: Nearly 45,000 incidents are mitigated in Las Vegas and 15,000 incidents are mitigated in Reno each year. The most common type of incidents are disabled vehicles, which consist of flat tires, electrical issues, overheating and/or mechanical issues, and lost or sick motorists. The FSP technicians are specially trained to assist with a variety of freeway service-related issues ranging from minor mechanical problems to providing community first aid until first responders are able to arrive. The FSP fleet also consists of vehicles specially equipped to relocate crashed or disabled vehicles off the freeway and to the nearest secure location for the purpose of quickly and safely restoring traffic to free-flow conditions.

Table 3: Incident Clearance Times

Incident Clearance Time	Las Vegas	Reno
Less than 15 Minutes	79%	84%
15-30 Minutes	15%	11%
More than 30 Minutes	6%	5%

Interesting Fact #3: As a guideline, the FSP program aims to mitigate traffic incidents in less than 15 minutes to minimize traffic disruptions and improve safety for motorists and first responders. As indicated in Table 3 above, FSP technicians were able to clear approximately 80-85% of incidents within this timeframe. This is important because national statistics indicate that roadway incidents account for 25% of travel delays and that for every minute that a travel lane is blocked, the resulting congestion takes 4 minutes to dissipate and the probability of a secondary incident increases by 2.8%.

Safety Improvements

Wrong Way Driver Systems

There were 135 wrong way crashes in Nevada between 2014-2018, resulting in 22 fatalities. These occurred on freeway ramps with DO NOT ENTER and WRONG WAY signs installed. NDOT found these crashes to be unacceptable and pursued an interim approval with the Federal Highway Administration (FHWA) to research and install red rapid flashing lights on wrong way signs. Initial research on this project was completed in 2021. Installation of the new systems starts in 2022, and NDOT will be studying the effectiveness of these systems and reporting to the FHWA.

Speed Management Action Plan

The Speed Management Action Plan is intended to characterize Nevada's speed-related safety problems and speed management issues, and identify the appropriate engineering, enforcement, and educational countermeasures and strategies. This process started in spring of 2021 and is expected to be completed in spring of 2022 and it will outline actions that the State and other partners can take to reduce speed and speed-related fatal and serious injury crashes.

Safe Systems Approach

At the heart of the Safe Systems Approach is the belief that no one should be killed or seriously injured while using the road network. The principals of the Safe System are: The human body has a known and limited ability to tolerate crash forces, people make mistakes that lead to crashes, system designers share responsibility with road users for crash prevention, and all elements of the system should be strengthened to multiply their effects. NDOT is in the early stages of applying a Safe Systems Approach matrix to roadway design. This matrix will help planners and designers better understand how the users interact with the proposed facility 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 roads. Understanding the fatality rate and the number of rural roads in Nevada, NDOT established a High Risk Rural Road (HRRR) program that aligns with the HRRR program under the FHWA guidelines established in the Highway Safety Improvement Program (HSIP). 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 reduction in the number and severity of rural roadway crashes. Nevada kicked off a Passing and Climbing Lane Study in 2021. This study will prioritize locations for the installation of Passing and Climbing Lanes and it is expected to be complete in fall of 2022. These locations will be incorporated into the One Nevada Transportation Plan and HSIP project selection.

Landscape and Aesthetics

NDOT strives to provide transportation design solutions that enhance the quality of life, emphasize safety, and preserve and protect environmental resources. Through its Landscape and Aesthetic Program, NDOT provides improvements that benefit Nevadans and visitors. It seeks to integrate community values and regional context into the design of Nevada transportation infrastructure 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 gateway into our communities.

Landscape design and aesthetics go beyond the surface appearance of NDOT's roads. They also contribute to the preservation of natural resources by providing erosion control through roadside vegetation management and stormwater management. They use land forms to enhance water retention and native vegetation development.

A monument and bridge with the city name marks the beginning of Winnemucca. Gateways help improve community identity and draw motorists into the heart of town.

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

Highway corridors are planned with a hierarchy of treatment levels in mind. 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 attracting drivers' attention and interest. For more details about the Landscape and Aesthetics Program, visit *https://www.dot.nv.gov/projects-programs/landscape-aesthetics*.

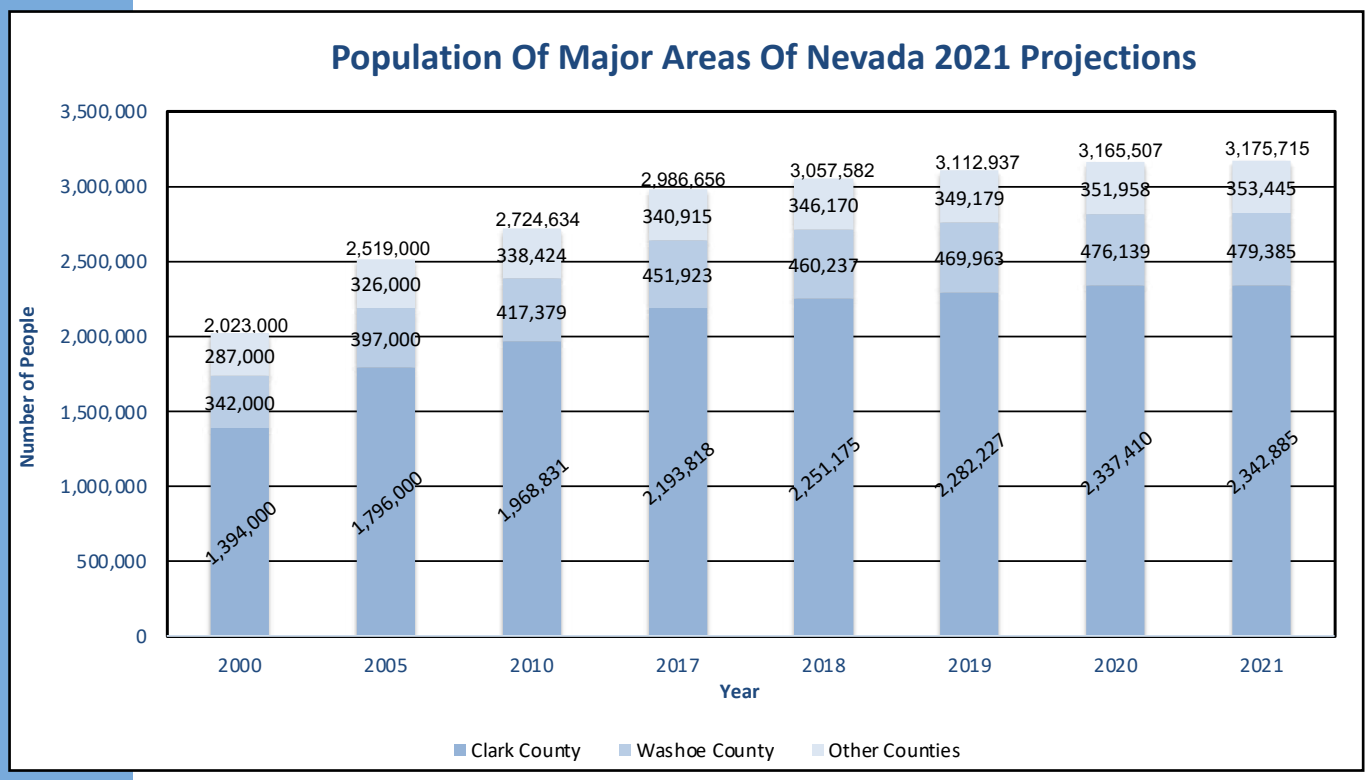
Silhouette of a cowgirl sitting on an image of a corral fence uses the pattern of retaining wall panels.

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1995	1,072,376
	2021	2,211,149
Passenger Vehicles	1995	1,130,278
	2021	2,656,890

Nevada has experienced tremendous population growth for mor than 30 years with little slow down until the last few years. The state's population has more than tripled since 1985 to more than 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.

	Maintained by NDOT	Maintained by Local Agencies	Maintained Statewide
Federal Aid			
NHS	**2,417**	**164**	**2,581**
NON-NHS	**2,427**	**2,598**	**5,025**
Non-Federal Aid			
Non-Federal Aid	**510**	**31,360**	**31,871**
Total	**5,354**	**34,122**	**39,477**

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)

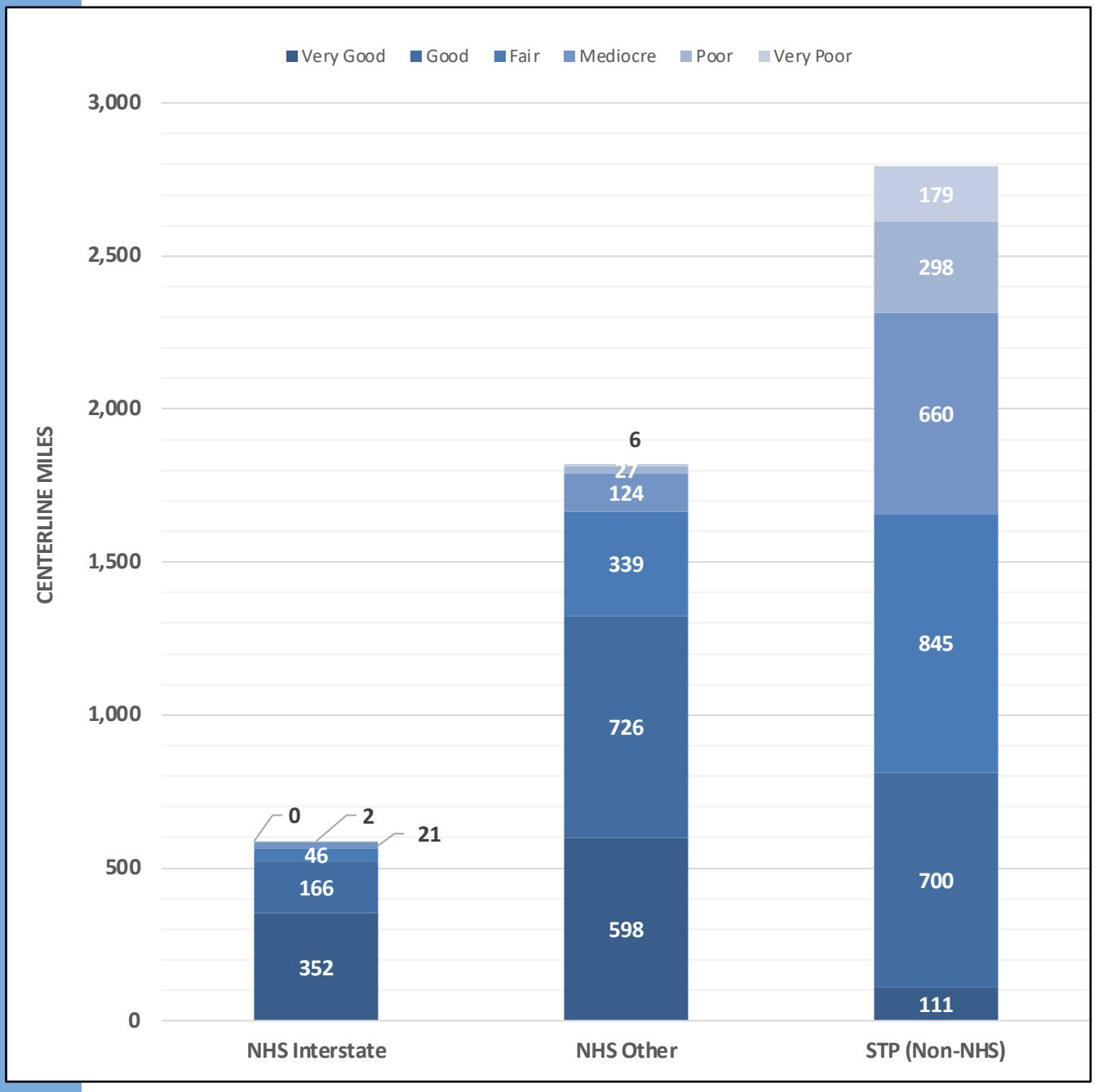
This is a system of roads that is not part of the NHS system but is funded through federal-aid programs. The system is not considered to be strategic in terms of national defense but do play some role in connectivity and accessibility.

Non-Federal Aid

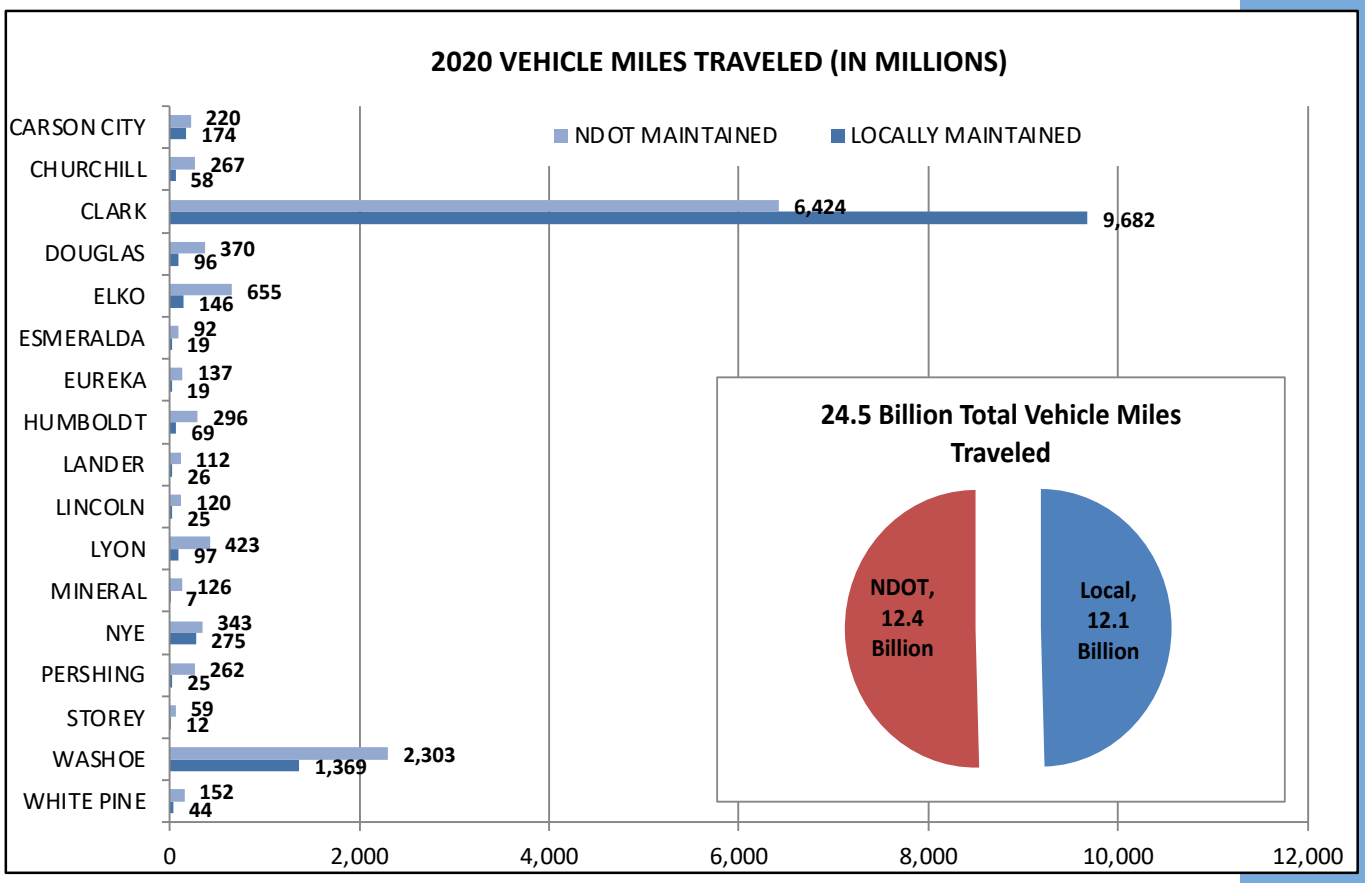
Improved and unimproved roads that are not part of the NHS or Non-NHS System, are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and Non-NHS Systems. They are public facilities that are regularly maintained but may be paved or unpaved. On the 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.

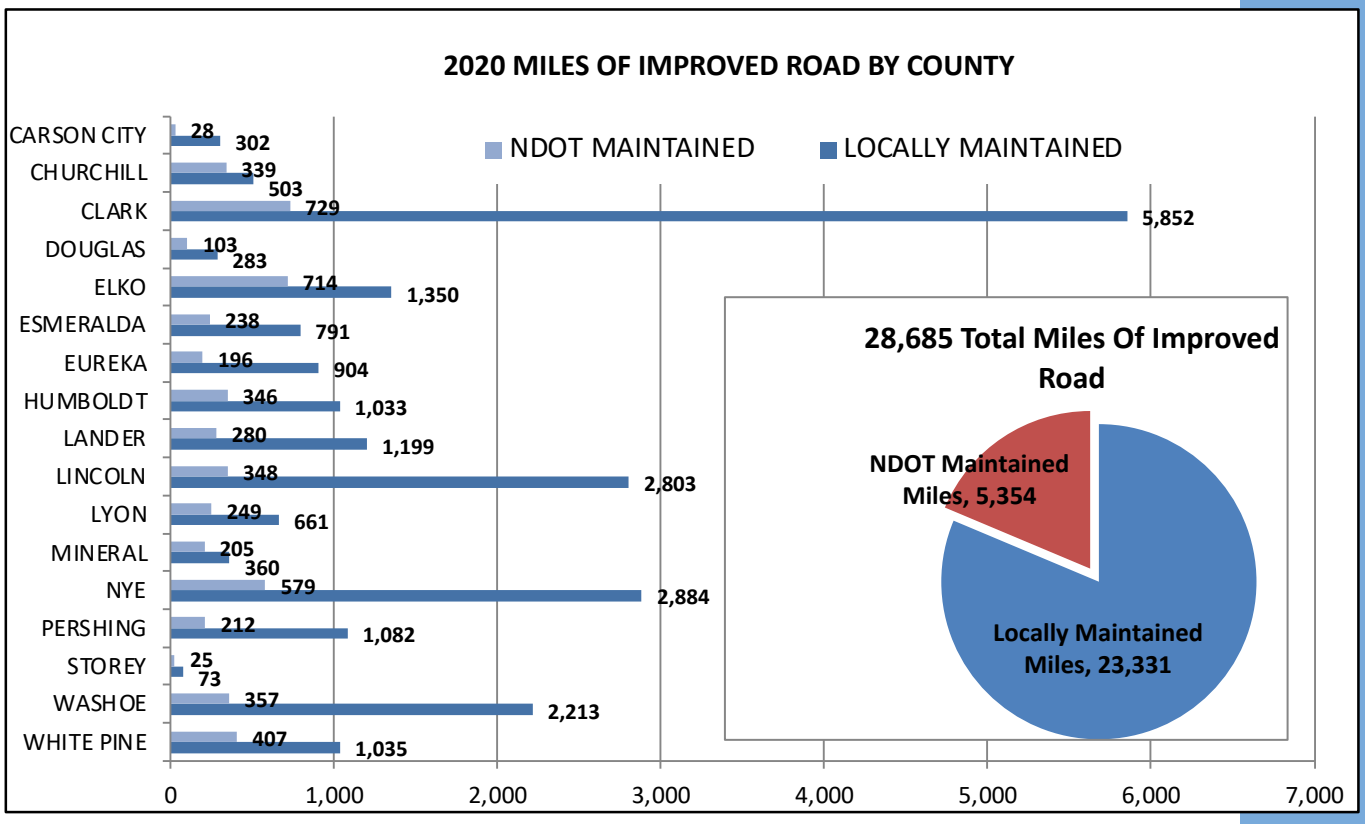
NDOT Maintained Pavement Condition

Centerline Miles by System – 2020
Condition (Present Serviceability Index)

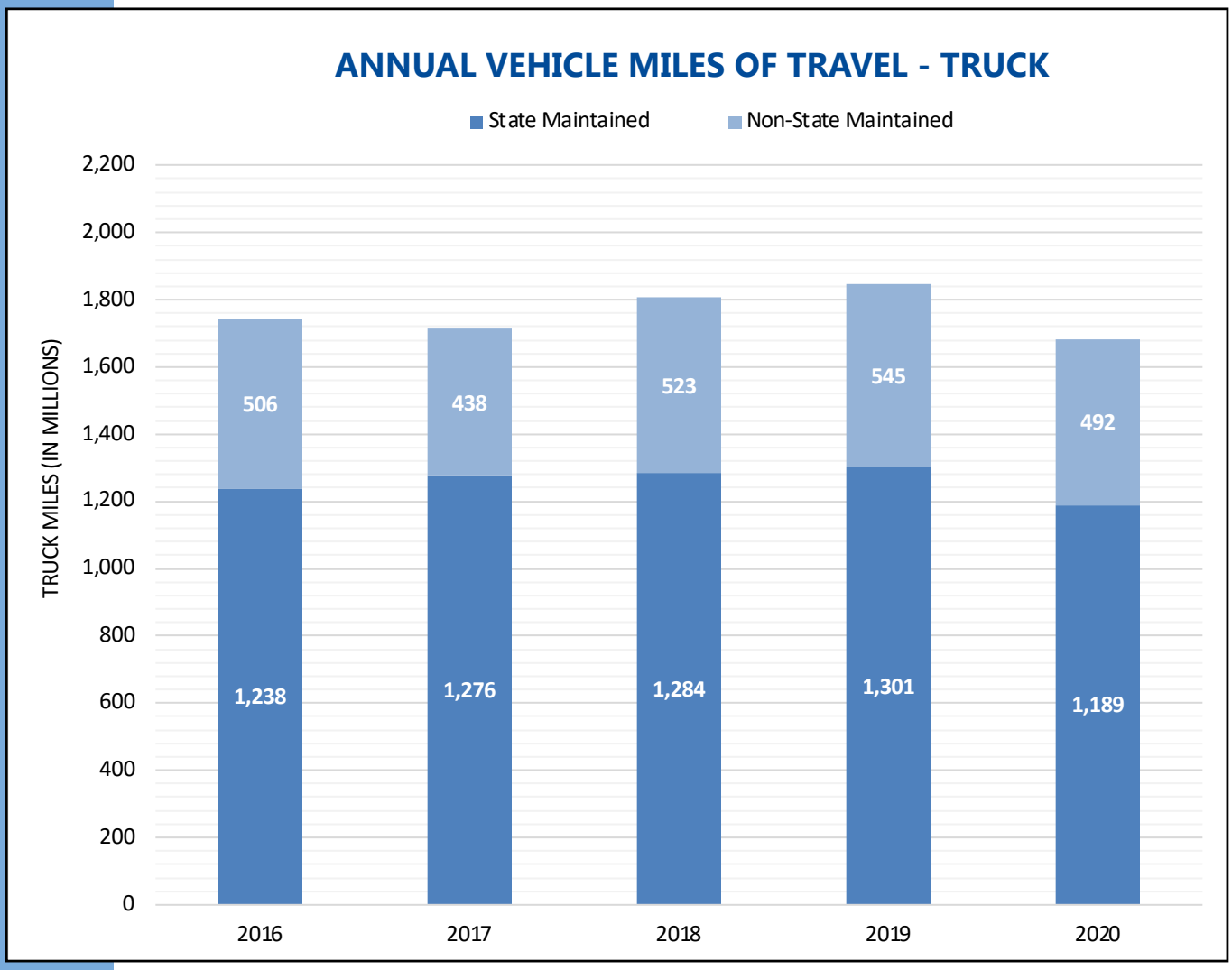


Note: System miles above may not match those on page 35 because not all roads have had their condition rated.


2020 VEHICLE MILES TRAVELED (IN MILLIONS)
NDOT MAINTAINED
LOCALLY MAINTAINED
CARSON CITY 220 174
CHURCHILL 267 58
CLARK 6,424 9,682
DOUGLAS 370 96
ELKO 655 146
ESMERALDA 92 19
EUREKA 137 19
HUMBOLDT 296 69
LANDER 112 26
LINCOLN 120 25
LYON 423 97
MINERAL 126 7
NYE 343 275
PERSHING 262 25
STOREY 59 12
WASHOE 2,303 1,369
WHITE PINE 152 44
0 2,000 4,000 6,000 8,000 10,000 12,000
24.5 Billion Total Vehicle Miles Traveled
NDOT, 12.4 Billion
Local, 12.1 Billion


2020 MILES OF IMPROVED ROAD BY COUNTY
NDOT MAINTAINED
LOCALLY MAINTAINED
CARSON CITY 28 302
CHURCHILL 339 503
CLARK 729 5,852
DOUGLAS 103 283
ELKO 714 1,350
ESMERALDA 238 791
EUREKA 196 904
HUMBOLDT 346 1,033
LANDER 280 1,199
LINCOLN 348 2,803
LYON 249 661
MINERAL 205 360
NYE 579 2,884
PERSHING 212 1,082
STOREY 25 73
WASHOE 357 2,213
WHITE PINE 407 1,035
0 1,000 2,000 3,000 4,000 5,000 6,000 7,000
28,685 Total Miles Of Improved Road
NDOT Maintained Miles, 5,354
Locally Maintained Miles, 23,331

Truck Miles of Travel/Bridges



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

NDOT Maintained Deficient Bridges Needing Renovation

Seismic 82

Structural 12

Currently, there are 2,127 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 1,238 bridges; 878 bridges are maintained by county, city, other local agencies, railroad, and other state agencies; and 11 bridges are privately maintained.

CAPITAL ASSETS AND DEBT ADMINISTRATION

The State's capital assets for governmental and business-type activities as of June 30, 2020, amount to $12.6 Billion, net of accumulated depreciation of $1.5 Billion, resulting in a net book value of $11.1 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.

To monitor the condition of the roadways, the State uses the International Roughness Index (IRI). The State has set a policy that it will maintain a certain percentage of each category of its roadways with an IRI of 95 or less and will also maintain its bridges so that not more than 7% are structurally deficient. The following table shows the State's policy and current condition level of the roadways and 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 2020 condition assessment	91%	86%	87%	54%	28%
Actual results of 2019 condition assessment	91%	86%	88%	57%	28%
Actual results of 2018 condition assessment	90%	88%	91%	58%	25%

Condition Level of the Bridges
Percentage of substandard bridges

	2021	2020	2018	2016
State Policy – maximum percentage	**7%**	**7%**	**10%**	**10%**
Actual results of condition assessment	1%	1%	1.5%	2%

Transportation Asset Condition

The most recent condition assessment shows a slight decline in the overall 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 2020 by $25.8 million. Even though actual spending for maintenance and reservation of infrastructure assets fell below estimates, condition levels are expected to approximately meet or exceed the target condition levels for the roadway category. Additional information on the State's infrastructure can be found in the Schedule of Infrastructure Condition and Maintenance Data and the Required Supplementary Information section to the financial statements and the Comprehensive Annual Financial Report.

Transportation Funding & Financing

General

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

Federal Highway Trust Fund

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

State Constitutional Provisions

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

State Highway Fund

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

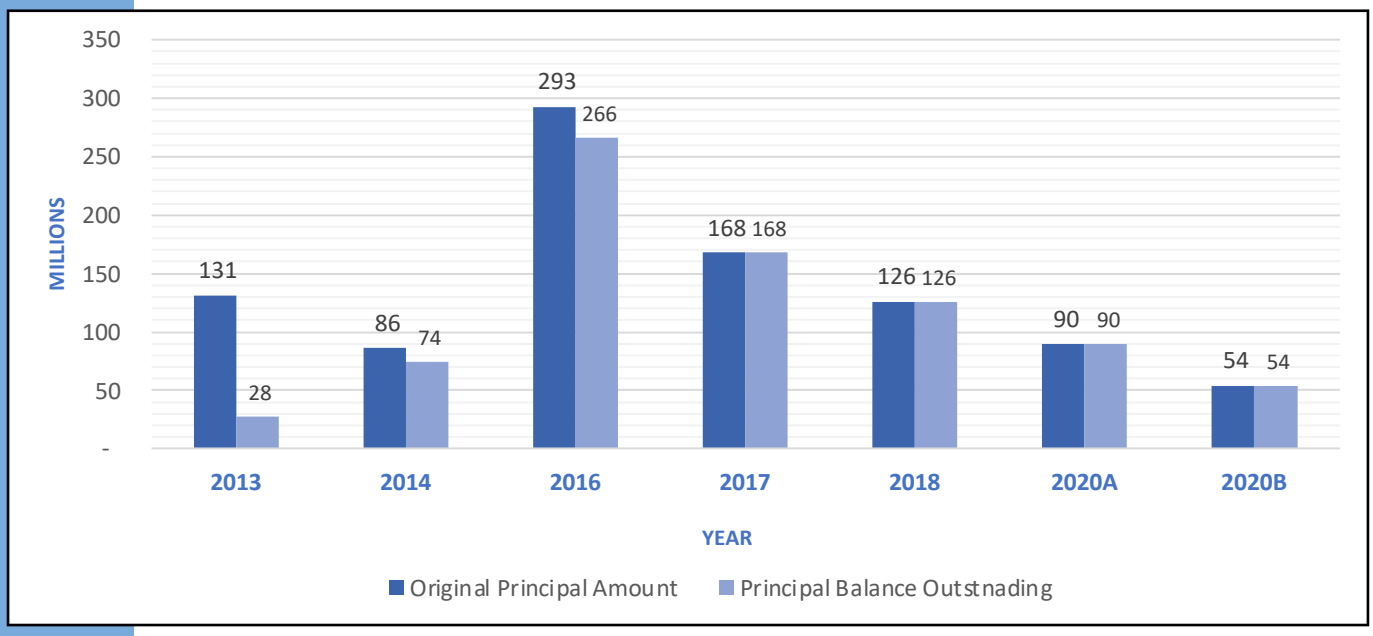
All over Nevada, NDOT employees are determined to build and maintain a top transportation system for the state.

Transportation Funding & Financing

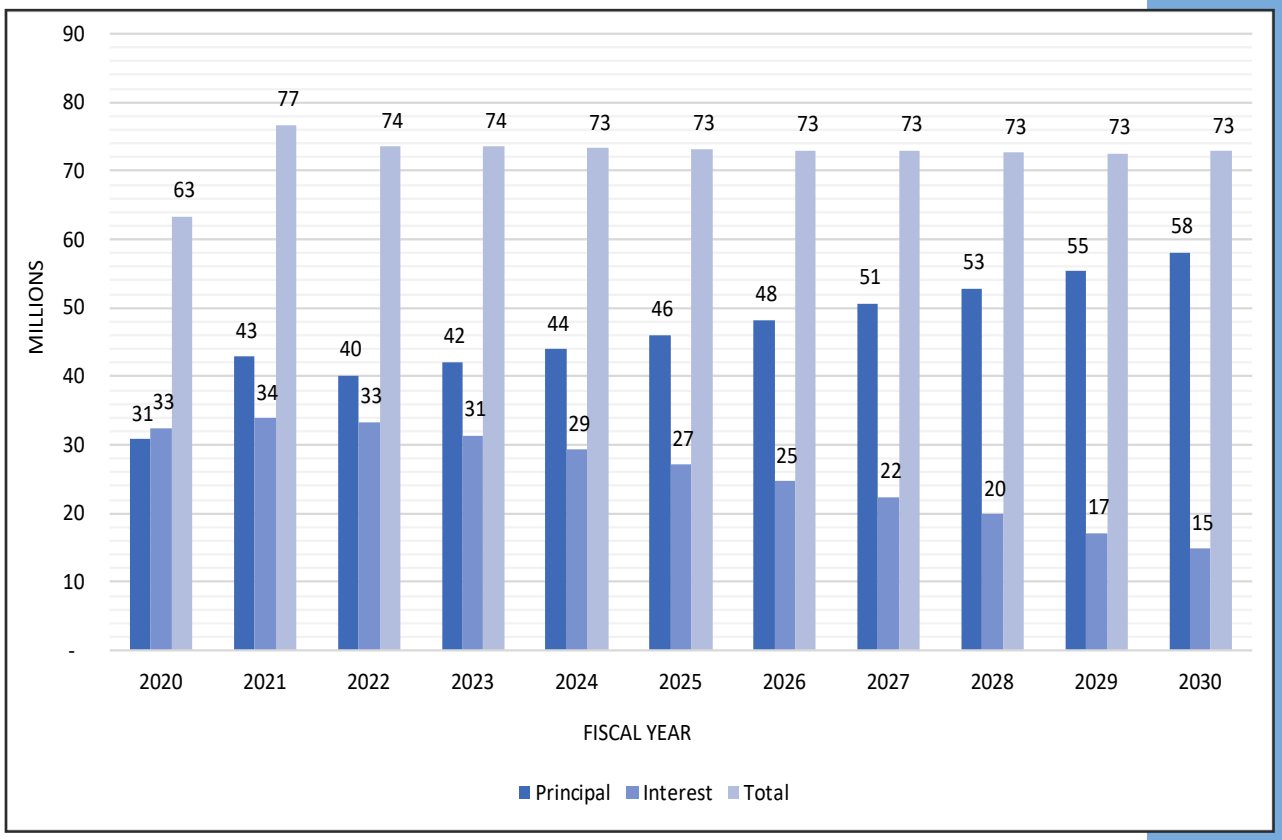
Annual Outstanding Balance Report: State of Nevada Highway Improvement Revenue and Refunding Bonds: June 30, 2020

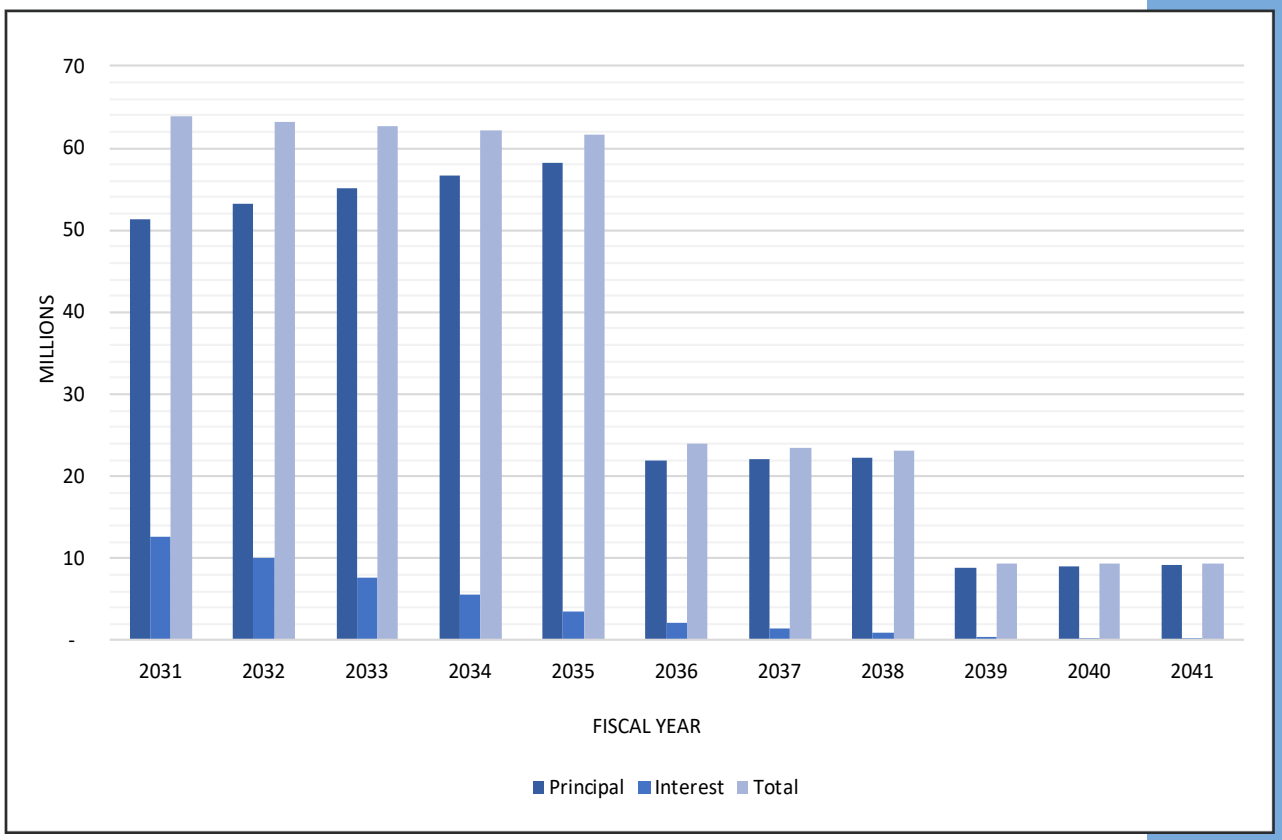
Existing Parity Securities	Original Principal Amount	Principal Balance Outstanding
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000.00	27,665,000.00
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2014	86,020,000.00	73,930,000.00
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	292,600,000.00	266,420,000.00
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2017	167,665,000.00	167,665,000.00
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2018	125,905,000.00	125,905,000.00
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds Series 2020A	89,585,000.00	89,585,000.00
State of Nevada, Highway Improvement Revenue (Indexed Tax and Subordinate Motor Vehicle Fuel Tax) Bonds Series 2020B	53,895,000.00	53,895,000.00
Totals	**946,915,000.00**	**805,065,000.00**

Bonds Issued by Year, Bond Amount and Remaining Balance



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





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

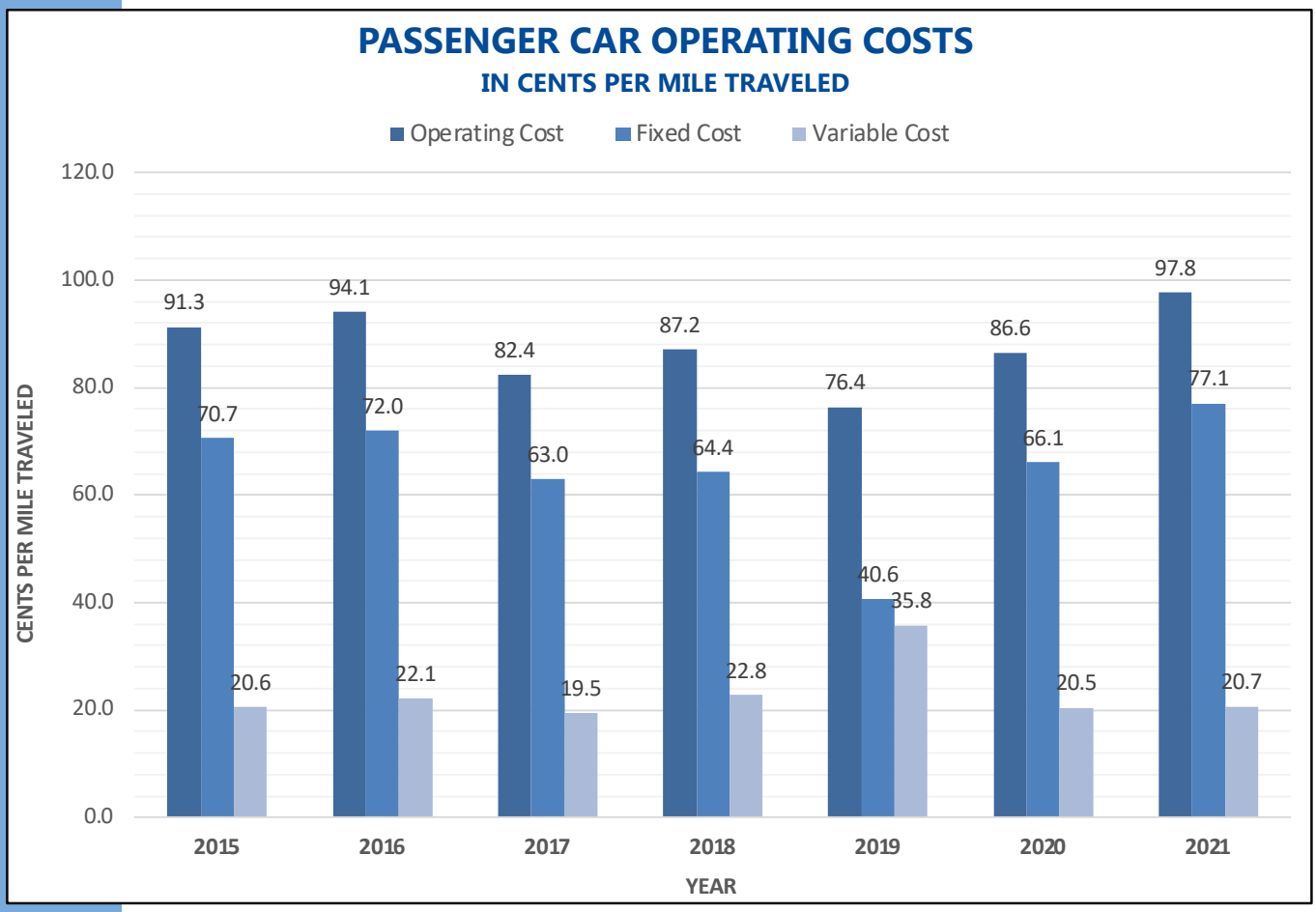
Assumptions: 2020 model year, large sedan with V-6 which gets 26 MPG. Vehicle travels 10,000 miles annually. Gas price used was $2.86 per gallon average in 2020. Based on Nevada's gas tax and licensing fees.

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

Variable Costs: 20.7¢ per mile traveled. Includes gas, gas tax, oil, tires, and maintenance.

Fixed Costs: 77.1¢ per mile traveled. Includes depreciation, insurance, finance, and licensing.

Total Operating Cost: 97.8¢ per mile traveled.



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

Gas Tax
(Per Gallon)

1. Federal

15.44¢	To Federal Highway Trust Fund for highways
2.86¢	To Federal Highway Trust Fund for transit
0.1¢	Leaking underground storage tank trust fund

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

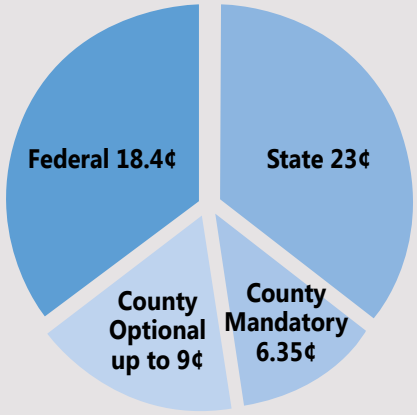
3. County Mandatory

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 evaluation 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

Legal Citation Chapter 365, Nevada Revised Statutes

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



Gas Tax
(Per Gallon)
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)			
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all Counties w/RTC)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢			1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
2)-	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 (NRS, i.e. Nevada law) prior to 2015 allow counties within certain population criteria to index fuel taxes to offset the effects of inflation (NRS) 373.066, 373.0663).

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

SB201 took effect January 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 January 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 Brian Sandoval 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) Carson 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 and 482.482 are as follows.

$33	Passenger Vehicles
$39	Motorcycles (registration fee $33 and $6 for motorcycle safety)
$33	Moped
$27	Travel Trailer
$10	Golf Cart
$12	Trailer or Semitrailer (1,000 lbs. or less)
$24	Trailer (more than 1,000 lbs.) Permit Fee
$33	Low-speed vehicle

Motor truck, truck-tractor or bus

$33 (flat rate)	Less than 6,000 lbs.
$38 (flat rate)	6,000 to 8,499 lbs.
$48 (flat rate)	8,500 to 10,000 lbs.
$12	10,001 to 26,000 lbs. (per thousand pounds or fraction thereof)
$17	26,001 to 80,000 lbs. (per thousand pounds or fraction thereof)

Reference: https://dmvnv.com/regfees.htm

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.)

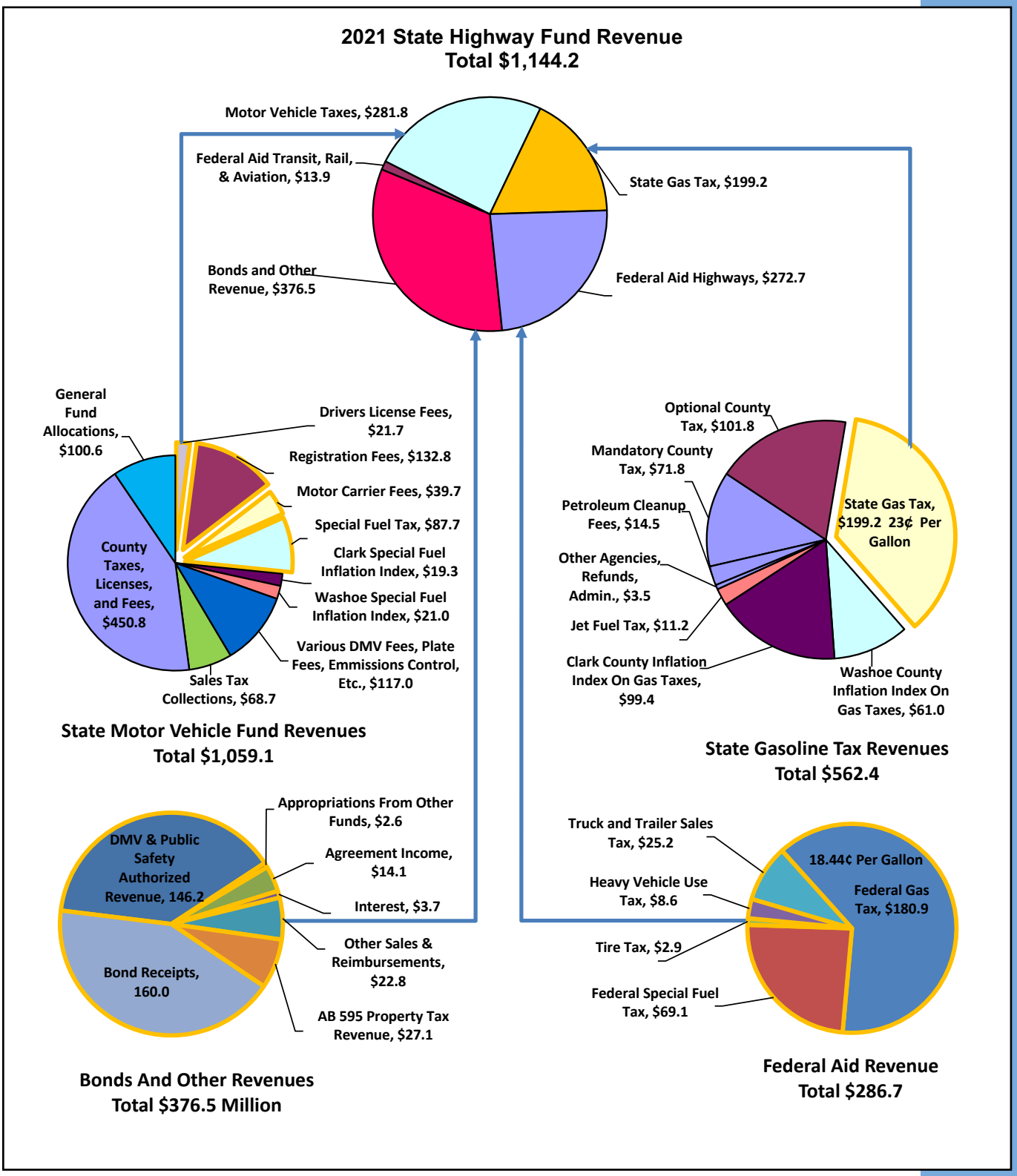
Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill counties.

Distribution

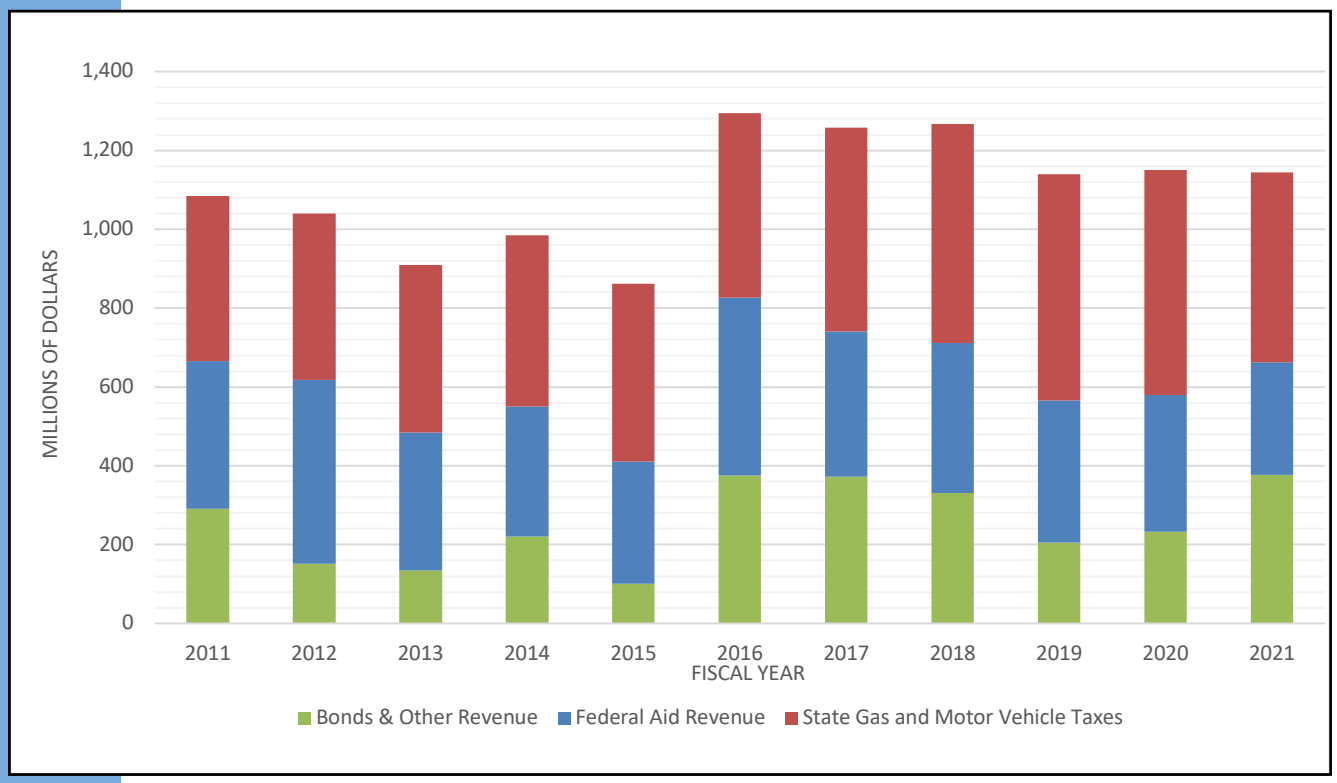
Basic Governmental Services Tax: For vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives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

Supplemental Governmental Services Tax: 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 all out-of-state vehicles $21 all in-state vehicles (new title).

State Highway Fund Revenue Sources
2021 Revenue (in millions)



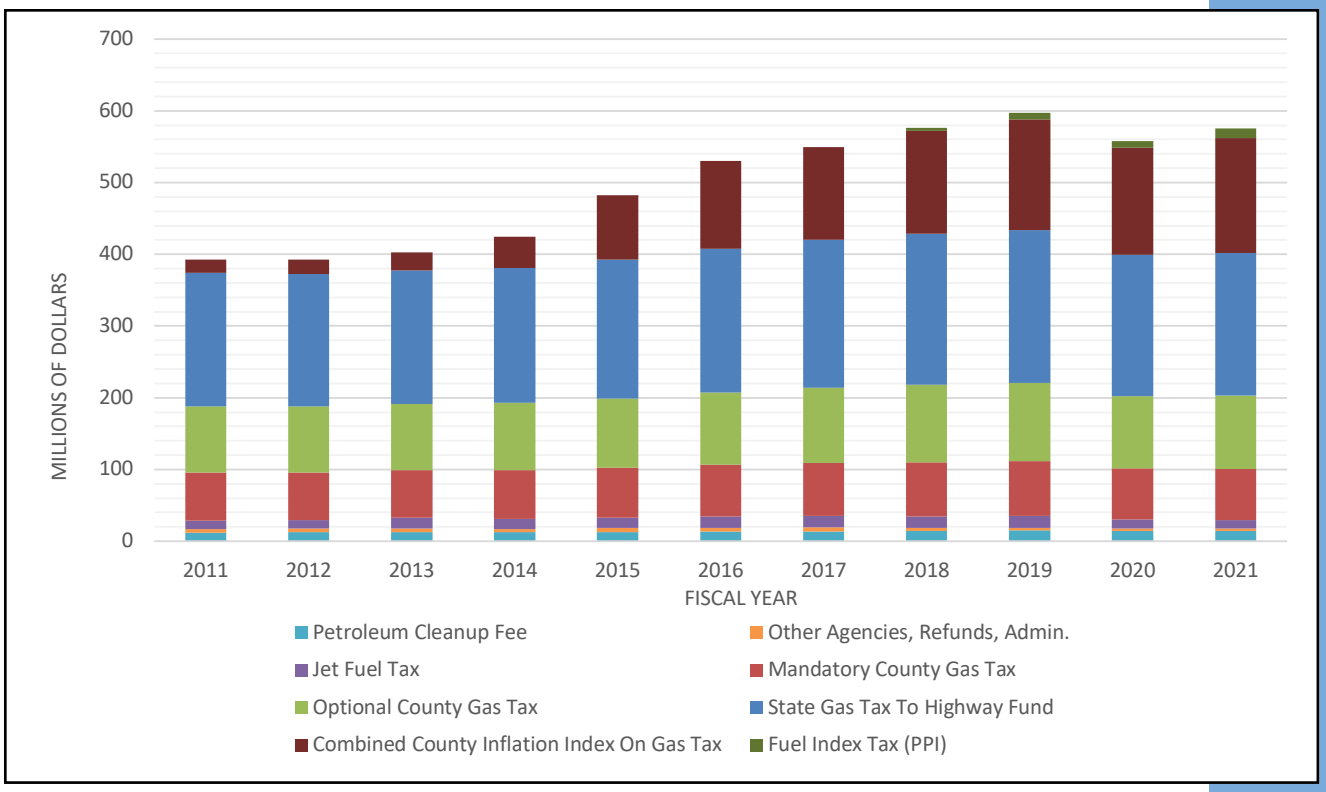
Total State Highway Fund Revenue
(in millions)



Fiscal Year	Federal Reimbursements	State Gas & Motor Vehicle Taxes	Bonds & Other Revenue	Totals
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	555.6	331.0	1,267.3
2019	361.5	573.6	204.4	1,139.5
2020	346.4	559.9	233.0	1,139.3
2021	286.7	481.0	376.5	1,144.2

Note 1: Total revenue is net to the state highway fund.
Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, AB 595 revenue, and miscellaneous sales and reimbursements.

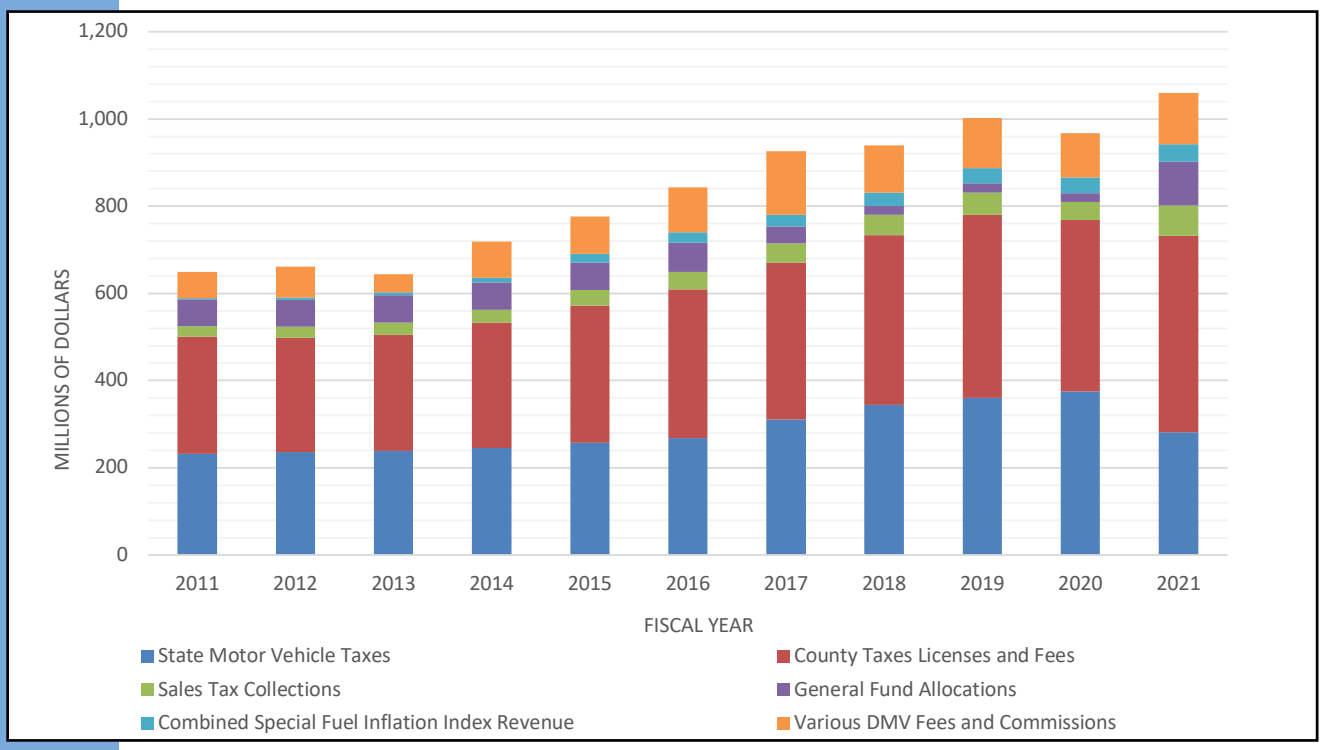
State Gasoline Tax Revenue
(in millions)



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
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	9.2	76.7	108.7	155.0	16.4	14.9	3.8	597.5
2020	185.3	9.2	71.0	100.6	149.8	12.9	14.3	3.4	546.5
2021	199.2	12.9	71.8	101.8	160.4	11.2	14.5	3.5	575.3

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)

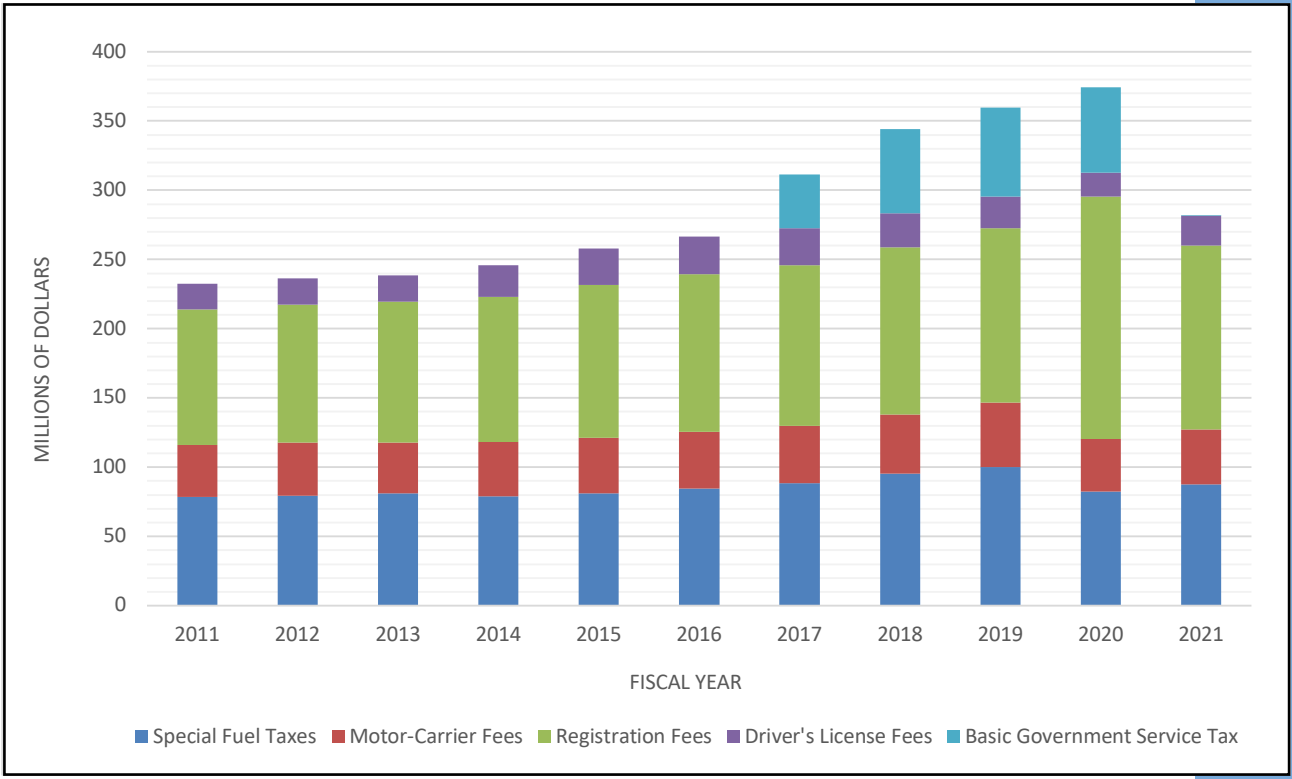


Fiscal Year	State Motor Vehicle Taxes	County Taxes License & Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees Commissions	Totals
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.6	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.5	266.8	27.7	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	360.8	420.0	50.7	21.5	34.7	114.0	1001.6
2020	374.6	393.4	41.8	20.6	36.0	100.6	967.0
2021	281.8	450.8	68.7	100.6	40.2	117.0	1059.1

**DMV Fees and Commissions includes various DMV authorized revenue, off-road vehicle fees, license plate factory revenue, emissions fees, and specialty plate fees.*
Note: Revenue in shaded column goes into State Highway Fund.

State Motor Vehicle Taxes to Highway Fund

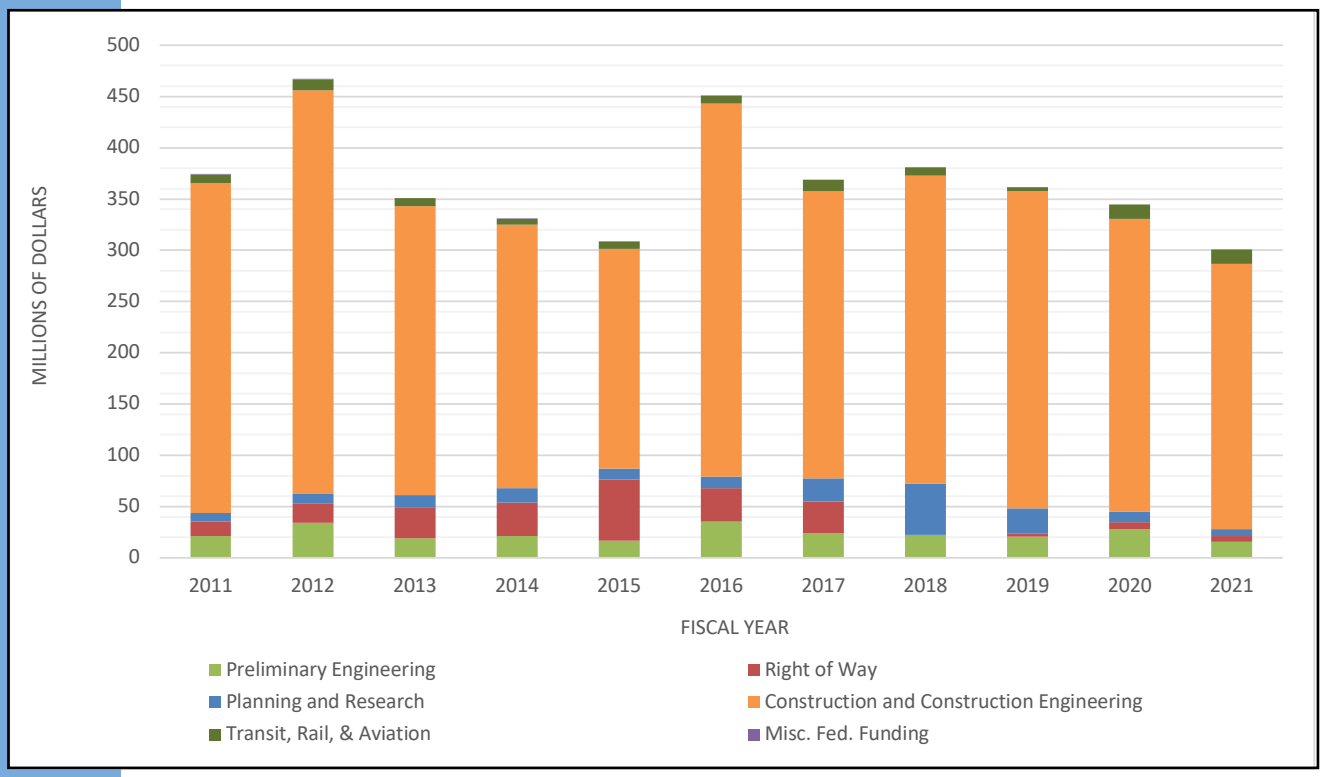
(Derived from the state motor vehicle fund, in millions)



Fiscal Year	Special Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Basic Government Services	Totals
2011	78.5	37.6	98.0	18.6	-	232.7
2012	79.2	38.5	99.8	19.0	-	236.6
2013	80.9	36.7	102.1	18.7	-	238.5
2014	79.1	39.0	104.7	23.1	-	246.0
2015	81.1	40.2	110.3	26.2	-	257.8
2016	84.7	40.9	113.9	27.0	-	267.5
2017	88.4	41.4	116.1	26.7	38.6	311.2
2018	95.2	43.0	120.5	24.5	60.7	345.0
2019	100.1	46.7	126.0	22.5	64.5	360.8
2020	82.3	38.3	175.1	17.2	61.8	374.6
2021	87.7	39.7	132.8	21.7	0.0	281.9

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

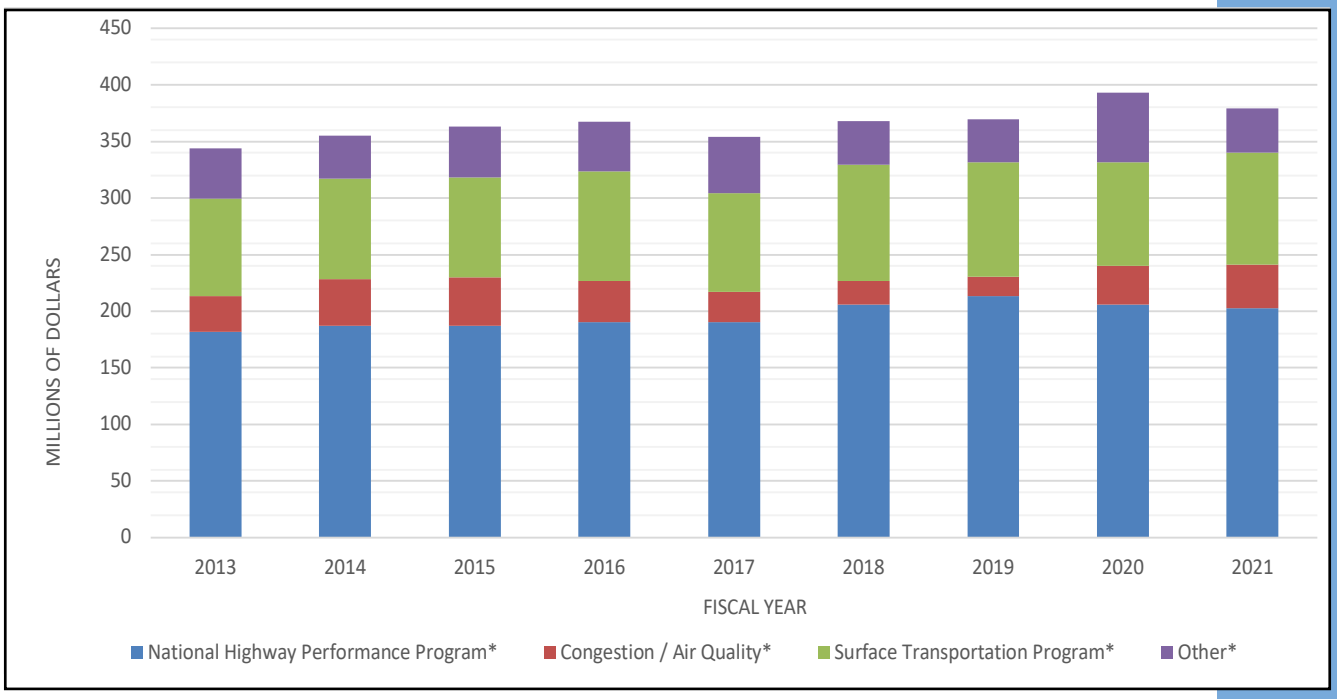
Federal-Aid Revenue
(in millions)



Fiscal Year	Planning & Research	Right of Way	Prelim. Engrg.	Construction & Const. Engrg.	Transit, Rail, & Aviation	Misc. Fed. Funding	Totals
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	2.9	20.6	309.7	3.7	0.0	361.5
2020	10.4	6.6	27.9	285.4	14.3	0.0	344.6
2021	6.9	5.8	15.4	258.5	13.9	0.0	300.5

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

Federal-Aid Apportionments



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

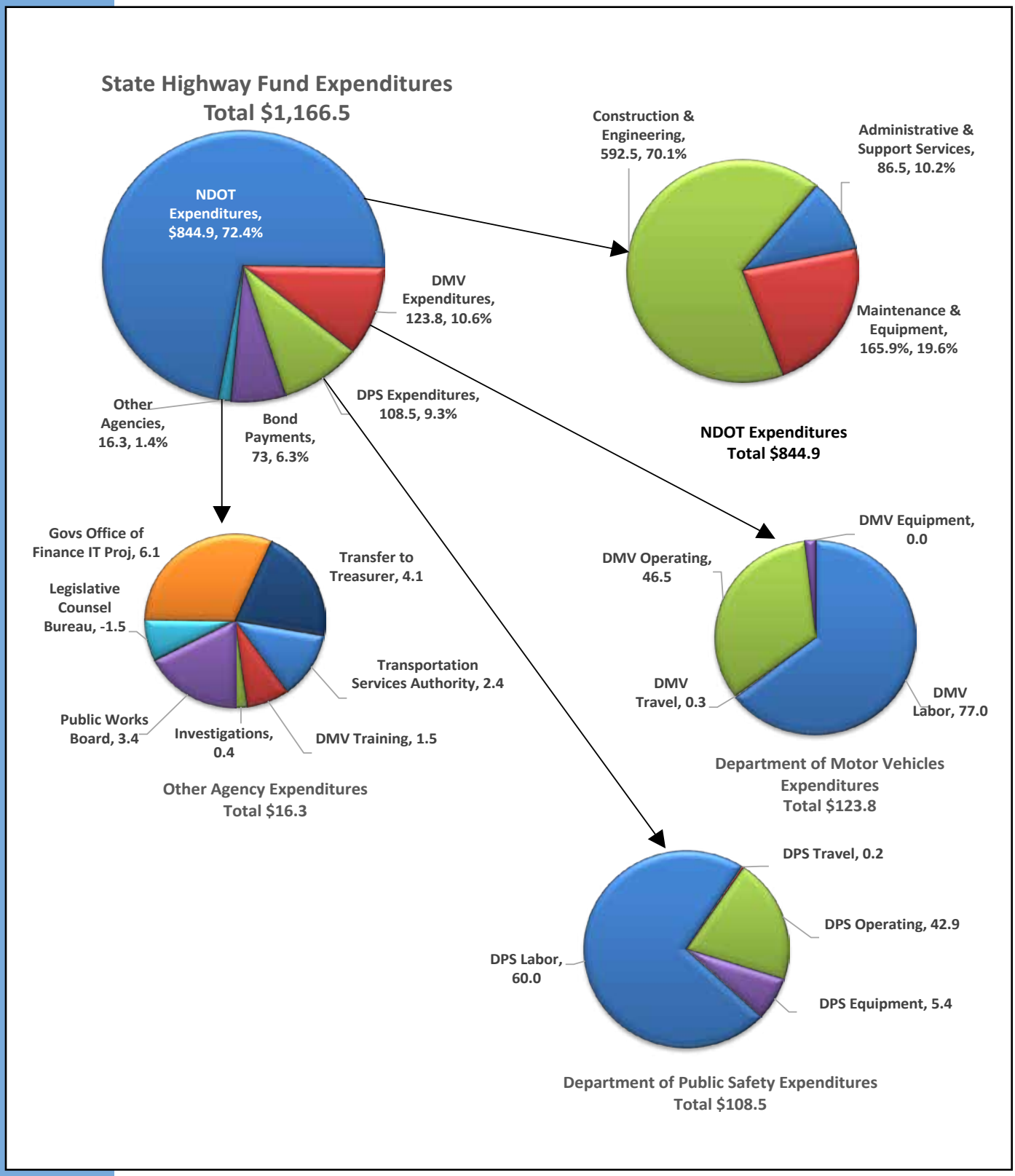
Federal-Aid Apportionments Million $ (Under MAP 21 & FAST Starting FFY 2013)

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
2021	202.9	38.1	99.1	39.1	379.2

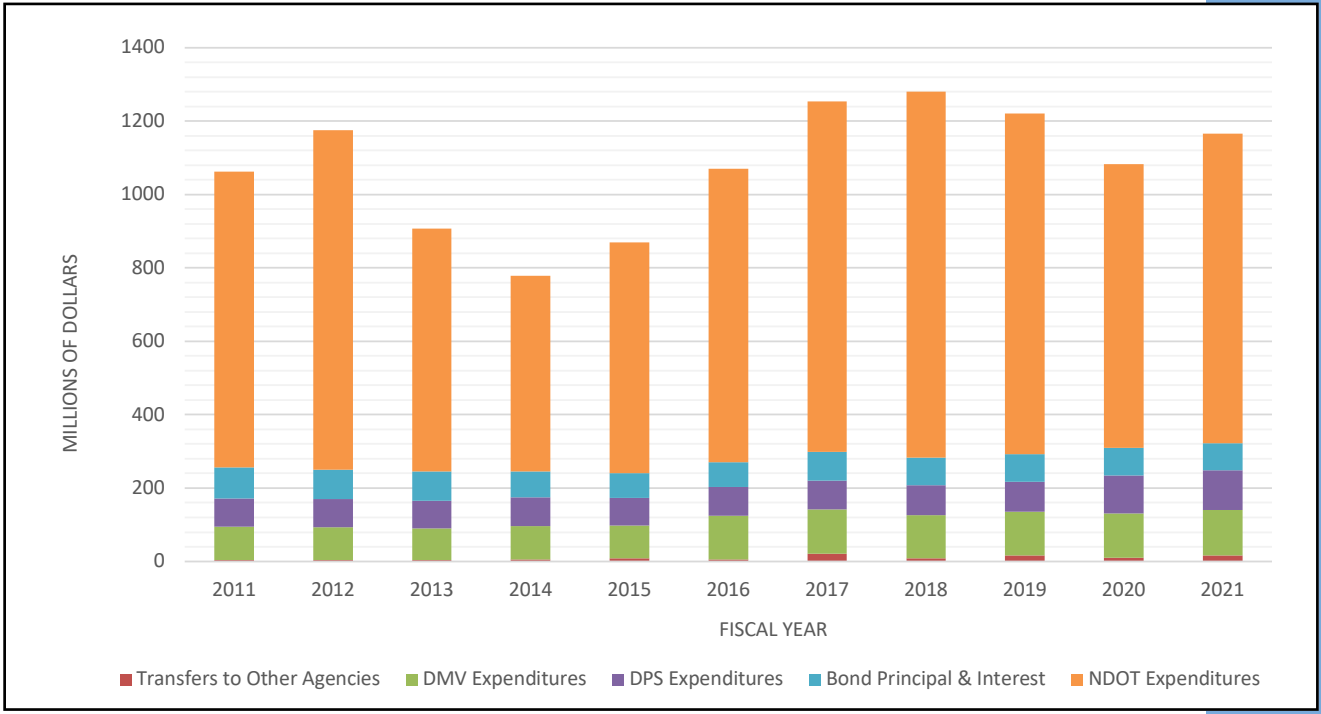
FFY 2013 *MAP-21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board rescission.*

State Highway Fund Expenditures & Disbursements

FY 2021(in millions)



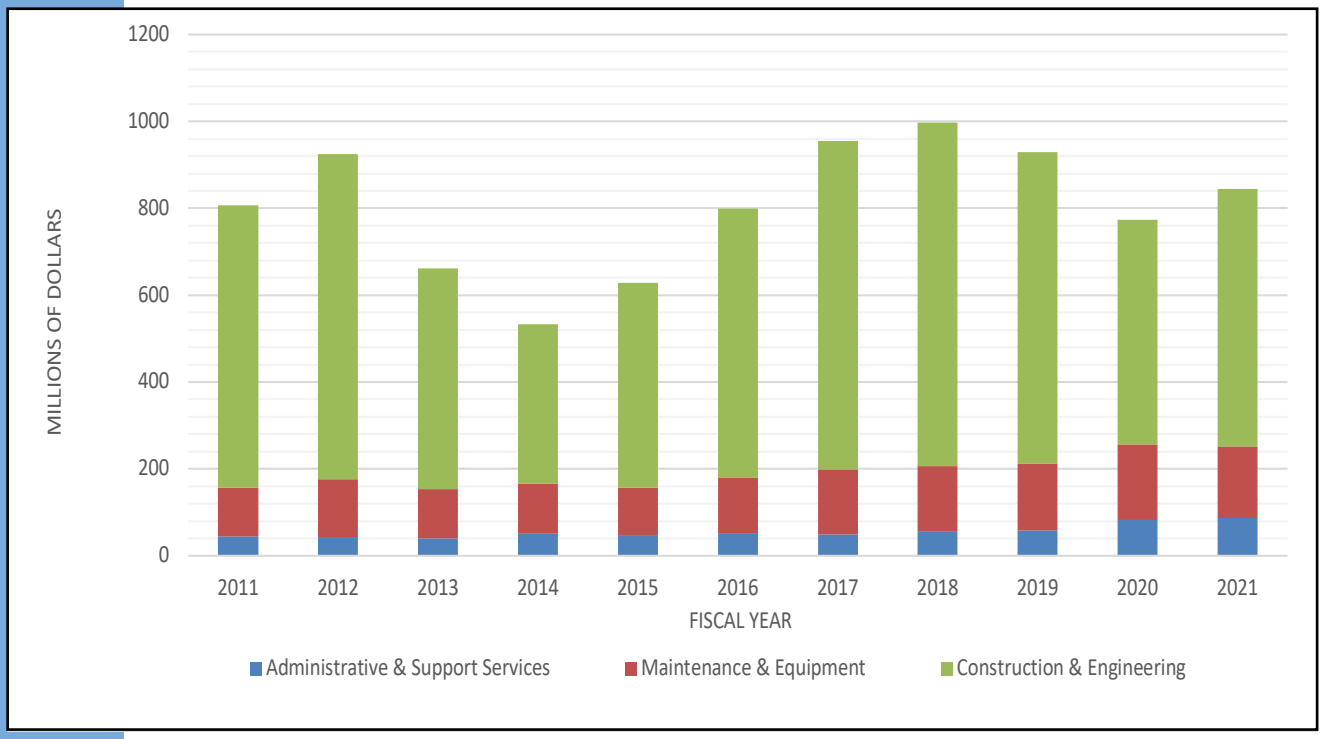
State Highway Fund Expenditures & Disbursements
(in millions)



Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Totals
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
2021	16.3	123.8	108.5	73.0	844.9	1,166.5

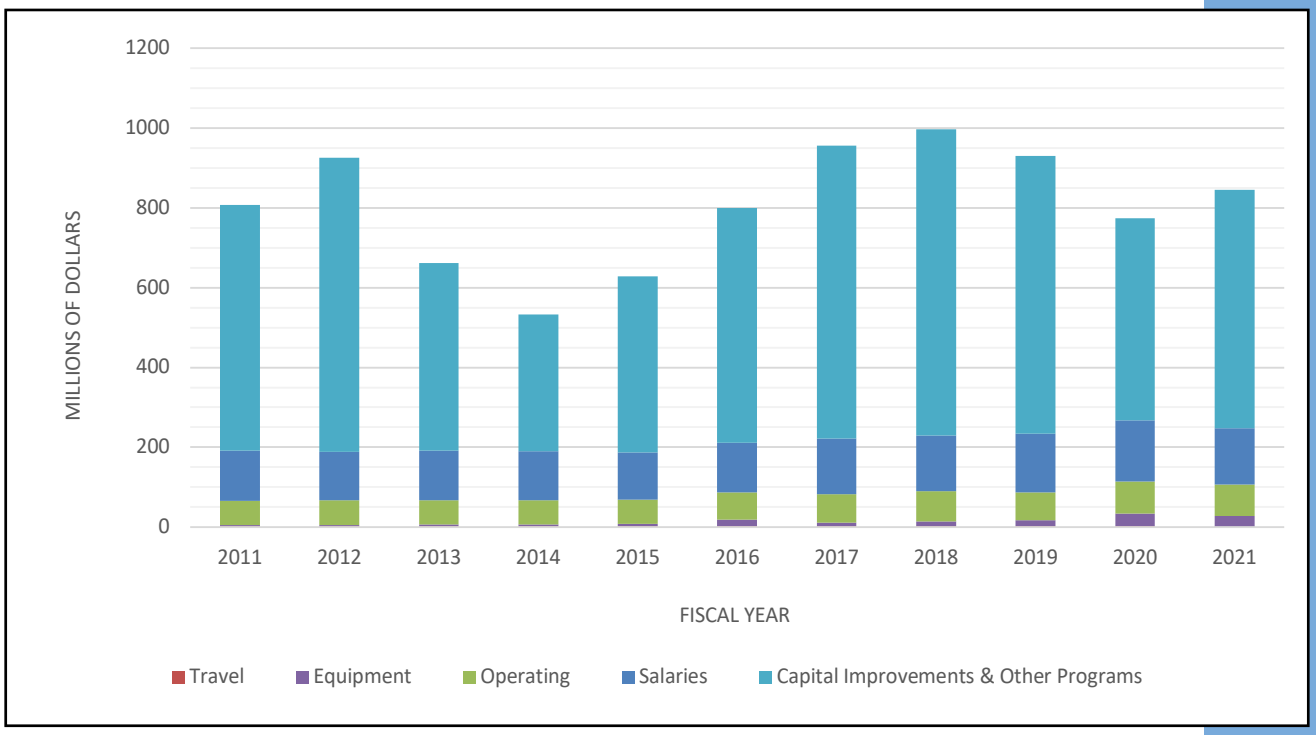
Notes: DPS stands for Department of Public Safety and includes the Nevada State Police (Nevada Highway Patrol). DMV stands for Department of Motor Vehicles.

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
2021	86.5	165.9	592.5	844.9

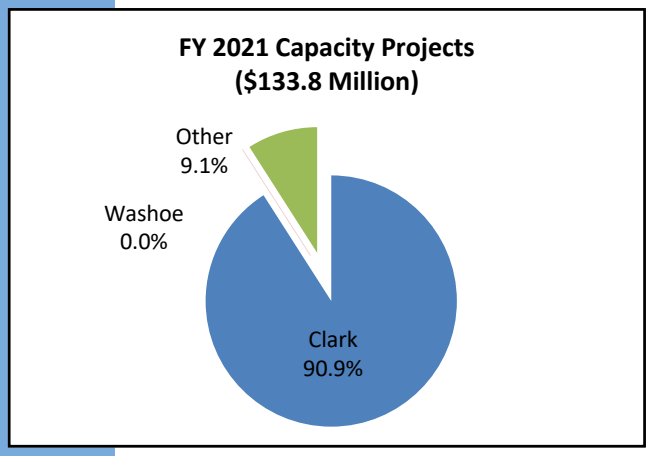
NDOT Expenditures By Appropriation
(in millions)

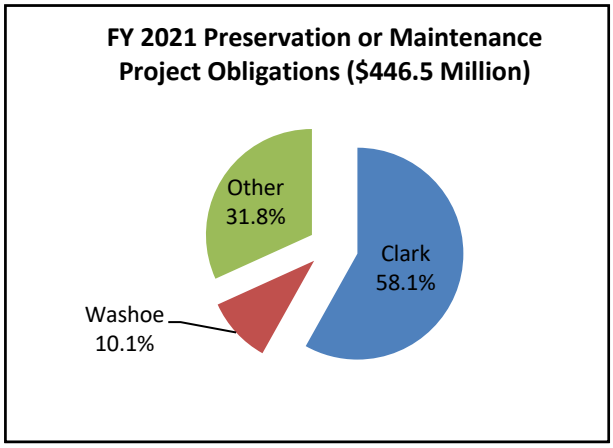


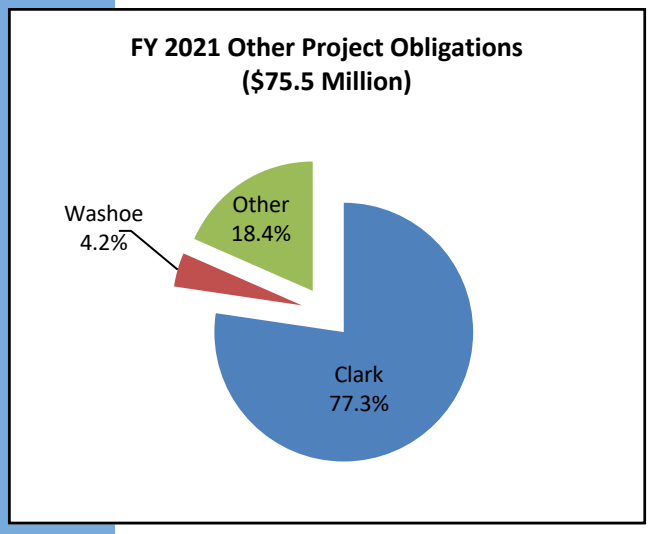
Fiscal Year	Labor	Travel	Operating	Equipment	Capital Imprv. & Other Prgms.	Totals
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	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
2021	141.4	1.2	77.8	27.3	597.2	844.9

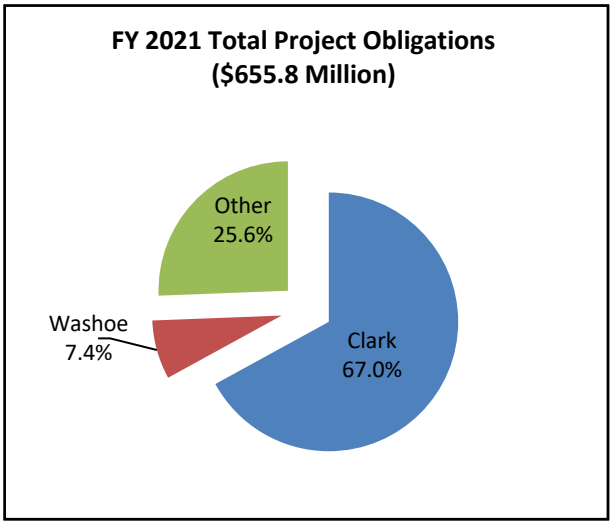
Project Obligations In Urban & Rural Areas

Fiscal Year 2021 Project Obligations
Projects advertised during Federal Fiscal Year 2021







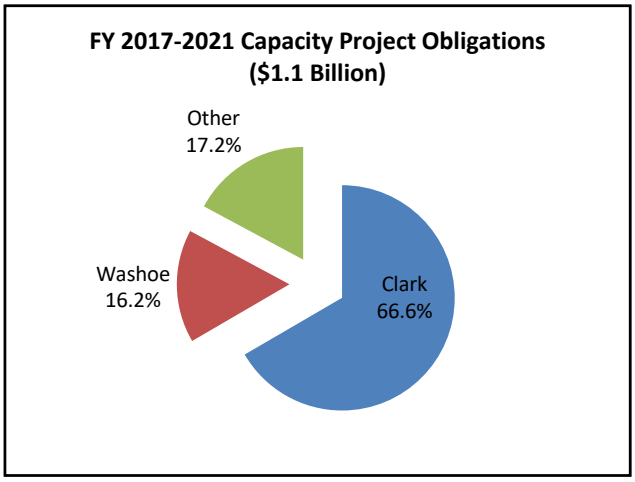


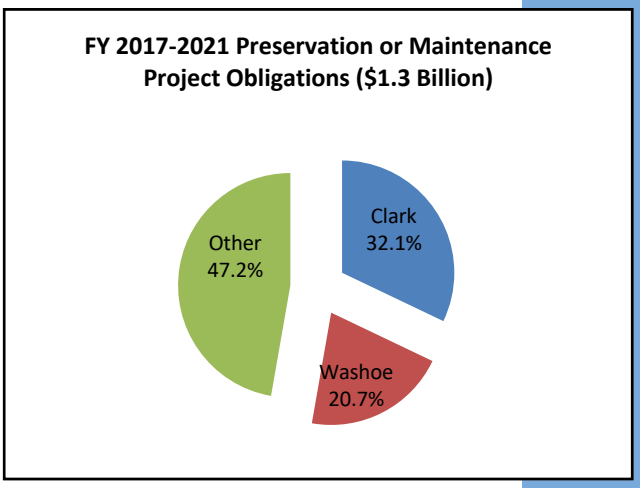
FY 2021 Projects

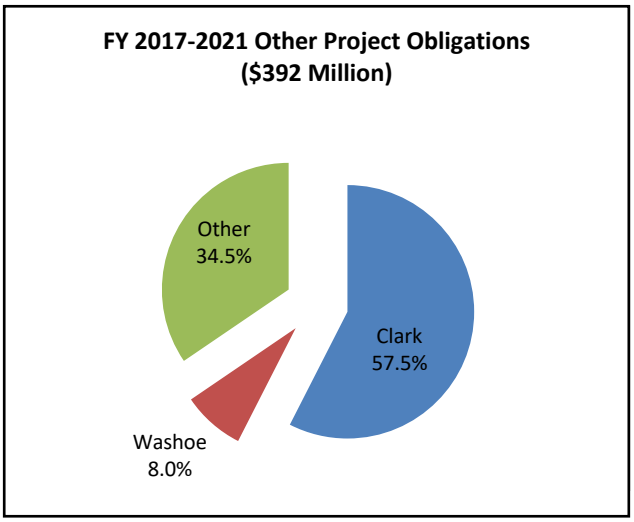
	Capacity	Preservation or Maintenance	Other	Total
Clark	$121,633,781	$259,473,565	$58,422,623	$439,529,968
Washoe	$0	$45,131,145	$3,200,260	$48,331,405
Other	$12,120,906	$141,896,778	$13,917,591	$167,935,275
Total	$133,754,687	$446,501,487	$75,540,474	$655,796,648
Percent	20.4%	68.1%	11.5%	100%

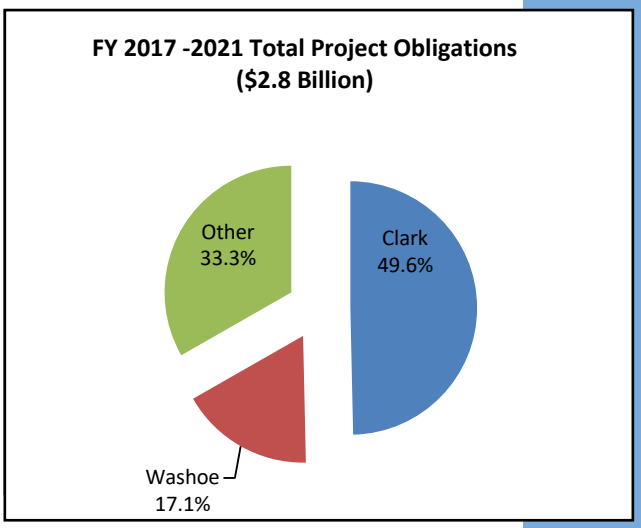
Project Obligations In Urban & Rural Areas

FFY 2017-2021 Total Distribution of Project Funding*









FFY 2017-2021 Total Distribution of Project Funding

	Capacity	Preservation or Maintenance	Other	Total
Clark**	$757,506,308	$408,686,157	$225,430,339	$1,391,622,804
Washoe	$184,610,732	$263,212,726	$31,262,218	$479,085,675
Other	$195,180,240	$601,714,174	$135,295,749	$932,190,163
Total	$1,137,297,	$ 1,273,613,056	$391,988,306	$2,802,898,642
Percent	40.6%	45.4%	14.0%	100.0%

***Garnet Interchange Design-Build = $66,202,715*

Transit

Rural rides are offered by transit providers across the state every year, providing vital transportation and mobility services to reach healthcare, jobs and other opportunities

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

The Nevada DOT Transit Section provides operating, capital, and program administration funding assistance to rural public transit agencies and is responsible for state administration, 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	Annual Trips (FFY2020 Data)
Churchill Regional Transportation	14,266
Douglas Area Rural Transit	13,375
Elko County	25,053
Humboldt County/Pleasant Senior Center	6,106
Lincoln County Human Services	1,707
Lyon County Human Services	6,336
Nye County Senior Nutrition Program	4,034
Pahrump Senior Center (Nye Co.)	19,843
Pyramid Lake Paiute Tribe (Washoe Co.)	1,393
Southern Nevada Transit Coalition (Clark Co.)	280,261
Tahoe Transportation District (Douglas/Carson)	27,392
White Pine County - Ely Bus	9,351
Total	**337,117**

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, coordinates with partners on local and regional plans, identifies and prioritizes needs for facilities, and supports programs and projects that 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. In 2019, U.S. Bicycle Route 50 was designated as a U.S. Bicycle Route. This designation added more than 400 miles to the interstate bicycle route system. 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, 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 that is observed 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 more than 100 schools statewide that participate in programs related to Nevada Moves Day, International Walk to School Day, and National Bike to School Day.

Freight

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.

Nevada State Freight Plan

This plan provides a framework to improve freight mobility to foster continued economic growth and diversification in Nevada. The plan's goals and strategies are supported by a series of actions that include broad-based policies and initiatives and projects. This plan will be updated in 2022; please visit *https://www.dot.nv.gov/mobility/freight-planning/nevada-freight-plan* for the most updated information about the update.

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. NDOT is implementing proposed improvements to address the need for adequate and safe public truck parking. This document can be viewed by going to *https://www.dot.nv.gov/home/showpublisheddocument/16775/636981916885570000*.

Nevada's Freight Network

Nevada has a robust freight transportation system that supports various industries, from natural resource extraction to tourism. The freight system includes several assets: 812 miles of freight highway corridors, 2,000 miles of pipelines, three airports that provide air cargo services, more than 5,000 truck parking spaces, two primary rail corridors, and nine intermodal centers that include six rail-truck facilities and three air-truck facilities.

Freight Flows by Mode

Mode	Million Tons	Percent Tons	$ Billions Value	Percent
Truck	121.7	82.9	114.2	76.1
Rail	11.7	8	2	1.3
Air (includes Truck-Air)	0.1	0.1	2.9	1.9
Multiple modes and Mail	3.4	2.3	25.4	16.9
Pipeline	7.6	5.1	3.3	2.2
Other and unknown	2.4	1.6	2.3	1.5
Total	**146.9**	**100**	**150.1**	**99.9**

More than 80% of freight flow in Nevada is transported by truck. Air cargo has a much higher average value per ton than goods being transported by other modes despite the low volume.

Rail Planning

The NDOT Rail Planning Section is responsible for ensuring that Nevada's freight and passenger rail infrastructure addresses the state's transportation needs and improves the movement of goods for Nevada residents and visitors.

NDOT prepares and administers the State Rail Plan. This plan provides a consistent foundation with other NDOT goals and works to improve the quality of life, safety, economic sustainability, and environmental sustainability. It also identifies rail needs and opportunities to improve rail infrastructure in Nevada. NDOT recently updated the Nevada Rail Plan in 2021, which can be found here *https://www.dot.nv.gov/mobility/rail-planning/state-rail-plan*.

Freight Rail

Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within Nevada. The UPRR is the largest carrier in Nevada and owns all 1,193 mainline 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). In addition, Amtrak Thruway motor coaches serve Reno and Las Vegas providing connections to/from other Amtrak services.

NEVADAVIATION
DEPARTMENT OF TRANSPORTATION

The NDOT Aviation Program operates 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.

- **151 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. *(https://www.nevadaaviationsystem.com/)*

In 2021, Nevada was listed as having more than 6,241 pilots with about 4,468 registered General Aviation aircraft listed as based within the state. The COVID-19 pandemic impacted Commercial Aviation Activity beginning in May/June 2020, time frame, Reno-Tahoe (RNO) and Harry Reid International (LAS) had operations recover to 102% of 2019 levels. General Aviation operational counts in the National Airspace System have nearly recovered in rural areas to 82% of 2019 levels. RNO and LAS, in conjunction with FAA Air Traffic, have implemented a Low Altitude Authorization and Notification Capability (LAANC) system that allows recreational and commercial pilots to fly UAS/UAV within the airport control zone.

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

NEVADA DEPARTMENT OF TRANSPORTATION

2021 ANNUAL REPORT

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Designed By: Multimedia Publication & Design

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