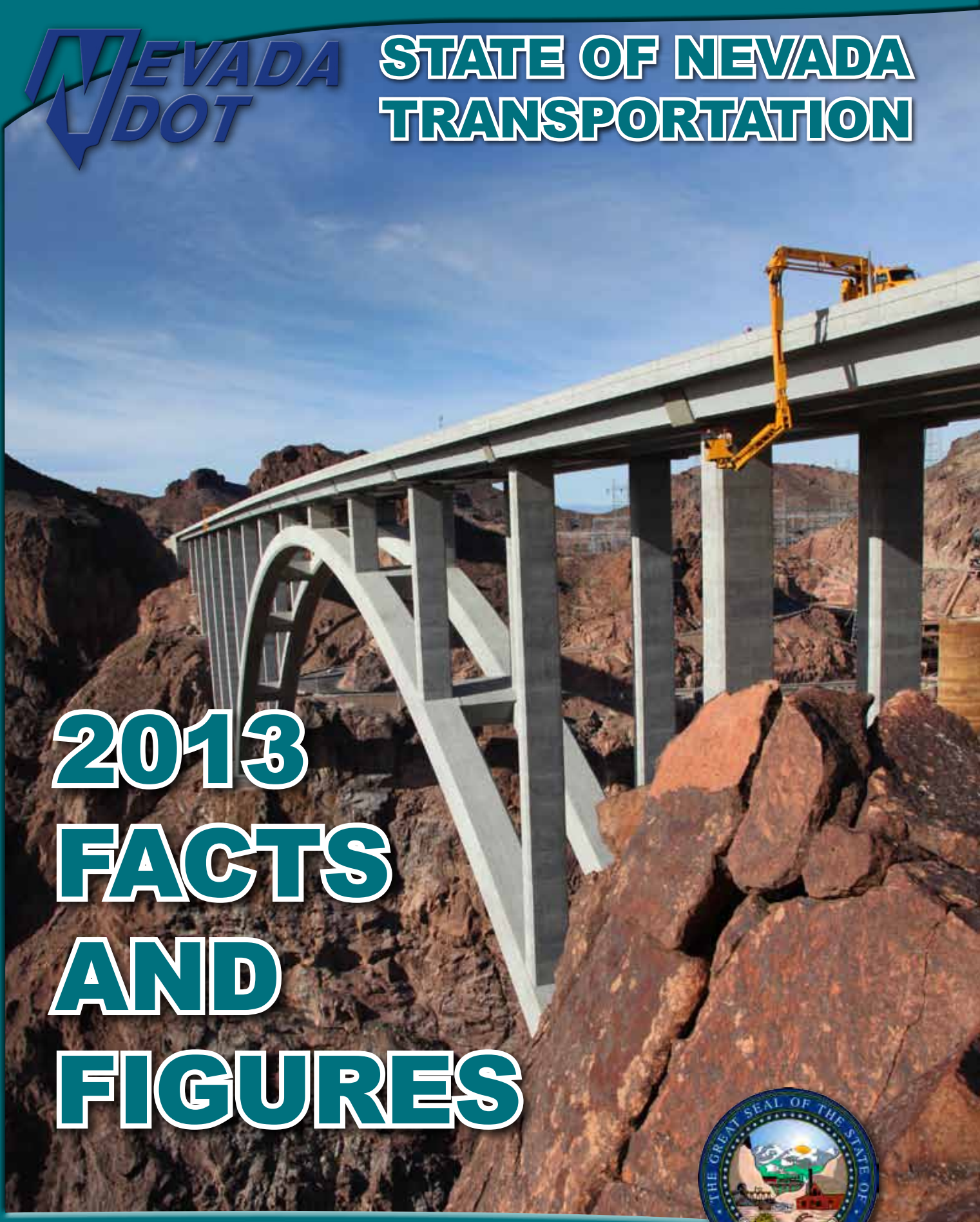
NEVADA DOT

STATE OF NEVADA TRANSPORTATION



2013 FACTS AND FIGURES

Rudy Malfabon, *P.E., Director*

Brian Sandoval, *Governor*


OREGON
IDAHO
CALIFORNIA
UTAH
ARIZONA
CALIFORNIA
DISTRICT 1
DISTRICT 2
DISTRICT 3
HUMBOLDT
WASHOE
PERSHING
CHURCHILL
LANDER
EUREKA
ELKO
WHITE PINE
NYE
ESMERALDA
MINERAL
LINCOLN
CLARK
STOREY
LYON
DOUGLAS
CARSON CITY
Denio
Denio Jct
McDermitt
Owyhee
Jackpot
Wells
West Wendover
Winnemucca
Elko
Spring Creek
Lamoille
Carlin
Battle Mountain
Jiggs
Currie
Gerlach
Lovelock
Pyramid
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Overton
Indian Springs
Pahrump
Mt Charleston
North Las Vegas
Las Vegas
Henderson
Boulder City
Jean
Searchlight
Laughlin
Lake Mead
Lake Mohave
MILES
KILOMETERS
STATE MAINTAINED
HIGHWAY SYSTEM
NEVADA
2012
PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
NATIONAL HIGHWAY SYSTEM
SURFACE TRANSPORTATION PROGRAM

State of Nevada Transportation Facts and Figures 2013

Governor
Brian Sandoval

Director
Rudy Malfabon, P.E.

Prepared By: Performance Analysis Division

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

www.nevadadot.com

Table of Contents

Key Phone Numbers and Web Sites

Road Construction & Winter Road Condition Information

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

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

Other Frequently Called Numbers

Public Information
- Carson City..... **(775) 888-7777**
- Las Vegas ..... **(702) 385-6509**

Customer Service..... ..... **(775) 888-7000**
Director's Office..... **(775) 888-7440**
Construction Plans and Specifications ..... **(775) 888-7070**
Contract Bidding Results..... **(775) 888-7070**
Overdimensional Vehicle Permits..... **(775) 888-7410**
or **1-800-552-2127**
Maps..... **(775) 888-7627**
Facsimile ..... **(775) 888-7115**
ADA Technical Advisor..... **(775) 888-7598**

Web Sites

NDOT online..... ***www.nevadadot.com***
NDOT E-mail ..... ***info@dot.state.nv.us***

Road Conditions..... ***www.nvroads.com***

Twitter ..... ***@nevadadot***

An Important Commitment Continues

A transportation agency such as the Nevada Department of Transportation is not only entrusted to ensure mobility and transportation safety for citizens and visitors. We also provide the connectivity to help move the state's commerce and economy full speed ahead.

We at NDOT proceed further down the road toward this goal each and every day. One key is ensuring all programs continue to be prioritized in the best public interest. As we wrap up many important, high-profile road improvements across the state, we're reducing NDOT construction crews for a scaled back construction program.

But the proverbial road construction hammer will keep swinging. Studies show an economic gain of nearly $1.50 for every $1 invested in Nevada transportation. Investing in the transportation future of Nevada is still the right thing to do.

And we're making those investments with ingenuity. The Department has been given authority to pursue Project NEON as a public-private partnership. It's a multi-year program of improvements to boost safety, mobility and accessibility in Nevada's most heavily-traveled interstate- the 3.7 miles from the U.S. 95/I-15 interchange in downtown Las Vegas to Sahara Avenue. The project is expected to sustain hundreds of planning and engineering jobs and thousands of construction jobs over its lifetime. And in joining with a private partner to design, build, operate and maintain the roadway, we're also joining together to leverage private funding to build the improvements more quickly than public funding alone can provide.

Declining gas tax revenues continue as a long-term challenge. State and federal gas tax apportionments were last raised in 1992. Since that time, inflation has eroded more than half of the purchasing power of the tax, and more fuel-efficient vehicles threaten to further decrease the amount of gas tax revenue available to build, operate and maintain our critical state transportation infrastructure.

Traffic safety continues as a top priority. While we implement engineering innovation to create the safest roads, we ask all of our partners, and particularly the driving public, to join with us to reach the state's zero fatalities traffic safety goal.

We continually pave the way to a transportation system that fuels Nevada's mobility, safety and economic needs, and integrity, ingenuity, commitment, collaboration and transparency will be some key traits we use on the road ahead.

Rudy Malfabon, P.E., Director

NDOT Mission Statement

Our Vision

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

Our Mission

Providing a better transportation system for Nevada through our unified and dedicated efforts.

Our Core Values

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

Our Goals

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.

Executive Summary

The following information provided in this Executive Summary is intended to give the reader a quick overview of the Nevada transportation system under NDOT's responsibility and care. Additionally, there is some information about local roadways and taxes for comparison purposes. All data is the best available as of the end of the State Fiscal Year 2013 ending June 30, 2013. Further, there is some information about highway funding, expenditures, assets, employees, and other statistics related to NDOT. Detailed information about these statistics can be found in the pages of this Facts & Figures Book. Lane miles are as the name implies; it represents the number of miles of roadway if you put every highway lane in Nevada end-to-end. Centerline miles are the miles of highway without regard to how many lanes they have. Special fuel includes diesel, propane (LPG), and compressed natural gas (CNG).

Statistics

1. Nevada Population	2,775,000 people (2013 Estimate)
2. Lane Miles NDOT & Local	13,613 NDOT/ 68,680 Local (2012 data)
3. Centerline Miles NDOT & Local	5,380 NDOT / 22,170 Local (2012 data)
4. Vehicle Miles Traveled	23.0 Billion miles (2012- best available)
5. Truck Miles Traveled	1.6 Billion miles (2012- best available)
6. Miles of Rural Highway	4,726 miles (2012 data)
7. Miles of Urban Highway	654 miles (2012 data)
8. NDOT Bridges	1,101 bridges (2013 data)
9. NDOT Vehicles	633 vehicles (2013 data)
10. NDOT Heavy Equipment	1,931 pieces heavy equip. (2013 data)
11. NDOT Staffed Maintenance Stations	42 maintenance stations (2013 data)
12. Total NDOT Employees	1,785 employees (2013 data)
13. NDOT-owned Office Space	308,532 Square Feet (2013 data)
14. NV Licensed Drivers	1,750,972 drivers (2012 data)
15. NV Registered Passenger Vehicles	1,916,423 vehicles (2013 data)

Fuel Tax Rates

16. State Gasoline Tax Rate	17.650¢ per gallon
17. Petroleum Cleanup Fee	0.750¢ per gallon of gasoline sold
18. Inspection Fee for Imported Gas	0.055¢ per gallon of gasoline sold
19. County Mandatory Gas Tax	6.35¢ per gallon
20. 0¢ to 9¢ County Option Gas Tax	Varies by county
21. Federal Gasoline Tax Rate	18.4¢ per gallon
22. State Diesel Tax Rate	27.75¢ per gallon

23. Federal Diesel Tax Rate	24.4¢ per gallon
24. State Propane(LPG) Tax Rate	22¢ per gallon
25. Federal Propane(LPG) Tax Rate	13.6¢ per gallon
26. State Methane(CNG) Tax Rate	21¢ per gallon
27. Federal Methane(CNG) Tax Rate	4.3¢ per gallon

State Highway Fund Revenue and Expenditures (2013 data)

28. State Gasoline Tax Revenue	$185.7 Million
29. County Mandatory Gas Tax Revenue	$66.6 Million
30. 0¢ to 9¢ County Option Gas Tax Revenue	$92.2 Million
31. State Special Fuel Tax Revenue	$80.9 Million
32. County Inflation Index Gas Revenue	$25.6 Million
33. County Inflation Index Special Fuel Revenue	$6.4 Million
34. Federal Aid Revenue	$350.8 Million
35. Bonds and Other Revenue	$134.1 Million
36. Driver's License Fees	$18.7 Million
37. Vehicle Registration Fees	$102.1 Million
38. Motor Carrier Fees	$36.7 Million
39. Total State Highway Fund Revenue	$909.0 Million
40. Total State Highway Fund Expenditures	$906.9 Million

Transportation Board of Directors

Chairman
Brian Sandoval
Governor

Brian Krolicki
Lieutenant Governor

Kim Wallin
Controller

Tom Skancke
District 1

Frank Martin
District 1

Len Savage
District 2

Tom Fransway
District 3

NDOT Administration

Rudy Malfabon, P.E.
Director

Bill Hoffman, P.E.
Deputy Director

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

John Terry, P.E.
Assistant Director Engineering, Chief Engineer

Rick Nelson, P.E., F. ASCE
Assistant Director Operations

Tom Greco, P.E.
Assistant Director Planning

Robert Nellis, CPM
Assistant Director Administration

Engineering Districts and Major Maintenance Stations

District 1

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

Major Maintenance Station

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

District 2

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

District 3

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

Major Maintenance Station

ELY (775) 289-1700
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Randy Hesterlee, P.E.
Asst. District Engineer

Major Maintenance Station

WINNEMUCCA (775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
Dave Lindeman, P.E.
Asst. District Engineer

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 55.

NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety with such tasks as Chip Sealing on State Route 722.

Awards and Recognition 2012 - 2013

WEST MESQUITE INTERCHANGE DESIGN-BUILD PROJECT

MARVIN M. BLACK EXCELLENCE IN PARTNERING AWARD
Associated General Contractors of America
PARTNERED PROJECT OF THE YEAR AWARD- Diamond Level
International Partnering Institute
TRANSPORTATION PROJECT OF THE YEAR
Institute of Transportation Engineers – Intermountain Chapter

As part of the West Mesquite Interchange Design-Build Project, NDOT utilized an innovative accelerated bridge construction technique to reduce construction time while allowing interstate traffic to flow smoothly. The project received the prestigious Marvin M. Black Excellence in Partnering Award and two other top recognitions.

Work completed on the new bridges at the West Mesquite Interchange.

WEST MESQUITE INTERCHANGE DESIGN-BUILD AND I-15 SOUTH DESIGN-BUILD

TRANSPORTATION PROJECTS OF THE YEAR
American Public Works Association

Recognizing complexity of construction, design and funding, as well as the public and community value and other advantages of road improvements, two NDOT projects were named projects of the year by the American Public Works Association.

U.S. 93 REPAVING - *CURRIE*

QUALITY IN CONSTRUCTION AWARD
National Asphalt Pavement Association

NDOT contractor Granite Construction received an award for excellence in asphalt paving for a pavement overlay of 19 miles of U.S. 93 near Currie. The project's use of cold in-place recycling not only saved the cost of new material, but also minimized waste.

NORTHBOUND U.S. 395 IMPROVEMENT PROJECT

AMERICA'S TRANSPORTATION AWARD- America's Top 10 Road Projects
American Association of State Highway and Transportation Officials
PARTNERED PROJECT OF THE YEAR- Sapphire Level
International Partnering Institute

Along northbound U.S. 395 (I-580) through the heart of Reno, NDOT's Northbound 395 Improvement Project utilized the best in partnering practices to substantially complete five months ahead of schedule with quality, innovative road improvements that save both taxpayer time and money.

Continued on next page

Awards and Recognition 2012 - 2013

Continued from previous page

DESIGN-BUILD/PUBLIC-PRIVATE PARTNERSHIP PROJECTS

J.A. TIBERTI SPIRIT AWARD

Associated General Contractors/Nevada Contractors Association

The Department's innovative use of design-build construction and public-private partnerships to build and fund transportation projects, and a fostering of industry cooperation that has led to reduced change orders and improved NDOT-contractor relations, was recognized with the J.A. Tiberti Spirit Award.

MOANA LANE DIVERGING DIAMOND INTERCHANGE

PARTNERED PROJECT OF THE YEAR- Sapphire Level

International Partnering Institute

CONTRACTOR INNOVATION- Project more than $5 million

Associated General Contractors- Nevada Chapter

NDOT constructed Nevada's first diverging diamond interchange at I-580 and Moana Lane in Reno. The unique interchange configuration enhances safety and traffic flow by allowing a free left turn onto freeway on-ramps. The project, built by contractor Granite Construction, was recognized for a commitment to using best partnering practices and contractor innovation to minimize construction impacts and open in only 70 calendar days.

Aerial view of the completed Moana Lane Diverging Diamond Interchange.

WASHOE VALLEY WIND WARNING SYSTEM

BEST INTELLIGENT TRANSPORTATION SYSTEM AWARDS

Intelligent Transportation Society of Nevada

Enhancements to NDOT's Washoe Valley wind warning system was named the best product or application in the Intelligent Transportation Society of Nevada's "Best Intelligent Transportation System" awards, while traffic cameras, travel time signs and flow detectors that helped improve mobility and manage traffic through the I-80 Design-Build work zone were also recognized.

Awards and Recognition 2012 - 2013

BICYCLE AND PEDESTRIAN AWARDS

Nevada Bicycle and Pedestrian Advisory Board

The Nevada Bicycle and Pedestrian Advisory Board recognized the efforts of three NDOT staff in improving bicycle and pedestrian advocacy, connectivity and safety.

ZERO FATALITIES TRAFFIC SAFETY

PRESIDENT'S TRANSPORTATION AWARD- Highway Traffic Safety

American Association of State Highway and Transportation Officials

NDOT Safety Engineer Jaime Tuddao received recognition from the American Association of State Highway and Transportation Officials for moving Nevada closer to our zero fatalities traffic safety goal with the Strategic Highway Safety Plan, road safety audits and a public outreach campaign.

NDOT Safety Engineer Jaime Tuddao helping to keep Nevada safe.

I-580 FREEWAY EXTENSION

OUTSTANDING ACHIEVEMENT IN CIVIL ENGINEERING- Transportation

American Society of Civil Engineers- Truckee Meadows Branch

SENSITIVITY TO ENVIRONMENT/HISTORY/ CULTURE- Project more than $5 million

Associated General Contractors- Nevada Chapter

Consisting of two interchanges and nine bridges, including the landmark 1,700 foot-long Galena Creek Bridge, the world's longest concrete cathedral arch bridge, the 8.5-mile, six-lane I-580 freeway from south Reno to Washoe Valley was recognized for outstanding civil engineering and received recognition from the Nevada chapter of the Associated General Contractors for environmental, cultural and historical sensitivity.

The Galena Creek Bridge as seen heading south on the I-580 freeway extension.

NDOT Accomplishments 2012 - 2013

Construction Evolution

NDOT launched the department's first design-build project, the I-15 North Design-Build Project, in 2008 and completed it nearly a year ahead of schedule. That success was followed by other innovative and award-winning design-build projects such as the West Mesquite Interchange Design-Build and I-80 Design-Build projects. The progression of construction ingenuity continues with construction manager at risk (CMAR) projects such as I-80 Carlin Tunnels improvements and more. In these innovative type of projects, project team collaboration leads to extra efficiencies and innovation and reduced project risk.

Saving Lives; Helping Communities

Zero Fatalities
Drive Safe Nevada

Every life matters. From centerline rumble strips to flashing yellow turn arrows at designated intersections, NDOT and our safety partners continue to implement life-saving strategies to reduce traffic deaths on Nevada roads. NDOT continues to lead the state's Zero Fatalities goal, an aggressive program to save lives through unified traffic safety education, engineering, enforcement and more. The state's Zero Fatalities public outreach campaign has resulted in nearly 100 million impressions. Many Nevadans report that they now understand such driving behaviors as driving while distracted to be unsafe, thanks in part to the Zero Fatalities campaign.

Emergency Response

In summer 2013, floods cut across the Nevada landscape, destroying land and infrastructure. NDOT maintenance forces were there, dedicating nearly 11,000 man hours to helping safely direct traffic and quickly make flood-ravaged roads such as State Routes 157 and 447 safe again for travel.

Partnering For Success

In a climate of constrained funding and infinite transportation needs, collaboration is the name of the game. Across the state, NDOT partners with all of those interested in and impacted by transportation. The Department is the only in the nation to annually meet with each county to formally prioritize transportation needs. The partnerships continue as NDOT collaborates with elected leaders and government partners, with law enforcement on road operations and traffic safety, with the public, private entities, disadvantaged business enterprises, stakeholders and more, all to most equitably provide for Nevada's transportation needs.

Education for All

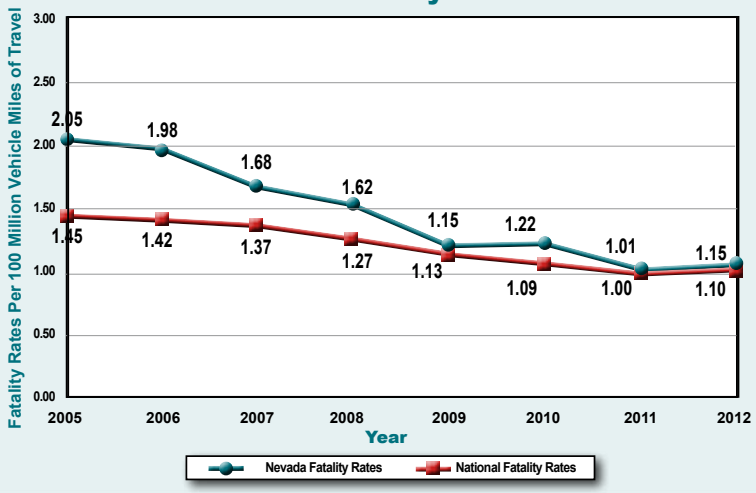
NDOT broadens students' horizons by educating them on career opportunities, safety and Department operations. Team members reached out to science, auto, robotics and driver's ed students to show how vital Nevada's transportation system is to all who depend on it. College and high school students were given tips on how to improve their interviewing skills during mock interviews. At the Science and Technology Festival Expo, NDOT provided children the opportunity to learn about roads and road materials testing, while "Touch-A-Truck" and "Careers on Wheels" events in Las Vegas gave a lesson on how NDOT road maintenance vehicles operate.

Transportation for All

NDOT works with local schools and other partners to support Nevada Moves and Walk to School Day events across the state. The events, held respectively in April and October, help involve students and parents in increasing physical activity among children and creating safer routes for walking and bicycling. One recent Walk to School Day saw 55 schools- and approximately 10,000 students- across the state participate in walking events.

Highway Safety Statistics

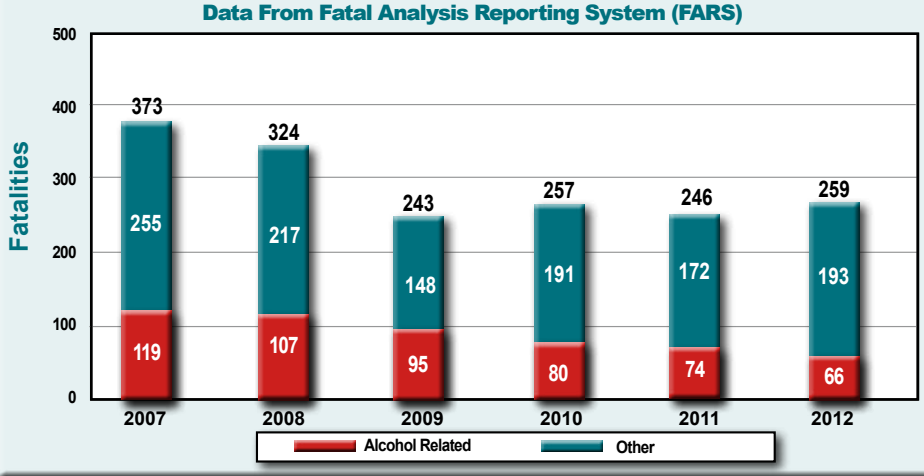
Fatality Rates



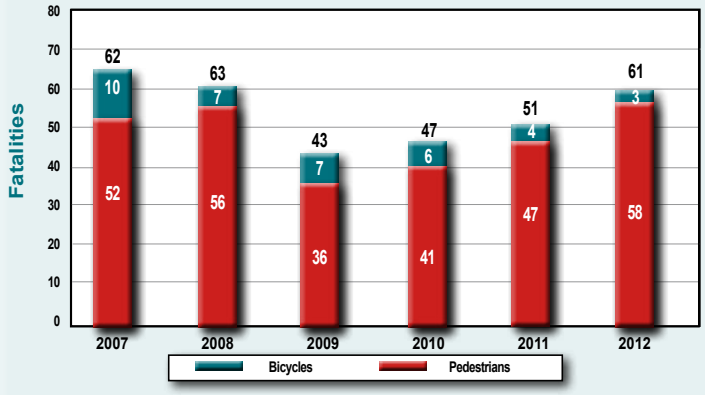
Fatalities By Cause

New Definition by National Traffic Safety Administration

Data From Fatal Analysis Reporting System (FARS)

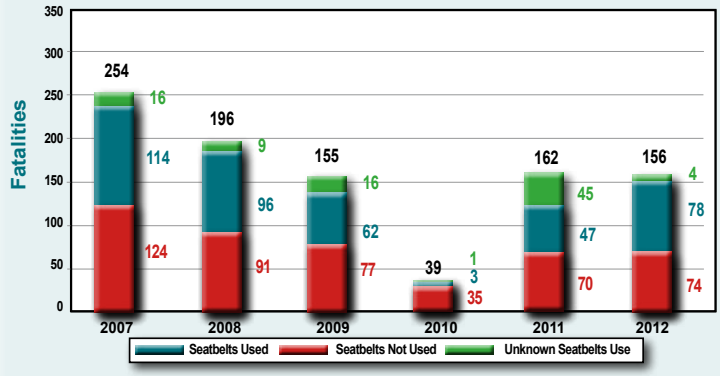


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



Regionally Significant Projects

Mesquite Blvd at I 15 Mesquite

2011:

US-95 N from Washington Ave to Ann Rd (Package 1); Widen from 6 to 8 lanes: Add auxiliary lanes; $145M.

Mesquite Blvd at I-15; Reconstruct the interchange; $25M

I-80 from Robb Dr to Vista Blvd (Design Build); Pavement, auxiliary lanes, ITS, ramps; $85M

2012:

US-93/95 Boulder City Bypass (Phase 1 – Package 2); tortoise fence and plant salvage; $1.7M

SR-650 McCarran Blvd from Mira Loma Dr to South Virginia; Widen from 4 to 6 lanes and 3R; $25M

US-50 from Chaves Rd to Roy's Rd; Widen from 2 to 4 lanes with drainage; $21.2M

2013:

I-15 at Cactus Avenue in Las Vegas; 6 lanes roadway with interchange at I-15; $65M

I-15 at "F" street; 2-lane underpass beneath I-15 between McWillliams Avenue and City Parkway; $21.2M

I-15 from Spring Mtn Rd to West of Spaghetti Bowl at Rancho Blvd (NEON); ROW Acquisition; $60M

Carlin Tunnels, GMP 2; $25.7M

I 80 from Robb Dr to Vista Blvd Reno

2014:

Boulder City Bypass (I-11) – Phase 1; Foothill Dr. to US 95, US 93A interchange - $62M

Continued on next page

Regionally Significant Projects

SR 445 Pyramid Highway at North McCarran Blvd Reno

Boulder City Bypass (I-11); Construct frontage road to subgrade, retaining wall, drainage and utilities; $12M

SR-445; Pyramid Highway at North McCarran Blvd; improvements to intersection; $17.1M

US-50; Pavement Preservation & Safety Improvements. Deer Run Rd to SR-341; $8.1M

US-95 North – Phase 2A - $32M

I-580 from Moana Lane to Glendale Ave.; $20M

Airport Connector; $35M (NDOT Contribution to $62M)

2015:

Carson City Freeway- Phase 2B-3; from South Carson Street to Fairview Drive; Construct a controlled access; $42M

I-15 North – Part 2 Package A; Craig Road to Speedway Interchange; $19M.

B-178 (Virginia Street) Bridge replacement (City of Reno Project); $10M

2016:

I-15 North – Part 2 Package C&D (Bridges & Capacity Improvements); $33M

SR-593, Tropicana Ave, from Dean Martin to Boulder Highway; $16M

US 395 fm South Carson St to Fairview Dr. Carson City

Regionally Significant Projects

I 580/US 395 at Meadowood Mall Way Reno

SR-592, Flamingo Road, from Paradise to Boulder Highway; $17.3M

SR-648, Glendale Ave, from Kietzke Lane to McCarran Blvd; $15M

I-15 North from I-215 to US-95 – Advanced Traffic Management; $10M

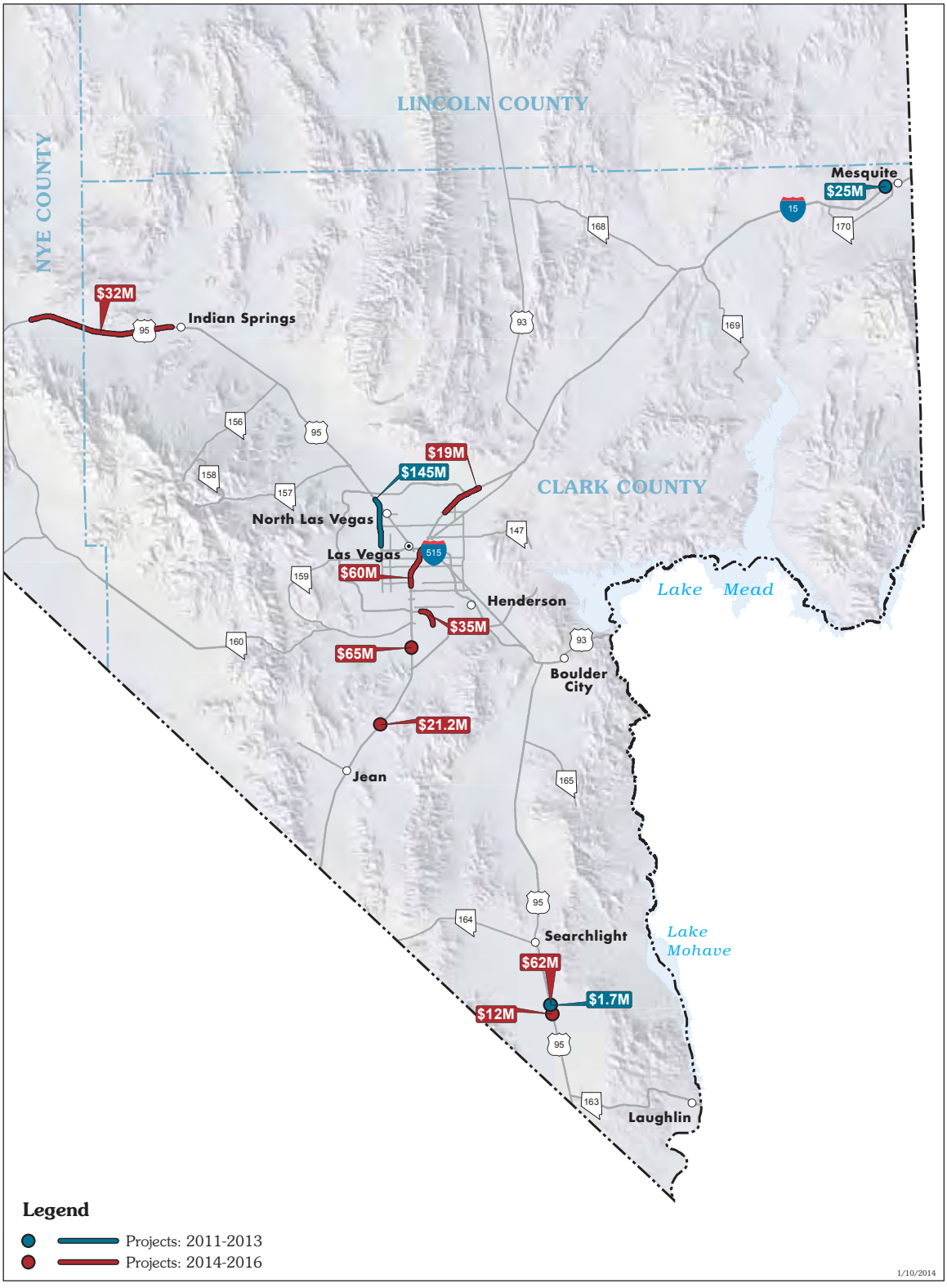
McCarran Blvd (SE from US-395 to I-80 – Install ITS devices, TM Package 3; $10M

I-15 South from US-95 to I-215 – ATM Package 2; $10M

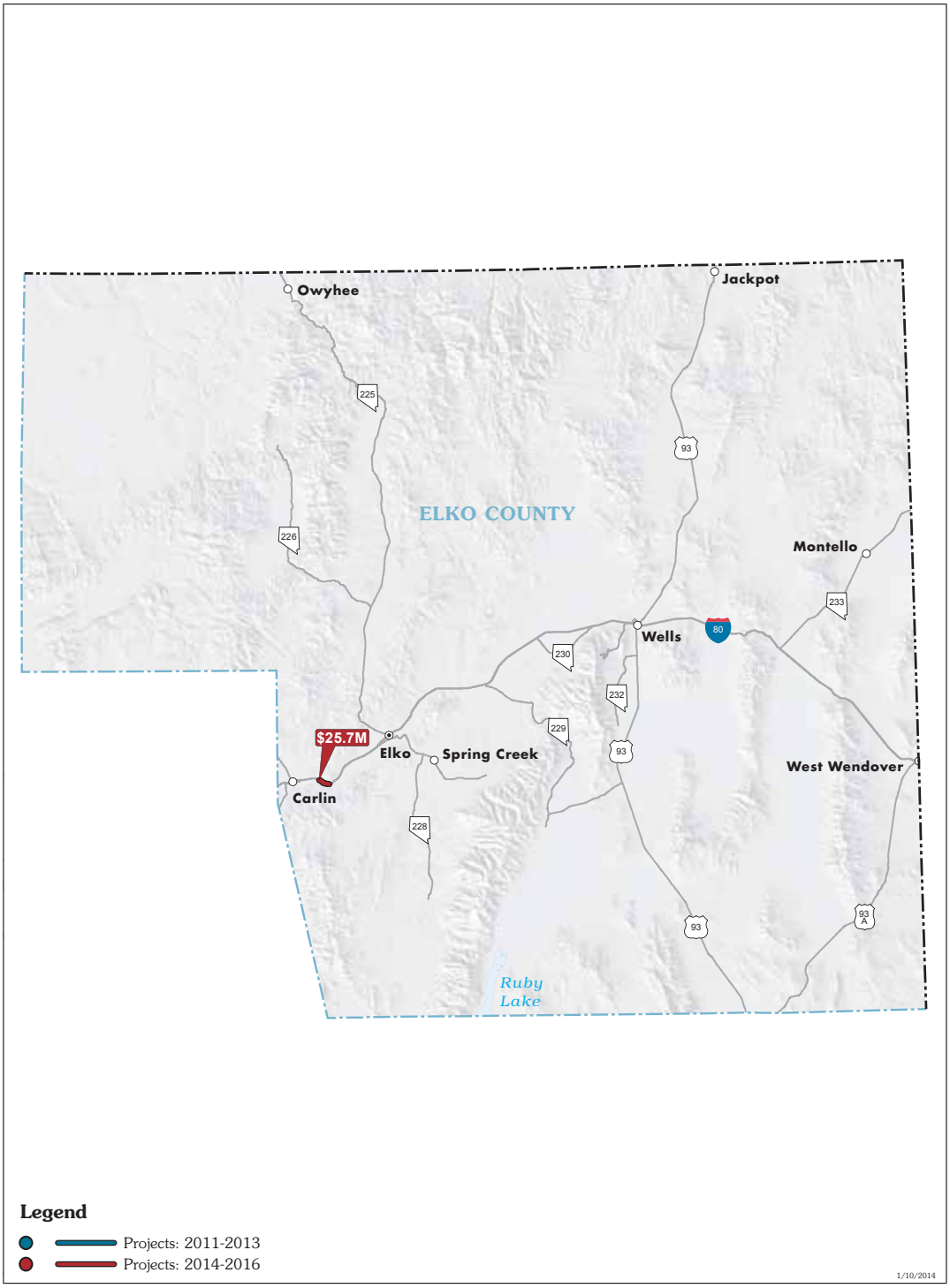
US-95 from Bypass to Laughlin – Install ITS infrastructure, Fast Package; $8M

US 95 at Summerlin Pkwy Las Vegas

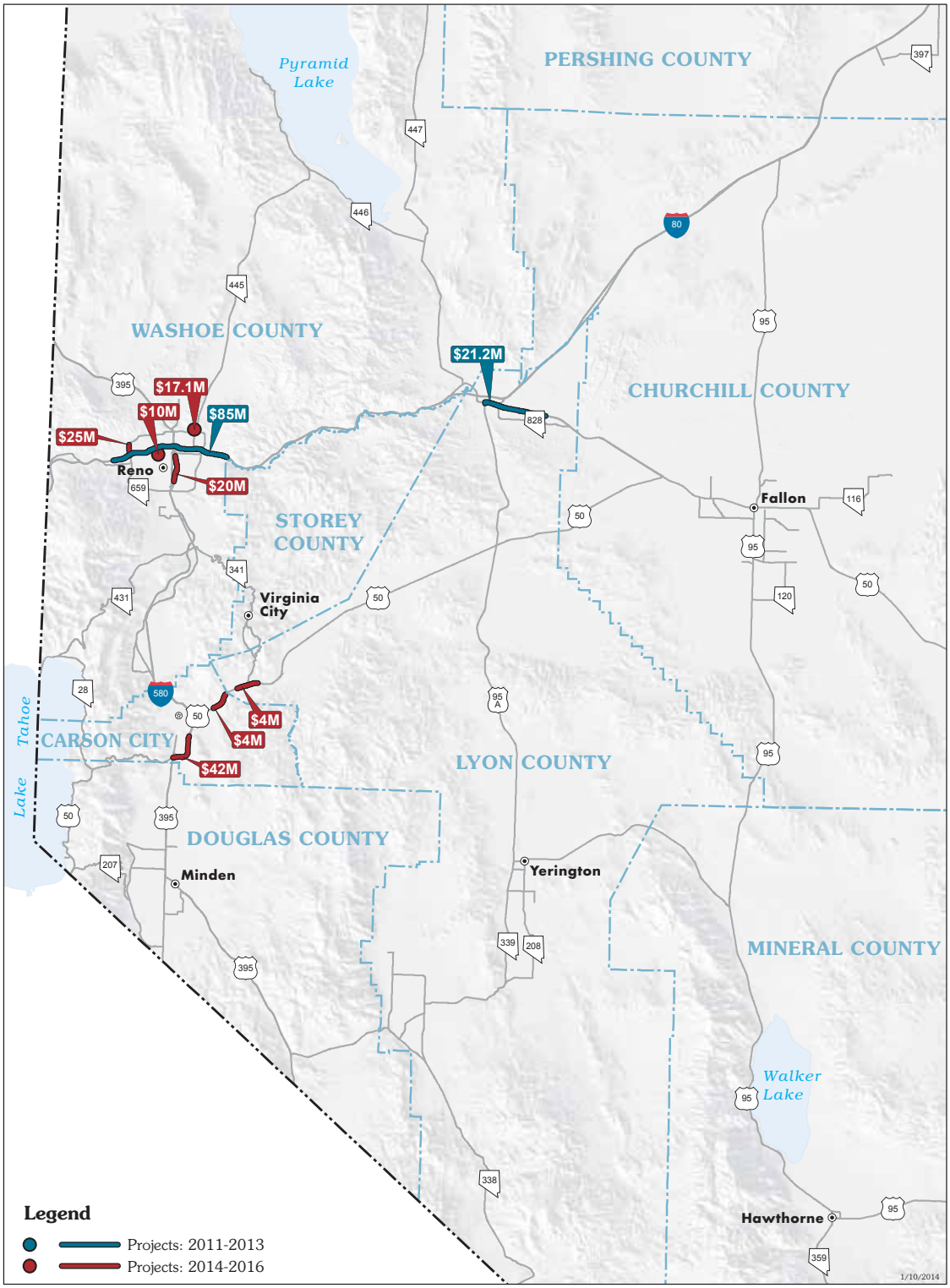
Regionally Significant Projects



Regionally Significant Projects



Regionally Significant Projects



Freeway Service Patrol

Did You Know: In 2011, Las Vegas motorists experienced 44 hours of traffic delay, produced 417 pounds of excess CO_2, and consumed an extra 21 gallons of fuel due to traffic congestion? This amounts to an estimated annual traffic congestion cost of $906.00 per motorist. (Texas Transportation Institute Urban Mobility Report, 2012)

The Freeway Service Patrol (FSP) program was implemented by the Nevada Department of Transportation (NDOT) to reduce traffic congestion and improve highway safety. It was developed to provide quick-response incident management for removal of minor obstructions to minimize the duration of adverse impacts on the more congested sections of our urban freeways. FSP technicians are certified in Community First Aid and Automotive Service Excellence. The FSP patrols sections of urban freeways during peak traffic periods in specially equipped vehicles. FSP also assists other public safety organizations including law enforcement, fire, emergency medical services, and towing and recovery professionals to rapidly and safely address more complex traffic incidents.

The FSP has proven to be an effective tool in reducing incident clearance times and minimizing the effects of congestion and FHWA benefit/cost studies and qualitative evaluations document that service patrols are one of the most effective elements of a Traffic Incident Management (TIM) program.

Statistics indicate that incidents blocking one of three lanes on a freeway reduce capacity by 50 percent and blocking two of three lanes reduces capacity by 80 percent. For every minute that a lane is blocked, the resulting congestion takes four minutes to dissipate and the chance of a secondary crash increases by 2.8 percent.

The Federal Highway Administration (FHWA) has determined that traffic incidents, including crashes, breakdowns and debris in or adjacent to travel lanes that disrupt the normal flow of traffic account for 25 percent of delay.

In early 2013, NDOT solicited proposals for continuation of the program in the Reno and Las Vegas areas. NDOT also launched a self-performed pilot program in the Reno area to evaluate both service levels and costs. The analysis of the pilot program indicated that a contractor provided Freeway Service Patrol program was more cost effective than a self-performed program. As a result, NDOT selected a contractor, United Towing, to begin providing FSP services in Reno and Las Vegas on October 1, 2013. United Towing will also be providing two Incident Response Vehicles which are designed to respond to larger incidents beginning in late November of 2013 in the Las Vegas area.

FSP benefits include improved travel time reliability, reduced fuel costs and vehicle emissions, improved motorist and responder safety and reduced potential for secondary crashes.

FY13 Statistics

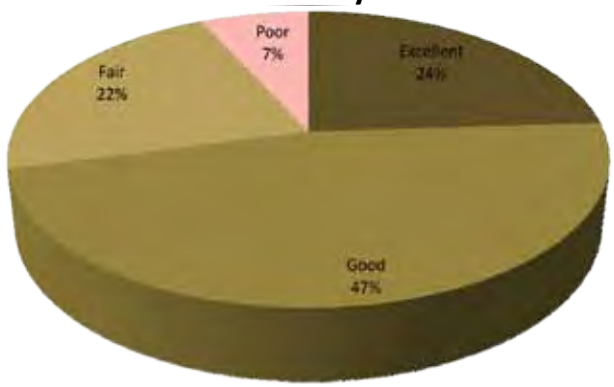
Mitigation Type	Las Vegas	Reno
Abandoned Vehicle	4,521	1,455
Debris	7,317	664
Accident	2,992	481
Disabled Vehicle	15,903	2,618
Stopped Vehicle	9,788	3,660
Lost Motorist	278	81
Other	56	20
Mitigation Totals	**40,855**	**8,979**

Performance Management Plan and Performance Measures

NDOT uses 15 performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to *http://www.nevadadot.com/documents*, and then click on "Annual Performance Management Report - fy 2013". Following are the performance measures organized by major divisions:

Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees as documented through OSHA 300 Log Report. Yearly Target - 10% reduction in work place accidents, with the ultimate target of zero work place accidents

NDOT Performance in Maintaining the Roadways



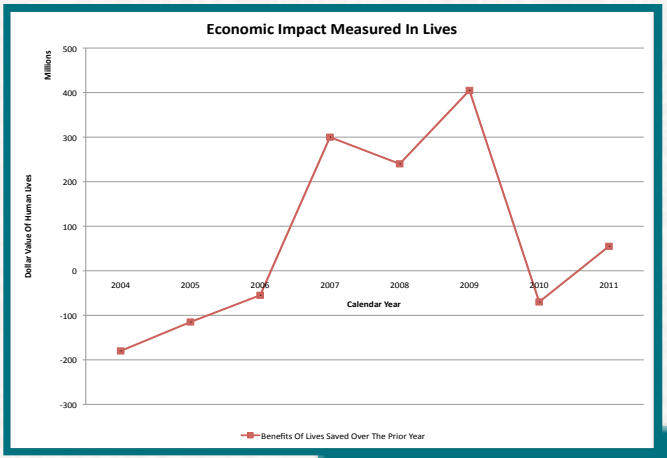
Percentage of employees trained in accordance with prescribed training plans.

Number rating of employees' satisfaction surveys. Ultimate target – 80%

Percentage of Agreements executed within 45 days from when division submits agreement to date when fully executed. Yearly Target – 50% with ultimate target of 95%

Number rating of public opinion and customer/user surveys. Annual Target – annual increases in public opinion and customer/user ratings.

Reduce congestion, improve travel time, and reduce delay. Annual Target – Urban Roadways - maintain congestion at level of service D for 85% of state urban roadways. Rural Roadways - maintain congestion at level of service.



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

Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule

Performance Management Plan and Performance Measures

Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index. Ultimate Target – 100%

Percentage of fleet meeting replacement criteria and condition criteria. 95% rate of compliance for mileage/hourly requirements.

Percentage of building facilities that comply with regulatory building and safety codes. Yearly Target – Increase compliance by 3% with ultimate target of 100%.

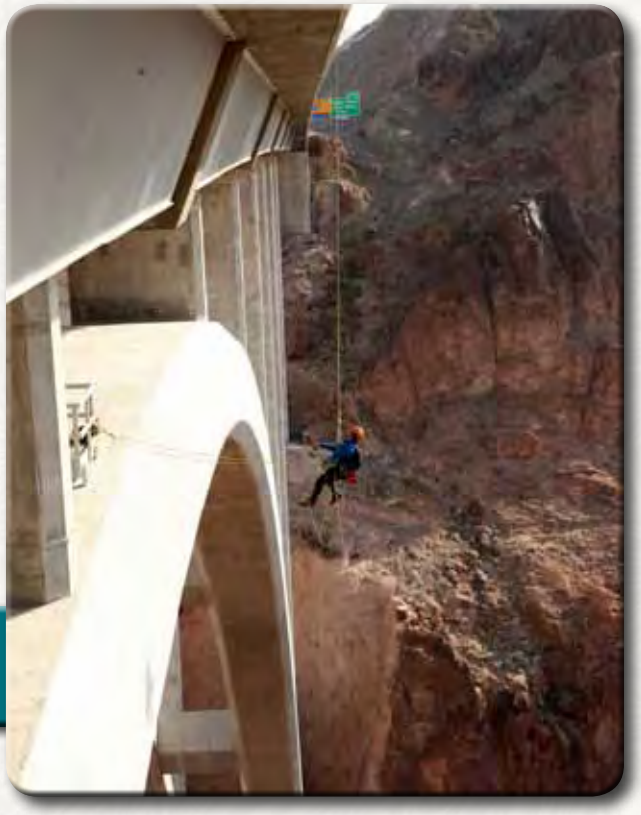
The percent of the seven NDOT emergency management and Homeland Security plans that have been completed, including ongoing plan updates, testing and employee training/ awareness. Ultimate target- 100%

Number of fatalities on Nevada's streets and highways. Yearly Target – Reduce fatalities by 100 with ultimate target of zero fatal accidents.

Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate target – 100%

Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete. Yearly Target – Reduce the number of deficient bridges by one per year with ultimate target of zero deficient bridges.

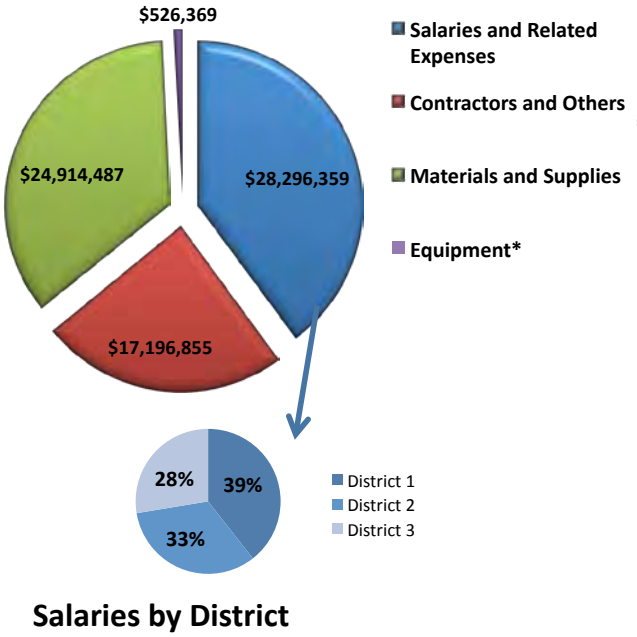
Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%



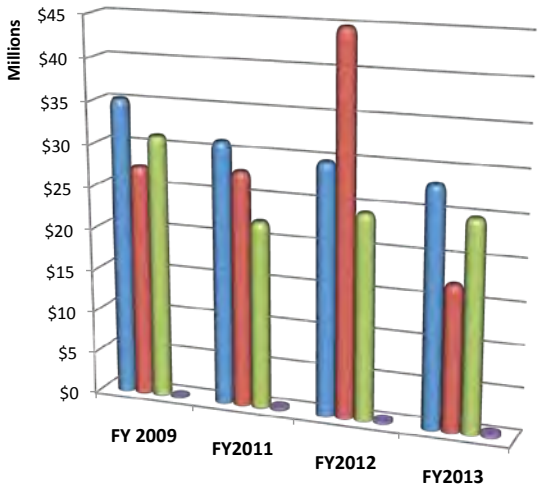
Bridge inspection at the Hoover Dam Bridge.

Maintenance Costs

Based on Fiscal Year 2013 Expenditures



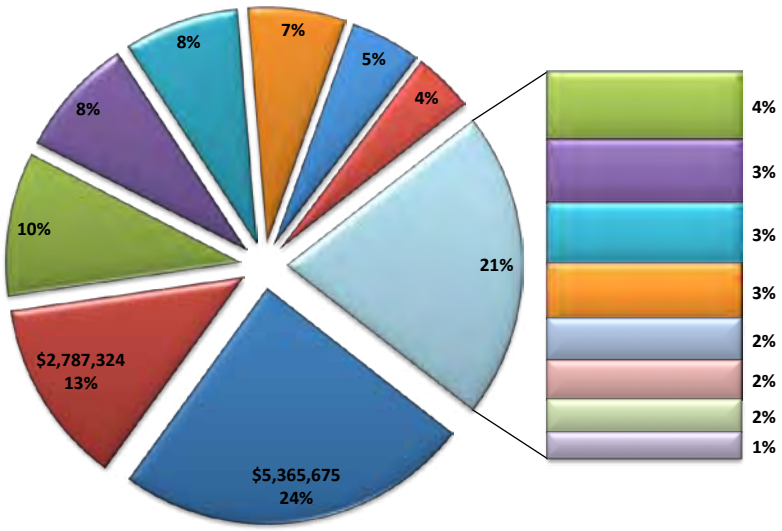
Salaries by District



FY Comparison

Statewide Expenditures

*Non-rental equipment

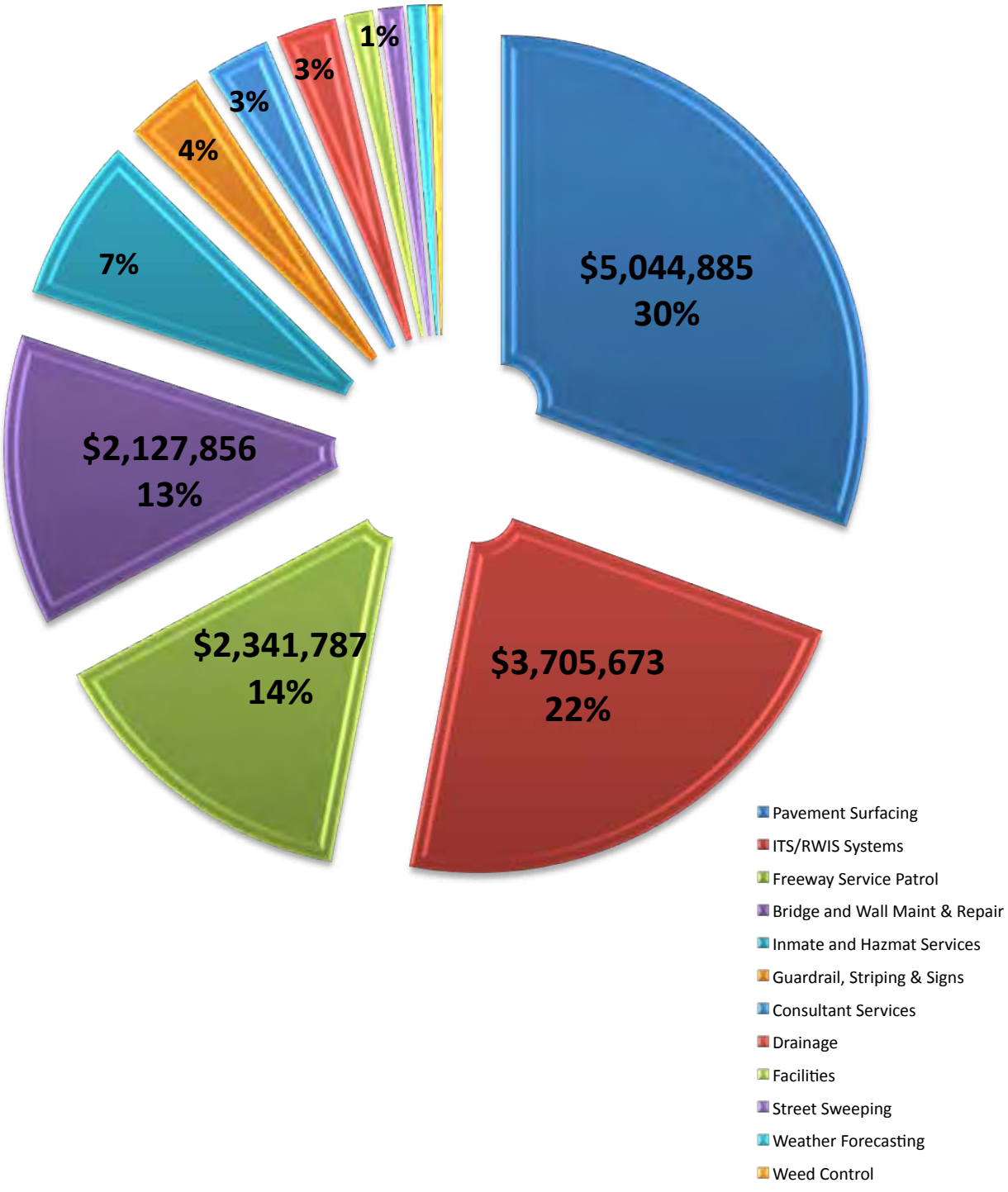


- Liquid Asphalt
- Traffic Paint & Beads
- Premix & Plantmix
- Electric Utilities
- De-icing Sand or Salt
- Traffic Supplies
- Aggregate Items
- Facility, Shop & Maintenance Supplies
- Maintenance Contracts-Janitorial
- Rental or Lease of Road Equipment
- Maintenance Contracts-Pedestrian Bridges
- Guardrail
- Water & Sewer Utilities
- Garbage Disposal Utilities
- Chemical De-icing Agents
- Joint Filler

Expenditures for Materials and Supplies

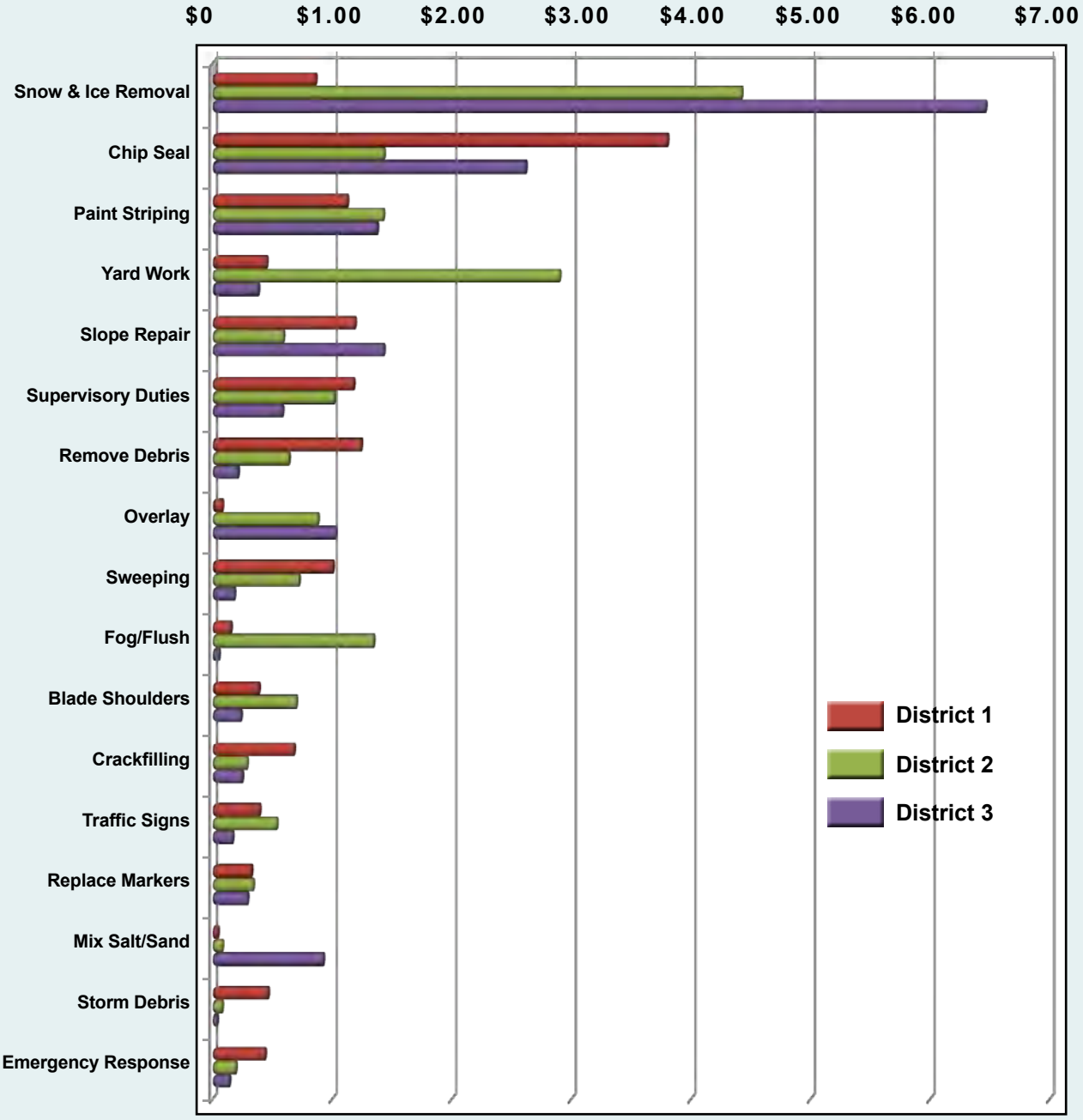
Maintenance Costs and Activities

Maintenance Costs
Based on Fiscal Year 2013 Expenditures



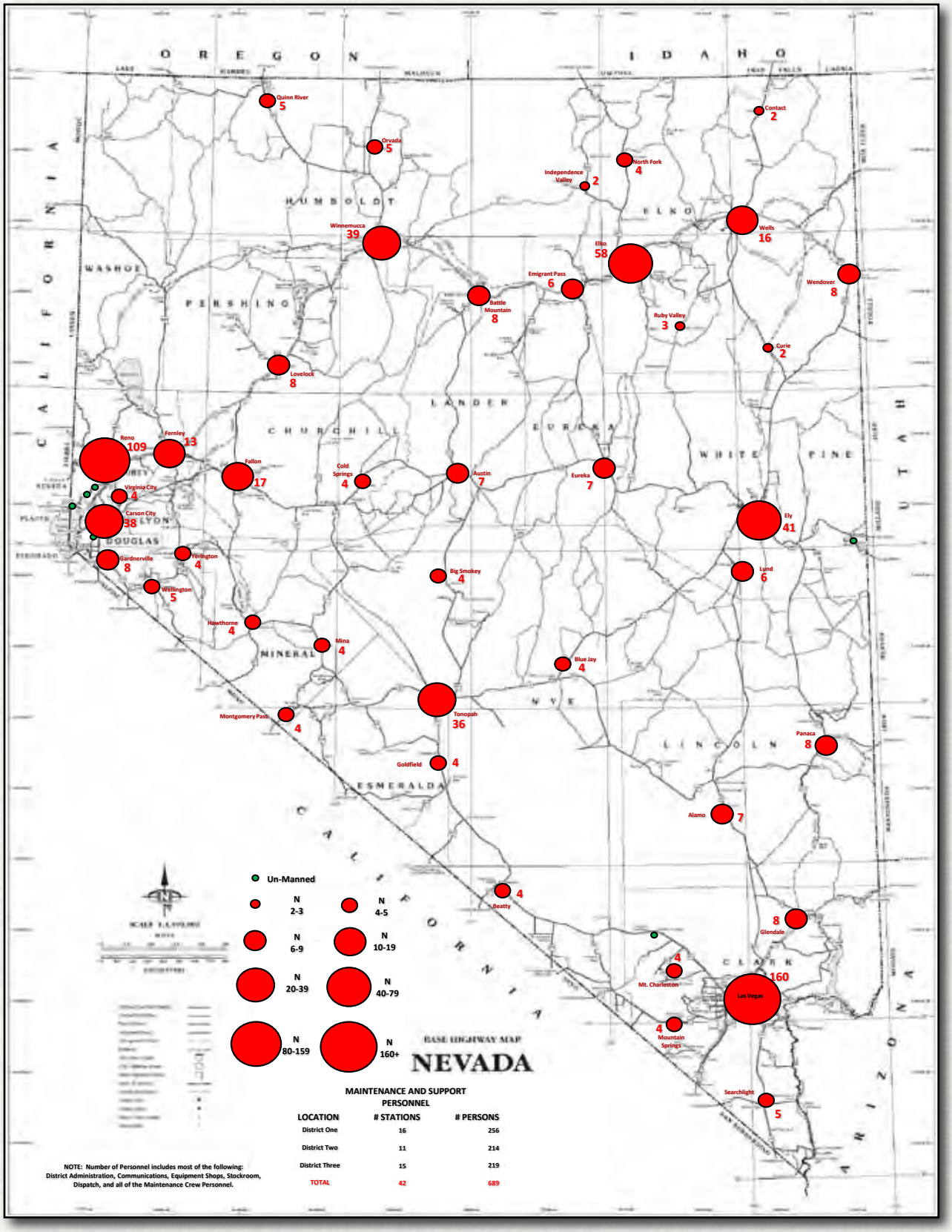
Maintenance Costs and Activities

Maintenance Activities
Based on Fiscal Year 2013 Expenditures



Top Expenditures Per District
(In Millions Of Dollars)

Maintenance Stations and Personnel



MAINTENANCE AND SUPPORT PERSONNEL

LOCATION	# STATIONS	# PERSONS
District One	16	256
District Two	11	214
District Three	15	219
TOTAL	42	689

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

Department Personnel

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

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

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

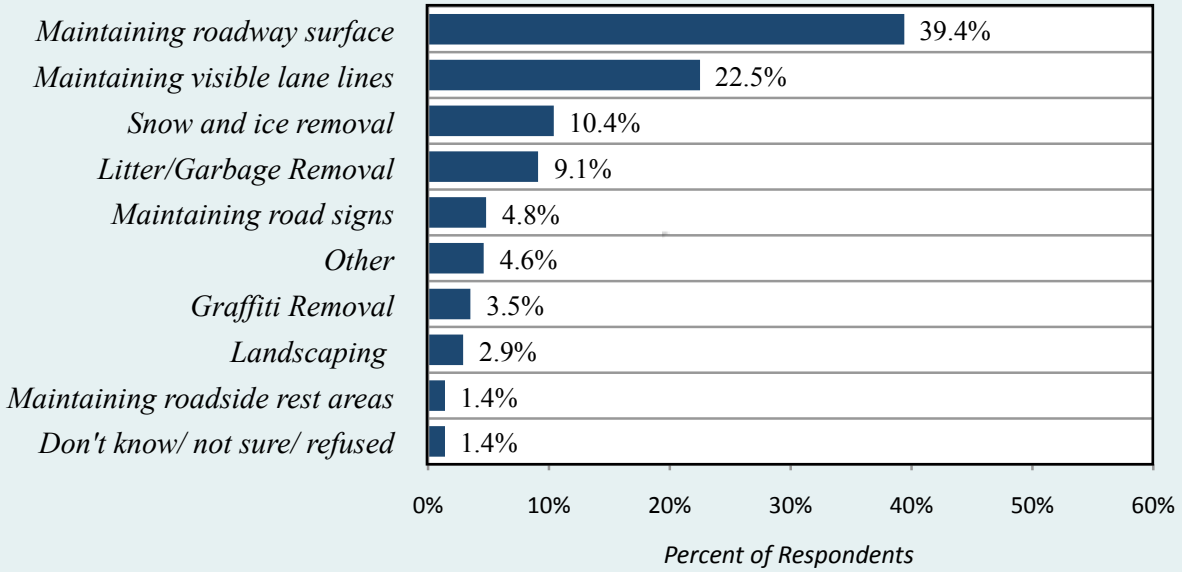
Number of Employees By Function

Year	Administration	Pre-Construction	Construction	Maintenance	Total
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2010	185	414	363	840	1,802
2013	184	417	373	811	1,785

Maintenance Customer Satisfaction Survey

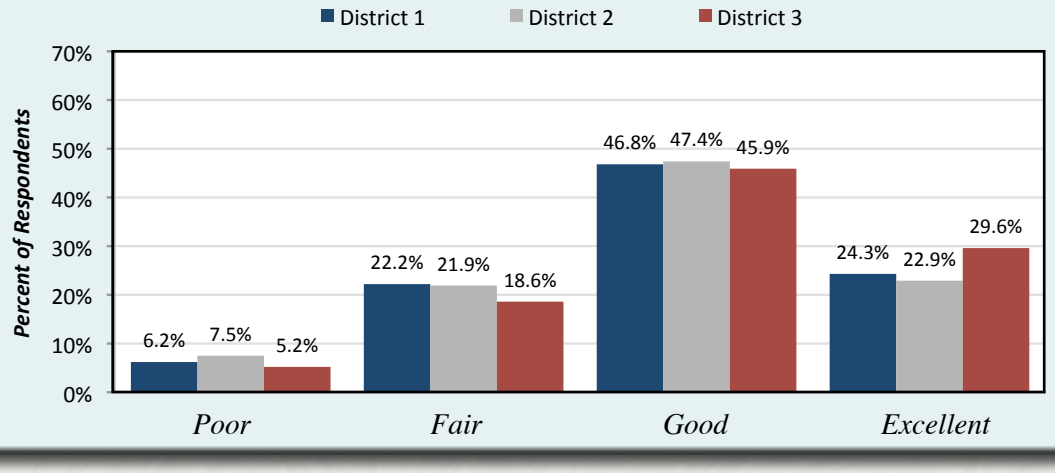
Based on University of Nevada, Reno 2012 Survey

Figure 22: **Highest Priority in Maintaining the State Highway**



How Well is NDOT Maintenance Doing?

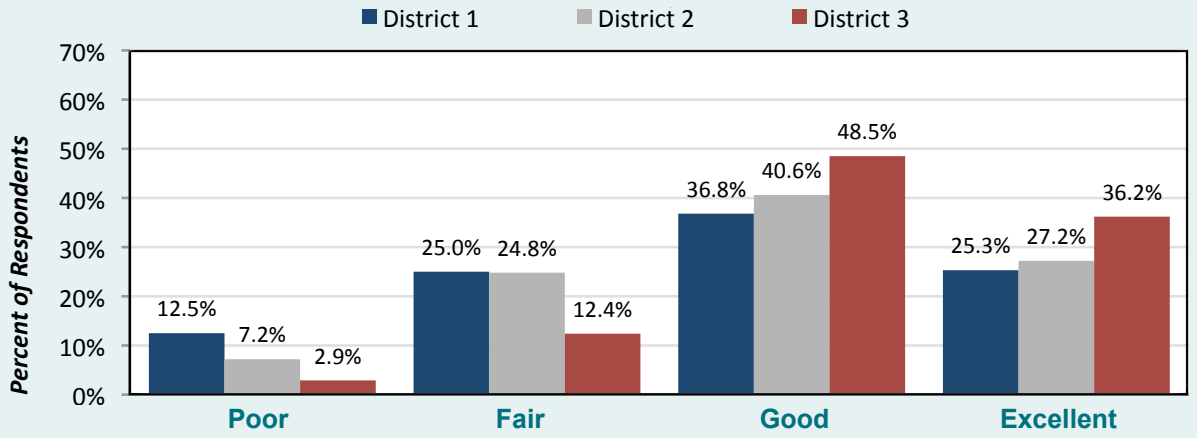
Figure 19: **NDOT's Performance in Maintaining the Roadway Surface by District**



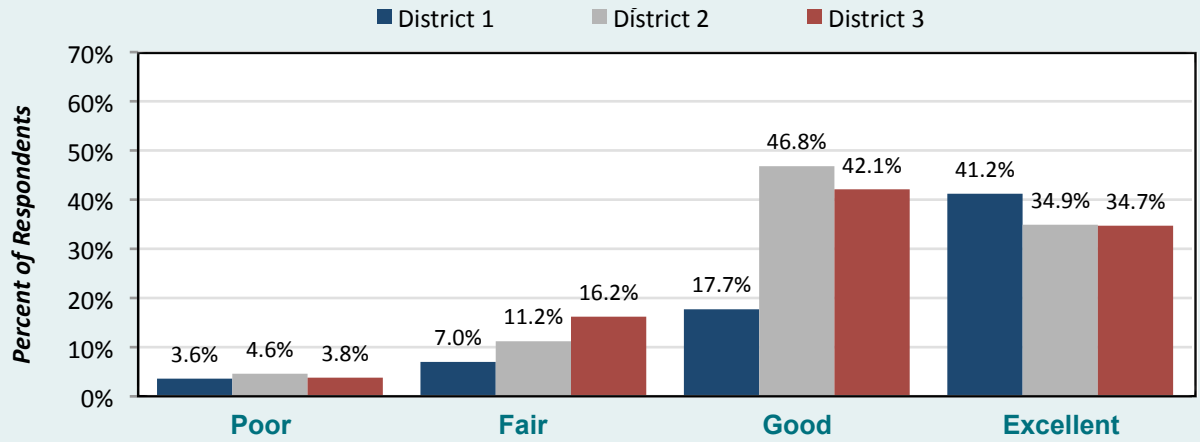
Maintenance Customer Satisfaction Survey

Based on University of Nevada, Reno 2012 Survey

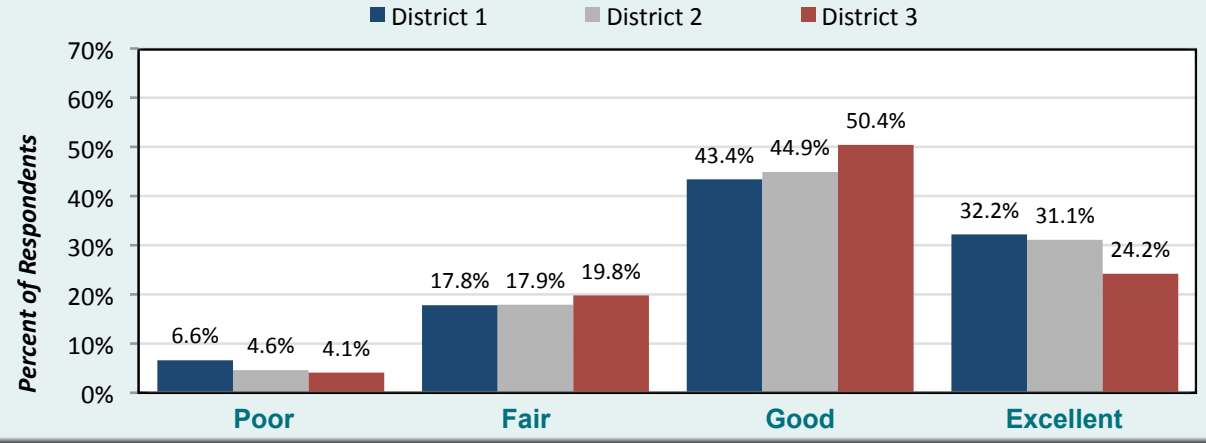
NDOT's Performance in Maintaining Visible Lines on the Pavement by District



NDOT's Performance in Snow Removal and Ice Control by District



NDOT's Performance in Removing Debris from Roadways by District



REST AREA SPONSORSHIP

Nevada rest areas give drivers a respite to help enhance comfort, safety and peace of mind.

NDOT now gives interested organizations the chance to sponsor various services at Nevada rest areas. For sponsoring such services as litter and debris pick-up, mowing, vegetation control, Wi-Fi and other services at rest areas, businesses receive acknowledgement signs at the rest stop. And, in turn, the traveling public enjoys a vital service that enhances their safety and traveling comfort, all without direct taxpayer cost or the need for NDOT maintenance forces to take time away from other vital duties to provide for rest area services.

EMBARKING ON PUBLIC-PRIVATE PARTNERSHIPS

NDOTProjectNeon.com

It's one of the most ambitious undertakings in NDOT history. The program of improvements known as Project NEON will boost safety, mobility and accessibility in the most heavily traveled corridor in the state – I-15 near downtown Las Vegas. And NDOT will use an innovative public-private partnership for the project. A private developer will design, build, finance, operate and maintain the improved interstate. It allows the private partner to bring upfront funding and efficiencies to most safely, quickly and efficiently complete the project with the least amount of interruption to the traveling public.

GOING ELECTRONIC

NDOT's electronic construction documentation project brings electronic tracking to NDOT construction projects. Handwritten field book logs of construction activity and quantities are replaced by electronic field books. The electronic data only needs to be entered once and leads to more accurate and timely construction project tracking, payments and closeout.

The Department is also reviewing electronic signing of certain contract documents to streamline the award and execution of construction project contracts.

FURTHER ENGAGING DISADVANTAGED BUSINESS ENTERPRISES

Nevadadbe.com

Small, minority and woman-owned companies and others classified as disadvantaged business enterprises continue taking strides forward, with DBEs participating in 7% of NDOT

Continued on next page

contracts in fiscal year 2012. Several public meetings and workshops further sparked DBE participation in NDOT contracts. New opportunities associated with recently-enacted legislation which extends DBE participation goals to state-funded projects was also discussed at public meetings. Meanwhile, a new NDOT TTY phone number helps put the hearing or speech-impaired in touch with NDOT information and business opportunities.

I-11 CORRIDOR STUDY

I11study.com

With a vision to enable and support economic development, integrate economies and help reduce congestion through sections of southern Nevada, southern California and Arizona, the I-11 and Intermountain West Corridor Study paints a blueprint for a potential new multi-modal corridor linking Las Vegas and Phoenix. The study, led by NDOT and the Arizona Department of Transportation, examines the feasibility, benefits, opportunities and constraints of the proposed new interstate and multi-modal corridor.

EMERGENCY MANAGEMENT/HOMELAND SECURITY

Devastating floods, massive earthquakes and terrorist attacks are just some of the threats which could endanger the citizens and visitors of Nevada, put motorists at risk and threaten the transportation infrastructure on which the state relies. To prepare, NDOT continually trains for non-routine emergencies which could imperil our state.

These are just a sample of some of the approximately 15 recent simulated emergency training exercises which have taught NDOT staff to quickly and effectively come together to protect Nevadans and the state's transportation infrastructure:

Continuity of Operations Plan Exercise: NDOT conducted a Continuity of Operations tabletop exercise to assess the newly created draft of the NDOT Continuity of Operations Plan (COOP).

Terrorist Attack Exercise: This two-day Department of Homeland Security workshop simulated a terrorist attack scenario striking multiple public places in the Las Vegas valley.

Elko County Hazardous Materials Exercise: Elko County hosted a hazardous materials response exercise simulating a hazardous materials threat requiring citizens to shelter in place.

Truckee River Flood Exercise: The Truckee Canal Irrigation District conducted an emergency training exercise based on the Fernley-area flooding of 2008.

Operation Rumble Strip: This eight-hour NDOT emergency training exercise, for the first time, included a shift change and tested the NDOT Emergency Operations Plan.

INTEGRATED ZERO FATALITIES EDUCATION CAMPAIGN

www.zerofatalitiesnv.com

In general, Nevada traffic fatalities have declined since 2006. But, one traffic death is too many. To help reach Zero Fatalities, the Nevada Strategic Highway Safety Plan was updated in 2010 with additional life-saving strategies. The plan, first developed in 2006, includes traffic engineering, enforcement and emergency response strategies that are being used to save lives.

Education also remains key to saving lives. That's why NDOT and the Nevada Office of Traffic Safety have further teamed up to provide powerful, cohesive and instantly-recognizable public education campaigns that have thus far reached 95% of Nevadans.

T INTERSECTION SAFETY

Where rural roads dead end into other rural thoroughfares, it is important that vehicles are alerted well in advance of the upcoming stop and/or merge. In these intersections, known as T intersections, safety can be enhanced with advance warning signs, oversized stop signs, solar-powered flashing red stop beacons and warning rumble strips. Which is precisely what NDOT has done at numerous intersections across the state to further enhance traffic safety.

SAFETY MANAGEMENT PLANS

It's all about safety! NDOT's safety management plans partner with the public and stakeholders to develop safety enhancements on state roads. First, select state roads are closely evaluated. How do vehicles, bicyclists, pedestrians and public transit interact? What about accessibility needs, roadway lighting and other features such as turn lanes, medians and more? Public input is solicited, and short and long-term safety enhancements are developed to ensure road safety is kept on track. One example: the recently-completed Kietzke Lane Safety Management Plan defines a multitude of roadway, pedestrian/bicycle, transit and other vital improvements for the busy Kietzke Lane corridor in Reno.

FLASHING YELLOW ARROW TURN SIGNALS

For mobility and safety, NDOT and partners are installing flashing yellow turn arrows at certain intersections across the state. When flashing, the yellow arrows allow motorists to turn left at a stop light after yielding. Because vehicles don't often have to wait a full light cycle, flashing yellow arrows can move vehicles through the intersection more quickly and easily, helping reduce congestion. More than half of the 600 flashing yellow arrows in line to be installed in southern Nevada are already in use, with many more installed across other areas of the state.

RAILROAD SAFETY PROGRAM

There are approximately 415 rail crossings across the state. And safety is the primary focus where these important commercial and passenger rail lines intersect roads and pedestrian crossings. While Nevada continues to rank low in the nation for crossing crashes, each rail crossing is inspected every three years for roadway surface, sight distance, signing, lighting and more. Any needed enhancements are programmed within available funding to help keep Nevada rail-highway crossing safety on track.

Landscape and Aesthetics

Beautiful, site-appropriate highways contribute to Nevada's economic vitality and enhance the quality of life of its residents.

The addition of landscape and aesthetic features to our roadway projects adds the state's economic development efforts by employing professionals from landscape architects to artists. Projects also create opportunities in many currently struggling fields such as construction by employing operators, welders, metal and concrete workers, masons, painters and landscapers.

Aesthetic additions to a bridge structure lit with color changing LED lights for the I-580/ Meadowood project. @Vicki Scuri 2013, Courtesy of Vicki Scuri Siteworks

In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air quality, restores native vegetation, and protects our wildlife. In 2013, there were more than 40 projects undergoing aesthetic improvement along Nevada's roadways.

Funding for landscape and aesthetics is included in projects where capacity is being added or for new construction. Up to 3 percent of the construction cost can be directed toward landscape and aesthetics.

Naturalistic treatments along

Sculptural forms at US 95 in Las Vegas

Landscape and Aesthetics

rural highways and art installations at highly visible urban areas are both included under Landscape and Aesthetics.

Most importantly, the program supports the NDOT's vision for the highway system as outlined in its Master Plan for Landscape and Aesthetics, "A Pattern and Palette of Place." For more details about the Landscape and Aesthetics Program, visit www.nevadadot.com.

Sculpture of Bristlecone Pine on I-515 at Tropicana.

Integrating aesthetics with the Route 766 bridge on I-80 in Carlin.

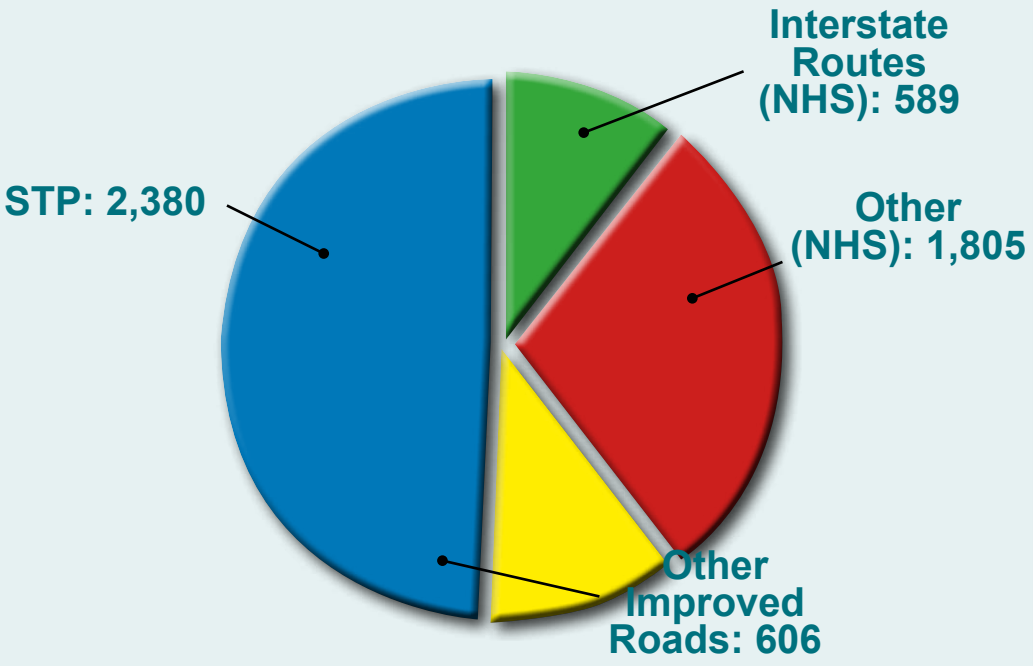
Drought tolerant plants from seed, established along I-580 at Meadowood in Reno.

Roadway System Mileage (Centerline Miles)

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

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,394	154	2,548
STP	2,380	1,159	4,539
Non-Federal Aid			
Other Improved	606	21,979	22,585
Unimproved	0	8,896	8,896
Total	**5,380**	**33,188**	**38,568**

Total Roadway System Mileage Maintained By NDOT
(5,389 Centerline Miles)



System Definitions

FEDERAL AID

NATIONAL HIGHWAY SYSTEM (NHS)

The 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.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

NON-FEDERAL AID

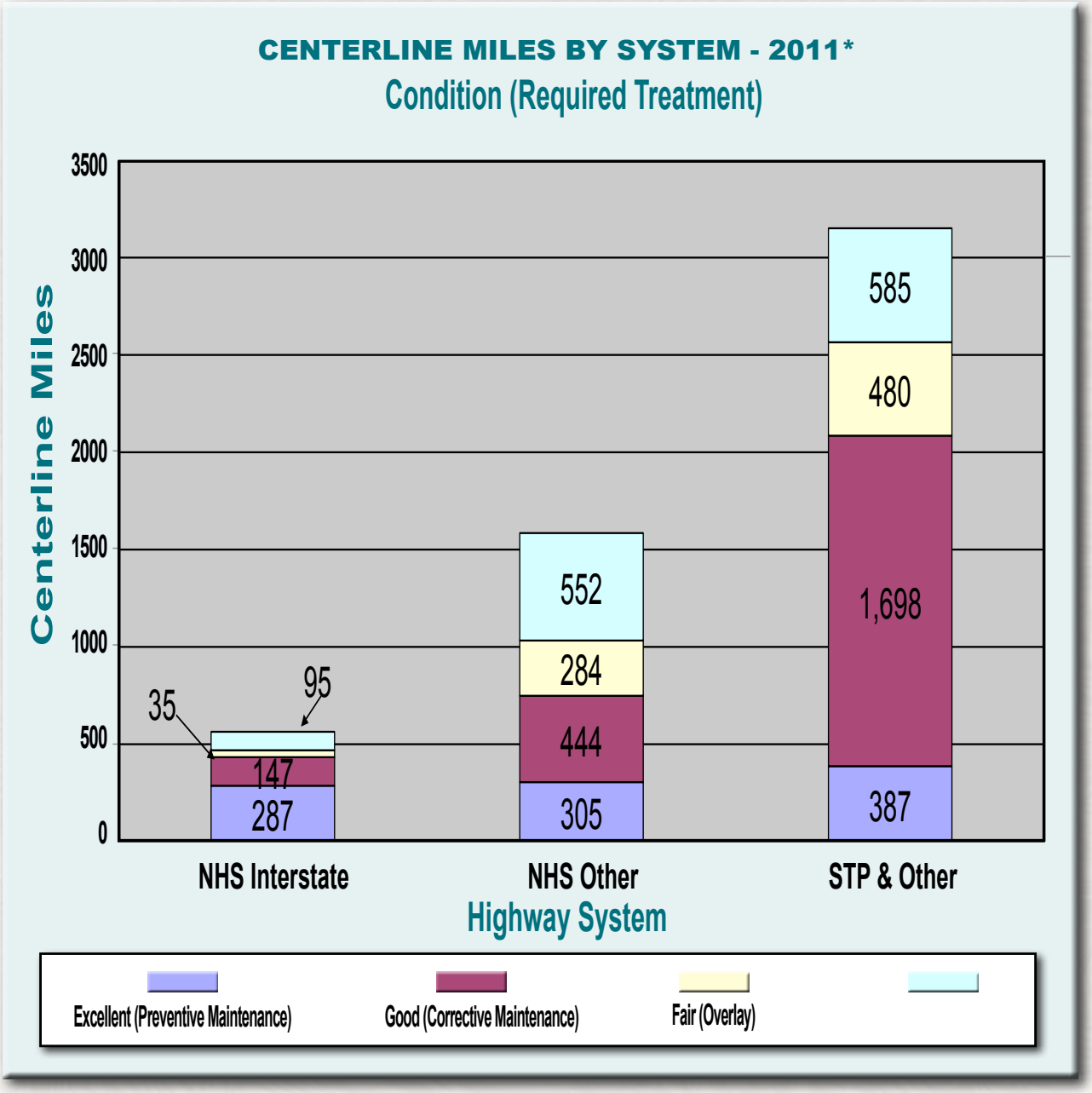
OTHER IMPROVED ROADS

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

UNIMPROVED ROADS

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

NDOT Maintained Pavement Condition

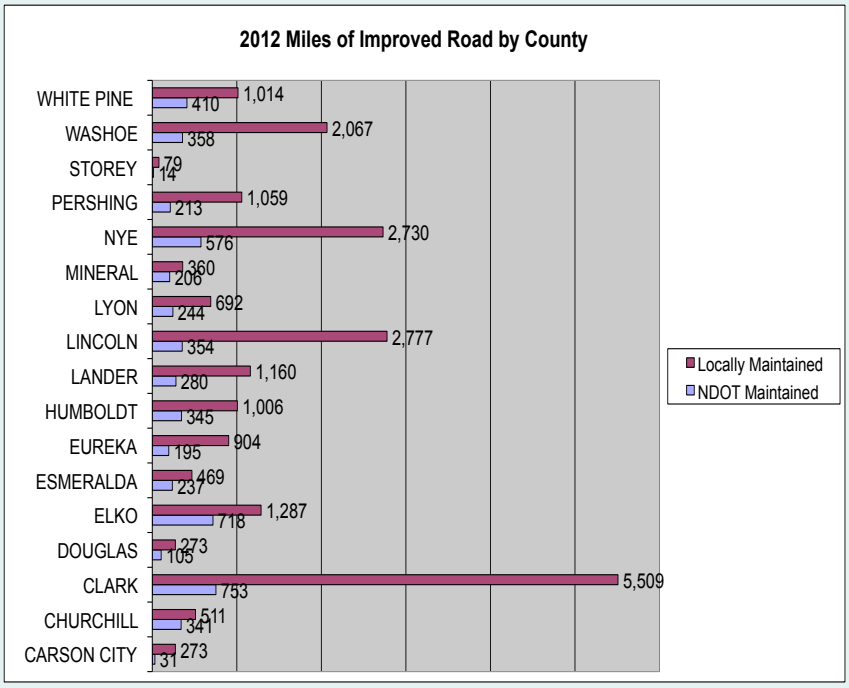


Note: System miles above may not match those on page 29 because not all roads have had their condition rated.

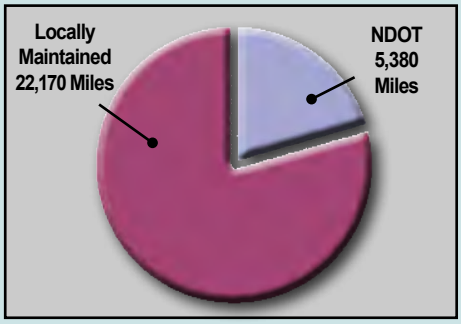
*Data is collected every two years.

Vehicle Miles of Travel

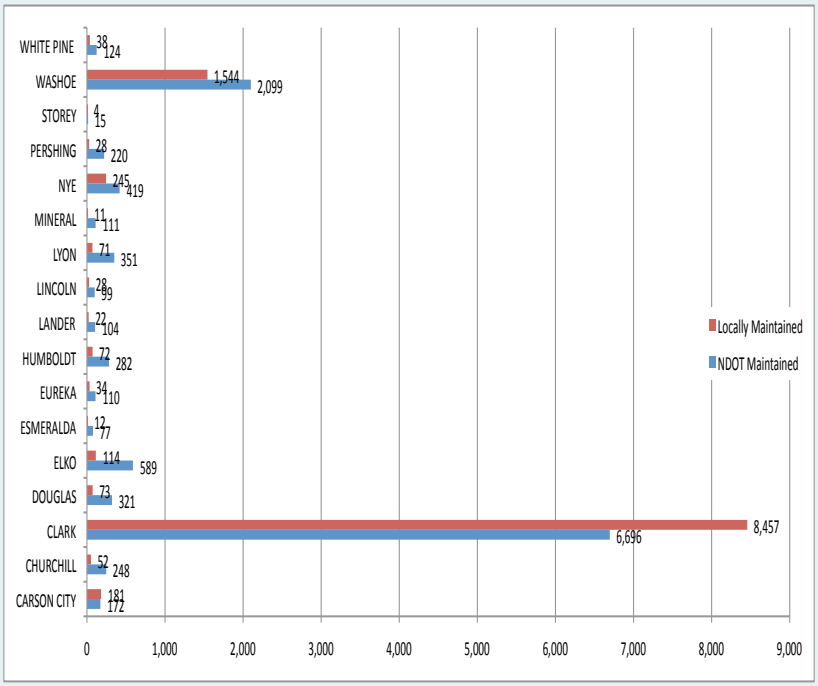
2012 Miles of Improved Road By County



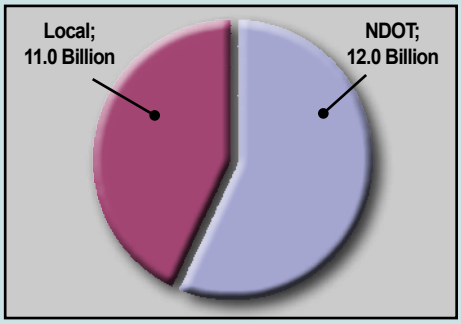
Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 52 percent of the total vehicle miles of travel. The remaining 48 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 23.0 billion in 2012.



2012 Vehicle Miles of Travel by County

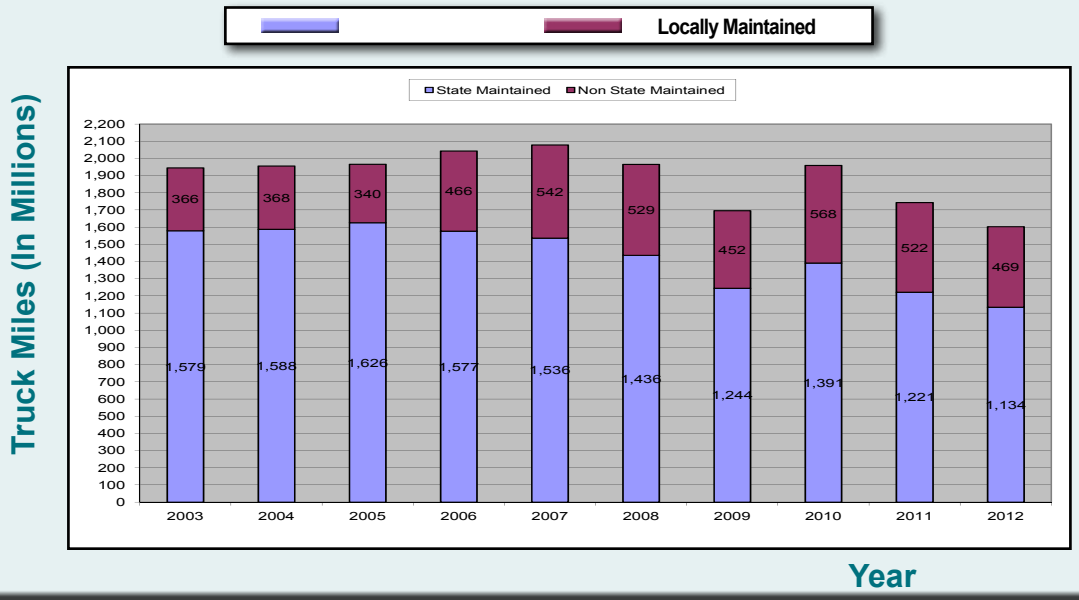


23.0 Billion Total Vehicle Miles Traveled



Truck Miles of Travel

Truck Miles of Travel



The state-maintained system also carries 70 percent of all truck traffic and 80 percent of the heavy truck traffic.

Bridges

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,974 public bridges in Nevada. The Nevada Department of Transportation maintains 1,101 bridges; 862 are maintained by federal, county, city or other governmental agencies; and 11 bridges are privately maintained.

What makes a bridge structurally deficient?

Bridges are considered structurally deficient if significant load-carrying elements are in poor or worse condition. A deficient bridge requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement. Regular inspections identify unsafe conditions at which time the bridge will be closed.

How does a bridge become functionally obsolete?

Functional obsolescence is a significant difference between the existing bridge and geometrics required by current design standards. As an example, a bridge designed in the 1930's might be significantly narrower than a bridge designed today.

What do we mean by a seismic deficiency?

Older bridges weren't always designed with earthquakes in mind. These bridges are considered seismically deficient and need seismic retrofits to bring them up to current earthquake-resistant standards.

State-Maintained Bridges Needing Renovation by Deficiency

Seismic 107
Structural 16
Functional 144

Transportation Financing

General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012, and annual appropriation bills. HTF is the main source of funding for most of the programs in MAP-21. 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 5 to 20% of the project's cost.

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."

All over Nevada, NDOT employees are determined to build and maintain a top transportation system for the 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, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.

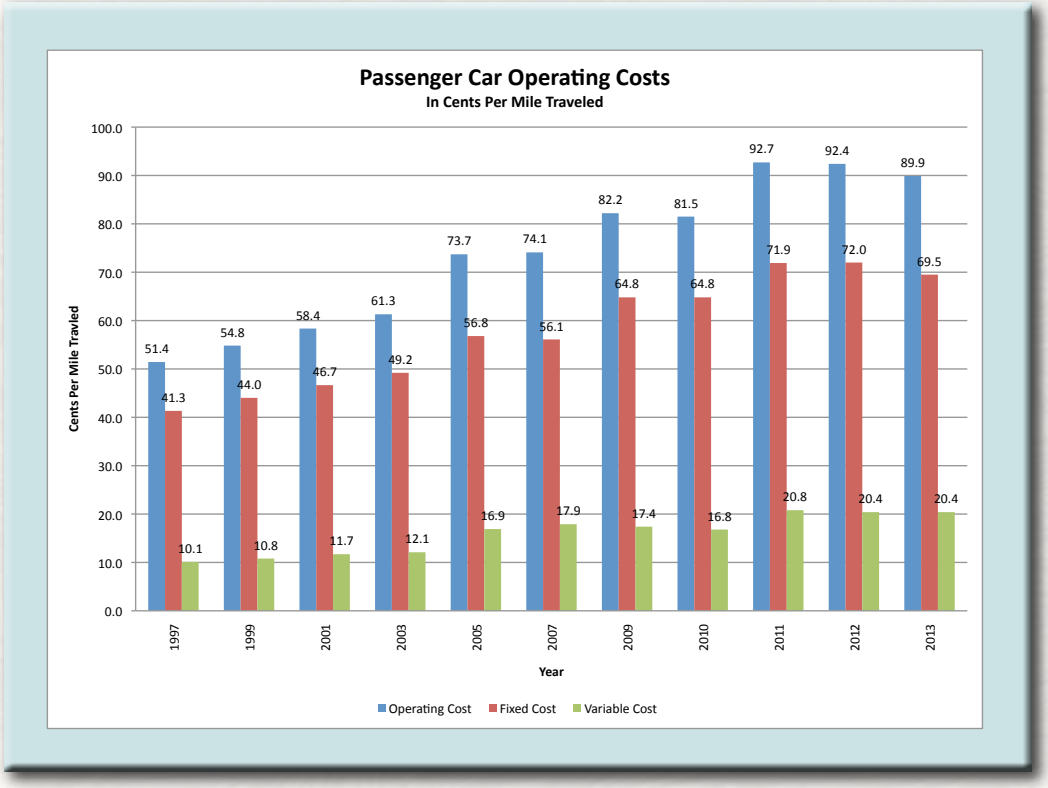
Passenger Car Operating Costs
(Expressed In Cents Per Mile Of Travel)

2013 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.44 per gallon. Based on Nevada's gas tax and licensing fees.

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

20.4¢ per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

69.50¢ per mile traveled.
Includes depreciation, insurance, finance and licensing fees



Source: American Automobile Association's "Your Driving Costs 2013" and *www.fueleconomy.gov*

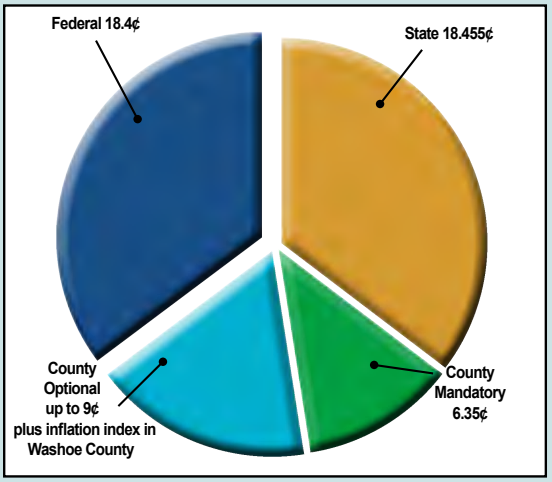
Gas Tax (Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statutes

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**

Total: Up to 52.205¢ per gallon statewide
Washoe index 15.40¢ per gallon additional



2. State

17.650¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 590.840) For cleanup of petroleum discharges.
0.055¢	(NRS 590.120) Inspection fee for imported gasoline.
18.455¢	**Total State Gasoline Tax**

3. County Mandatory

1.25¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in FY 2003. Used for bond service, road construction maintenance and repair – not for administration.
2.35¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area,1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
1.75¢	(NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.
1¢	(NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.
6.35¢	Total County Mandatory Tax

4. County Optional

Up to 9¢	(NRS 373.030) Administered by the local Regional Transportation Commission The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:
9¢	Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;
6.5¢	Elko
4¢	Douglas, Esmeralda, Lincoln, Nye, Storey

Variable (N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County by the lesser of CPI or 4.5%. The current effective rate is 2.6¢ per gallon. (N.R.S 373.066) All State, County, and Federal fuel taxes imposed in Washoe County have been additionally indexed for inflation by the lesser of PPI or 7.8%. The current effective rate is 8.6¢ per gallon.

History

		Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
	1923	2.0¢		$60,000	+	Balance to County Admin Costs		Rd Bond Redemption	
	1935	4.0¢		4.0¢					
	1947	5.5¢		4.0¢	1.5¢				
1)-	1955	6.05¢		4.55¢	1.5¢				
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Clark & Washoe C0. only)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all County's w/RTC)		1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	9.0¢	* * 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	9.0¢	* * 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	9.0¢	* * * 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	>9.0¢	* * * 18.455¢	6.35¢	3) varies		9.0¢	

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

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

Special-Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

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

Distribution (Cents Per Gallon)

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

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
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 Washoe County 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*

Vehicle Registration and Permit Fees

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

$33	for automobiles, RV's and Motor Homes
$39	for motorcycles
$27	for travel trailers
$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is $1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.
$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is $2,940)
$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
$60	for non-reducible loads carried on over legal-size or weight vehicles.

** Declared Gross Vehicle Weight*

Governmental Services Tax, 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, and White Pine counties.

Distribution

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

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used specifically for road construction.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

$22.00 for operating passenger cars

$17.00 for persons 65 or older

$8.00 for a motorcycle endorsement

$87.00 for operating commercial vehicles

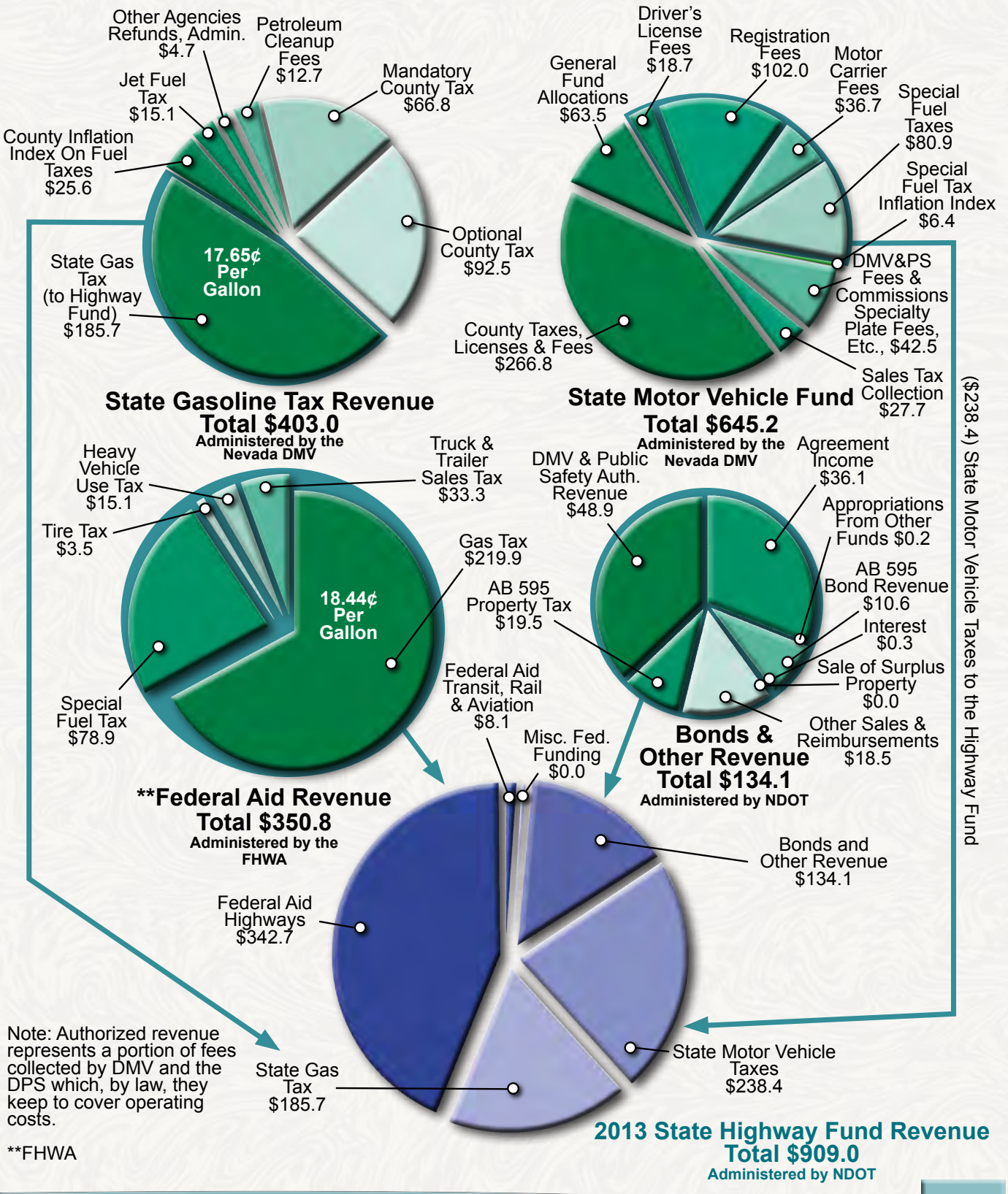
TITLE FEE

(one-time fee)

$28.25 all vehicles (new title)

State Highway Fund Revenue Sources

(2013 Revenue Shown in Millions)



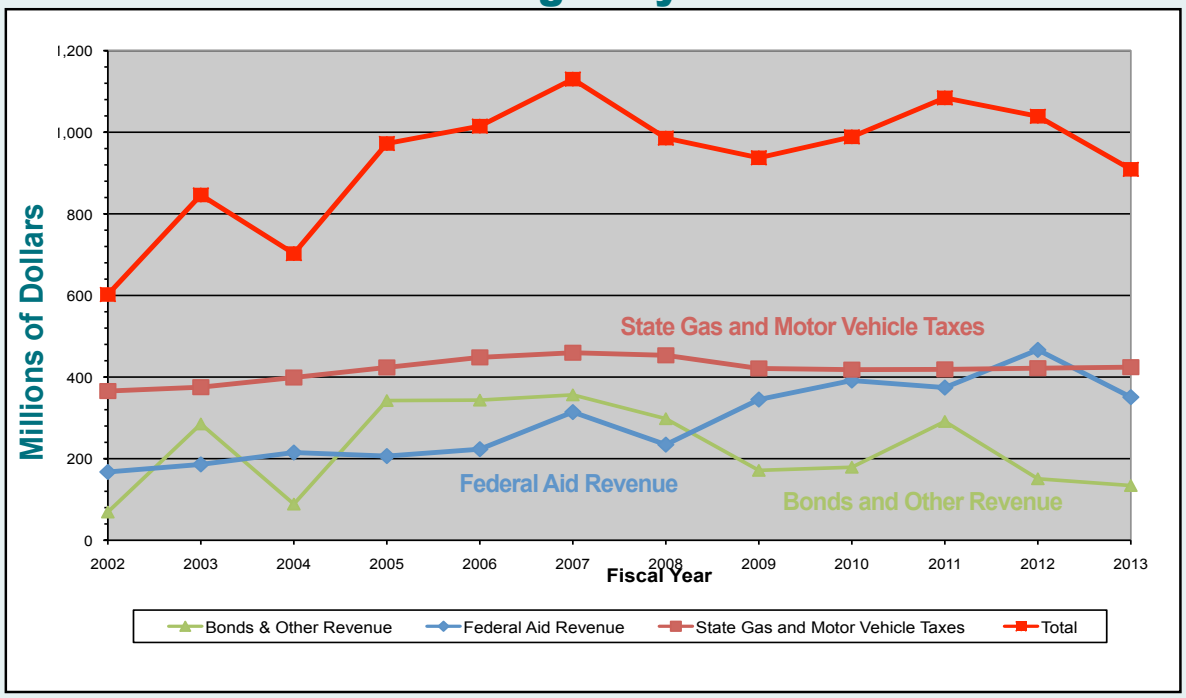
Note: Authorized revenue represents a portion of fees collected by DMV and the DPS which, by law, they keep to cover operating costs.

**FHWA

Total State Highway Fund Revenue

(Administered by the Department of Transportation)

Total State Highway Fund Revenue



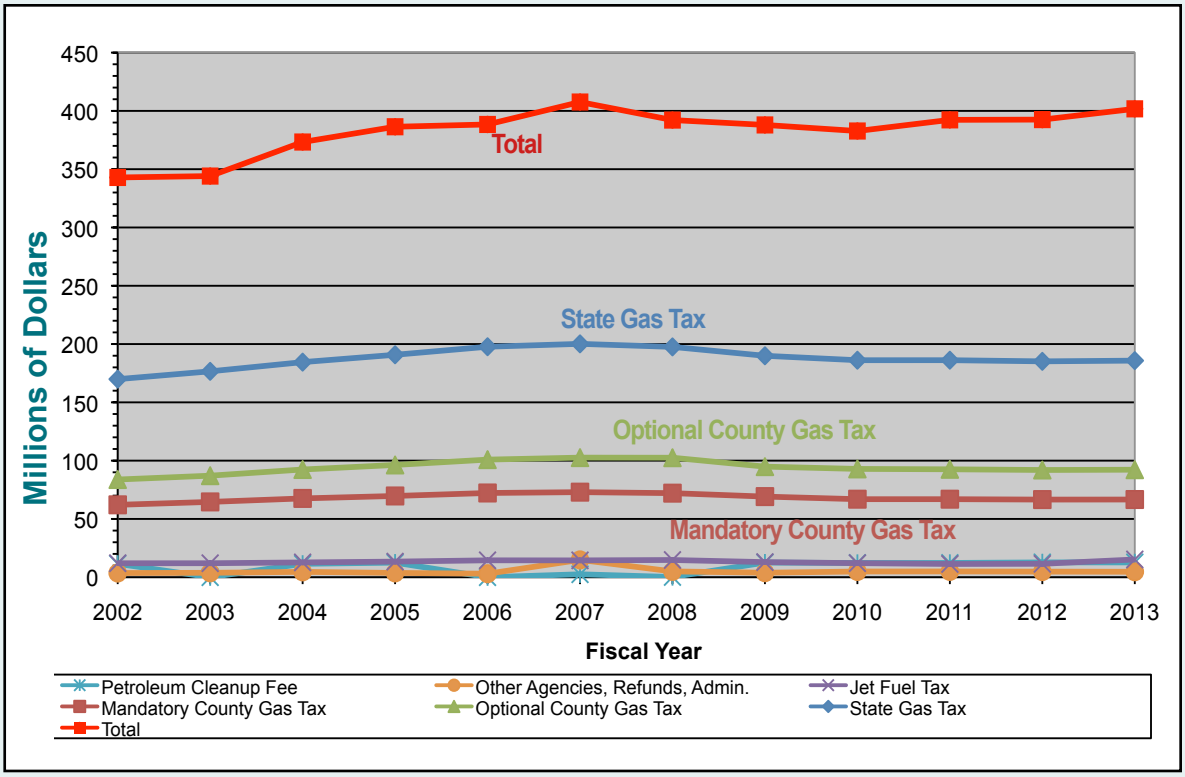
Total State Highway Fund Revenue (In Millions)

State Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
2002	167.4	365.7	69.2	602.3
2003	185.9	375.2	285.1	846.2
2004	215.0	398.9	88.7	702.6
2005	206.4	423.6	342.4	972.4
2006	223.2	448.2	343.5	1,014.9
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.4	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.9	291.2	1,084.3
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0

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

State Gasoline Tax Revenue

State Gasoline Tax Revenue



State Gasoline Tax Revenue (In Millions)

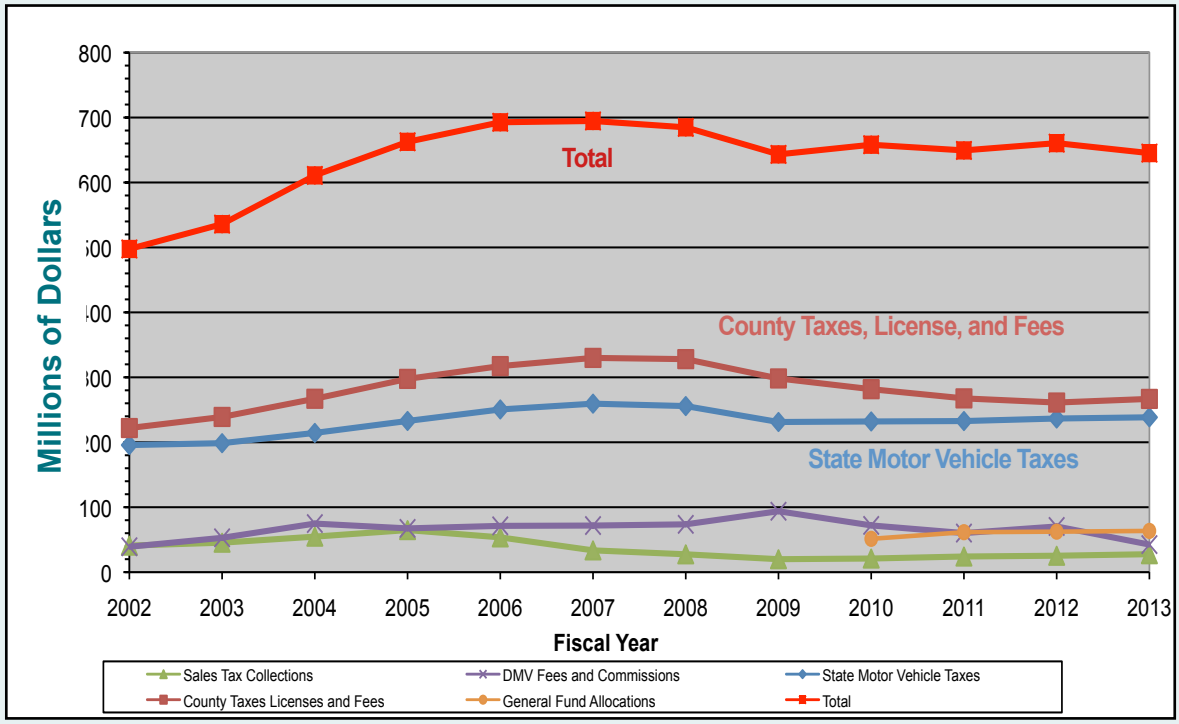
Fiscal Year	State Gas Tax	Mandatory County Gas Tax	Optional County Gas Tax	County Index on Motor Fuel Tax	Jet Fuel Tax	Petroleum Cleanup	Other* Fee	Total
2002	169.9	62.1	83.8		12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1		12.0	0.0	3.8	344.1
2004	184.5	67.6	92.4		12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3		13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9		14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5		14.8	0.2	5.0	392.1
2009	189.9	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	66.9	92.6	18.1	11.4	12.3	5.0	392.5
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	15.2	12.7	4.7	403.0

**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)

State Motor Vehicle Fund Revenue (State & County Taxes, Licenses, and Fees)



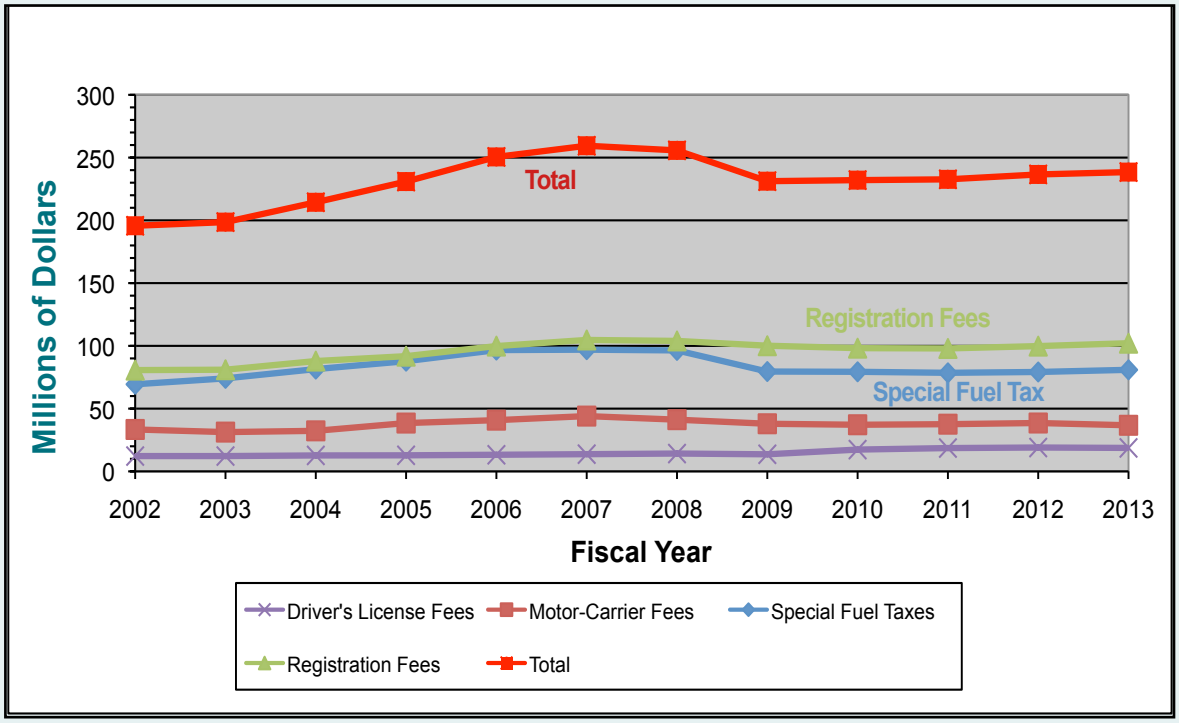
State Motor Vehicle Fund (Taxes, Licenses, and Fees Revenue) (In Millions)

Fiscal Year	State Motor Vehicle Taxes	County Taxes Lic. & Fees	Sales Tax Collections	General Fund Allocation	Specia Fuel Inflation Index	DMV Fees and Commissions	Total
2002	195.7	221.9	40.9			39.1	497.6
2003	198.6	239.0	45.4			52.9	535.9
2004	214.4	267.0	54.7			74.8	610.9
2005	232.8	297.6	64.8			67.4	662.6
2006	250.5	317.3	53.6			71.3	692.7
2007	259.4	329.9	33.6			71.8	694.7
2008	255.7	328.0	27.5			73.6	684.9
2009	231.2	298.3	20.0			93.8	643.3
2010	232.0	281.7	21.0	51.3		72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.5	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.4	266.8	27.7	63.5	6.4	42.5	645.2

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

State Motor Vehicle Taxes to Highway Fund (Derived From the State Motor Vehicle Fund)

State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

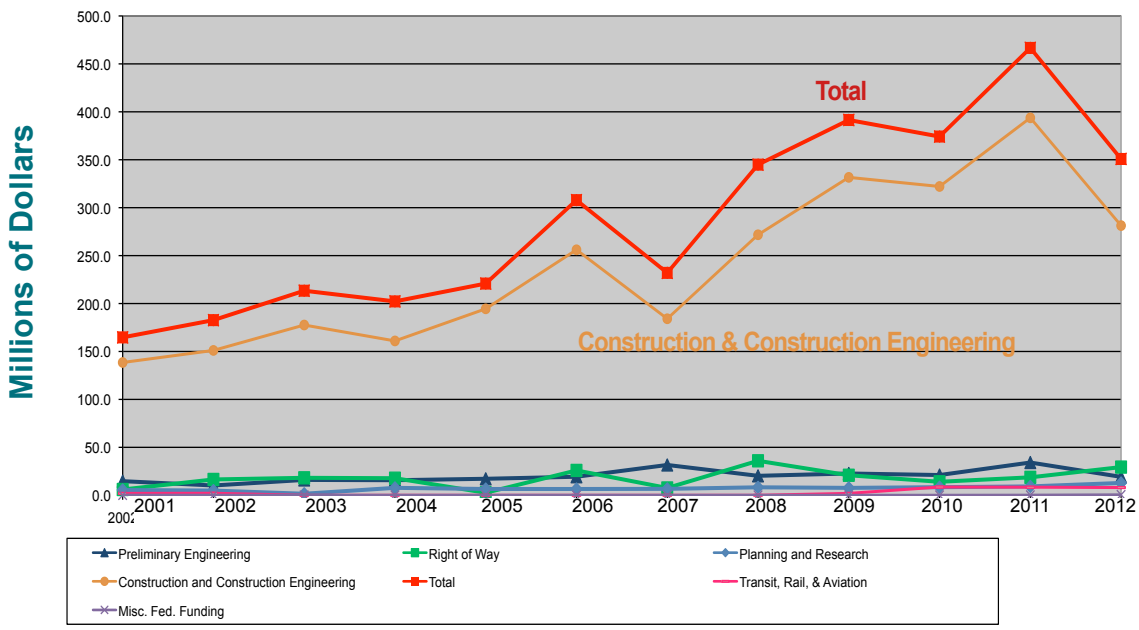


State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
2002	69.4	33.4	80.7	12.2	195.7
2003	74.1	31.3	81.0	12.2	198.6
2004	81.5	32.3	87.9	12.7	214.4
2005	87.8	38.5	91.8	12.8	230.9
2006	96.6	40.8	99.8	13.2	250.5
2007	97.0	44.1	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7
2009	79.6	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7
2012	79.2	38.5	99.8	19.0	236.5
2013	80.9	36.7	102.0	18.7	238.4

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

Highway Fund Federal-Aid Revenue For Highways By Phase



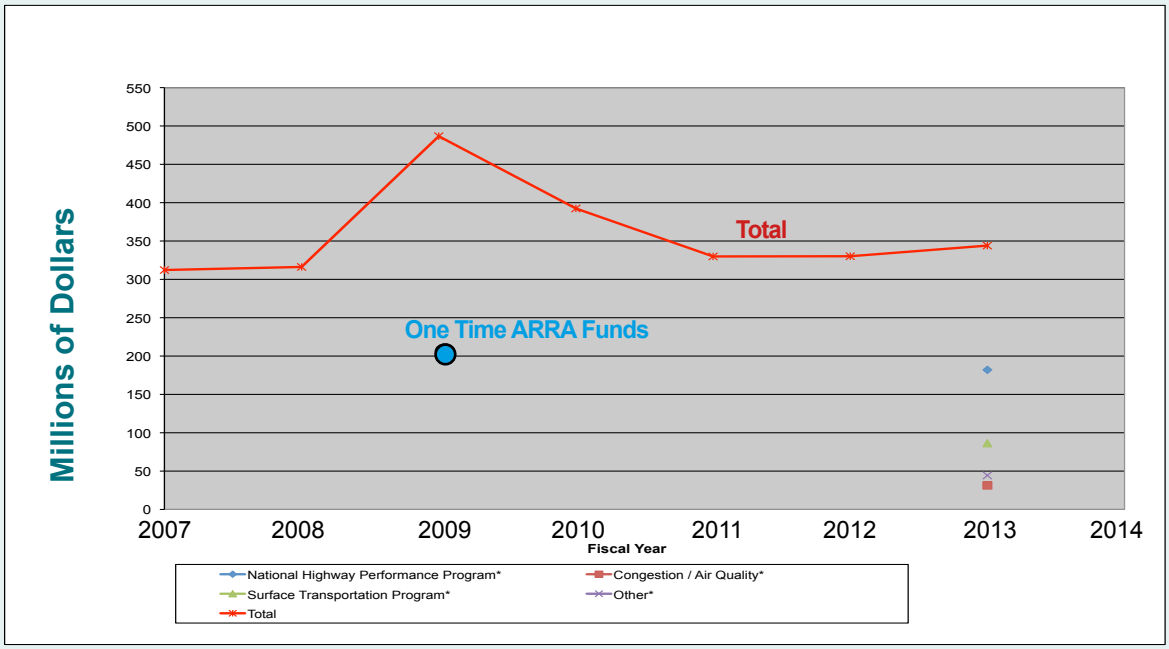
Highway Fund Federal-Aid Revenue For Highways By Phase

Fiscal Year	Planning & Research	Right of Way	Prelim Eng.	Const. & Const. Eng.	Transit, Rail & Aviation	Misc. Fed. Funding	Total
2002	5.5	6.0	14.7	138.5			164.7
2003	4.9	16.5	10.2	151.1			182.7
2004	1.6	18.2	16.0	177.6			213.4
2005	7.7	17.8	15.7	161.0			202.2
2006	6.5	2.6	17.2	194.5			220.8
2007	6.5	25.9	19.3	256.1			307.9
2008	6.7	7.6	31.6	184.1	1.9		230.0
2009	8.3	36.0	20.3	271.7	8.6		344.9
2010	7.7	20.9	22.7	331.5	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	7.8	0.65	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	0.0	350.8

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 MAP 21 Starting FFY 2013)



Federal-Aid Apportionments (under SAFETEA-LU since 2005)

Fiscal Year	Interstate Maintenance	National Hwy System	Congestion/ Air Quality	Surface Trans Program	Other**	ARRA	Total
2007	44.0	69.6	13.0	54.2	131.4		312.2
2008	47.0	58.9	19.7	51.9	138.7		316.2
2009	50.0	72.9	18.3	47.6	96.8	201.0	486.6
2010	77.1	84.3	35.8	111.2	84.0		392.4
2011	82.2	93.6	28.4	82.5	43.2		329.9
2012	79.8	88.6	32.8	82.1	46.8		330.2

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

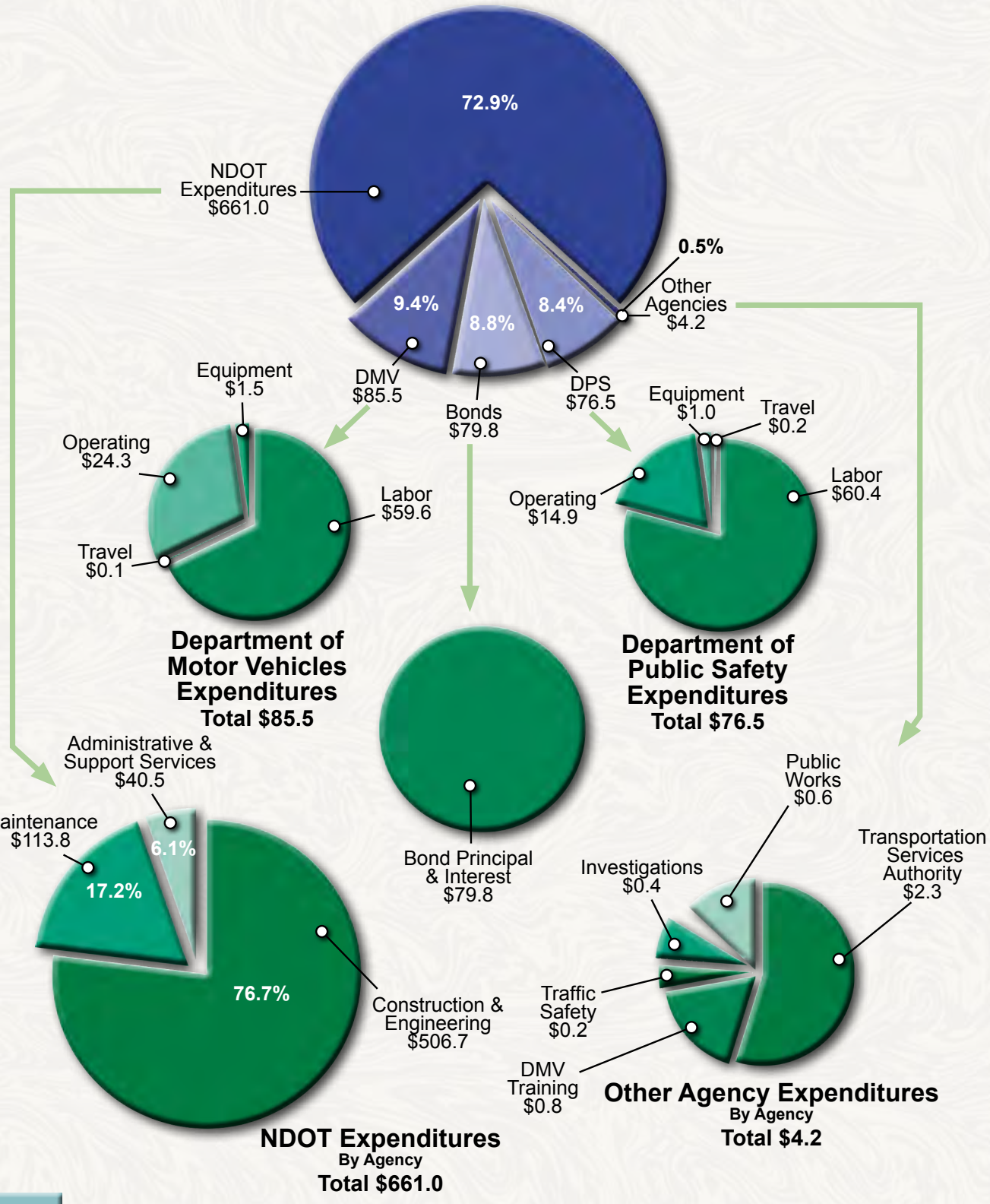
Fiscal Year	National Hwy Performance Program	Congestion/ Air Quality	Surface Trans. Program*	Other**	Total
2013	182.0	31.3	86.4	44.4	344.0

FFY 2009 *ARRA funds caused a spike in Highway Fund Federal-Aid Apportionment in this year.*
*FFY 2013** **MAP 21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board recission.*

State Highway Fund Expenditures and Disbursements

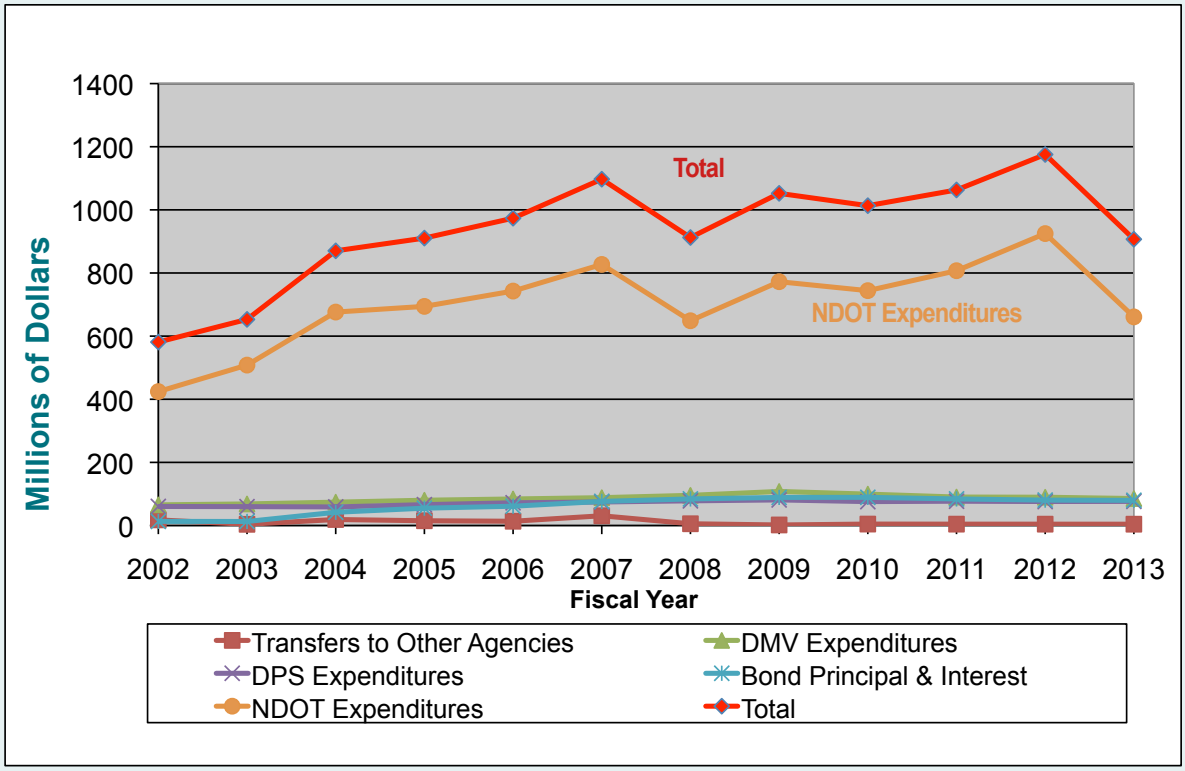
(2013 Expenditures Shown in Millions)

2013 State Highway Fund Expenditures
Total $906.9
Administered by the Nevada Department of Transportation



State Highway Fund Expenditures and Disbursements

State Highway Fund Expenditures & Disbursements



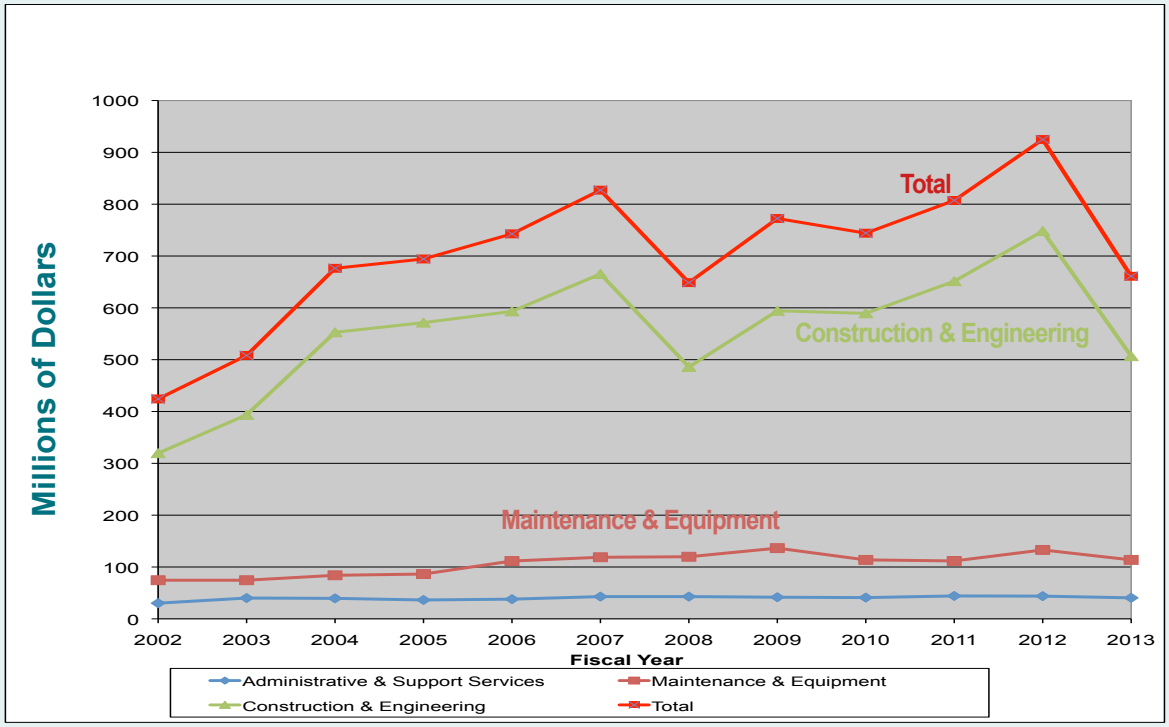
State Highway Fund Expenditures & Disbursements (in Millions)

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2002	17.9	65.5	60.4	13.1	424.3	581.2
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.7	108.0	81.1	89.0	772.4	1,052.2
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.3	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

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

NDOT Expenditures By Activity

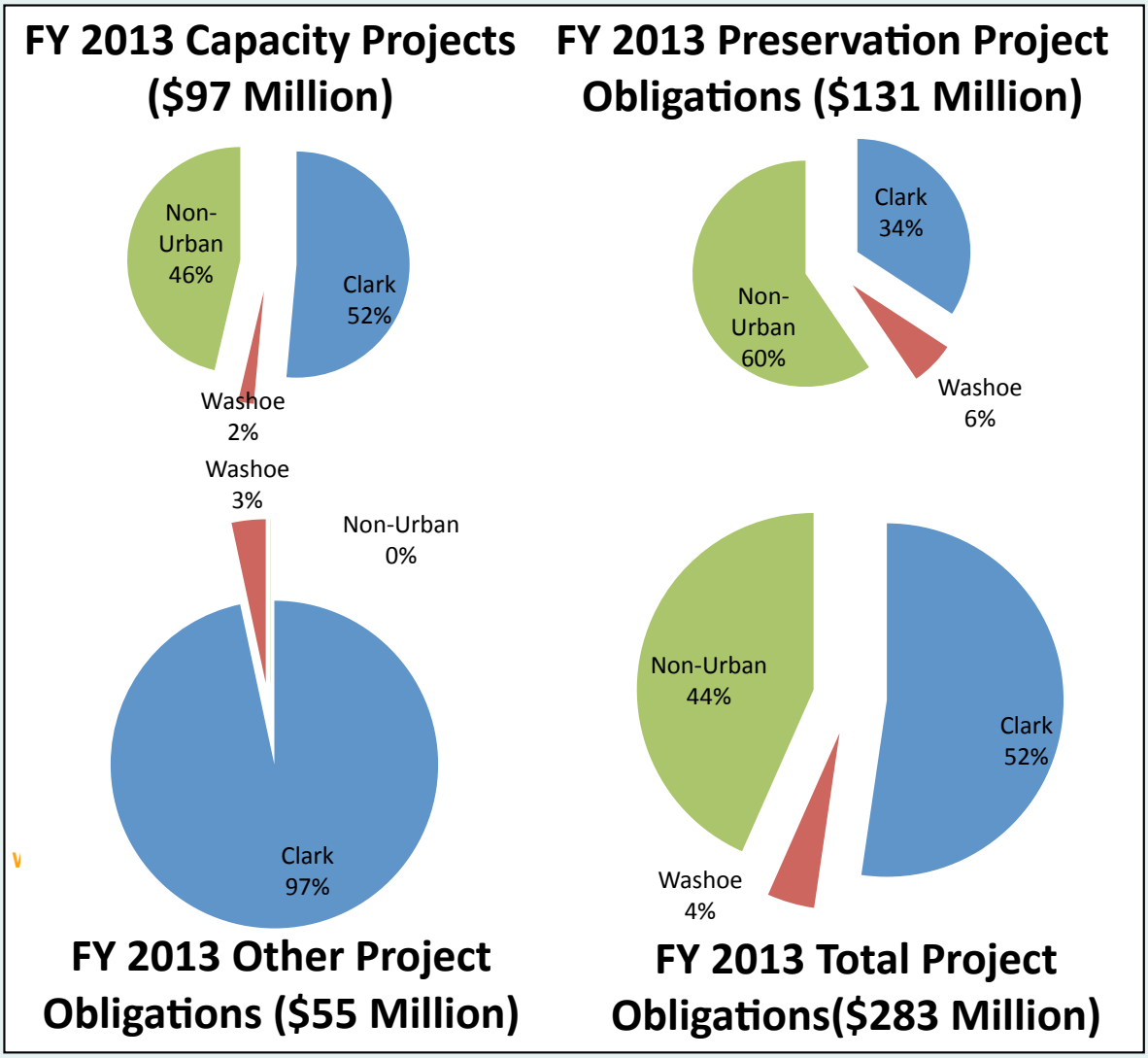
NDOT Expenditures by Activity



NDOT Expenditures (In Millions)

Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.1	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0

Project Obligations In Urban And Rural Areas



FY 2013 Projects*

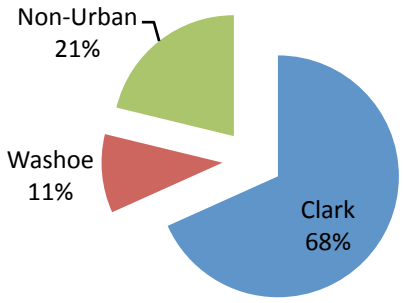
	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$49,909,854	$44,737,370	$53,446,183	$148,093,407
WASHOE	$2,167,388	$8,229,991	$1,854,582	$12,251,961
NON-URBAN	$44,969,072	$77,811,999	$0	$122,781,071
TOTAL	$97,046,314	$130,779,360	$55,300,765	$283,126,071
PERCENT	34%	46%	20%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies. Illustrative use only, based on Federal Fiscal Year*

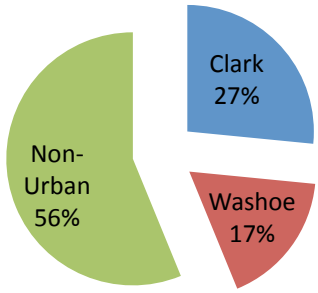
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*

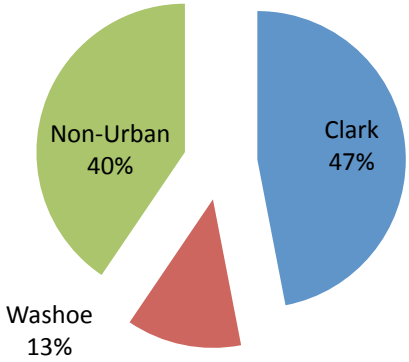
Project Obligations In Urban And Rural Areas

FY 2009-2013 Capacity Project Obligations ($674 Million)

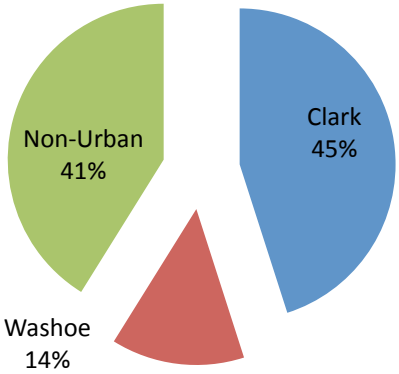


FY 2009-2013 Preservation Project Obligations ($920 Million)





FY 2009-2013 Other Project Obligations ($719 Million)



FY 2009-2013 Total Project Obligations ($2.3 Billion)

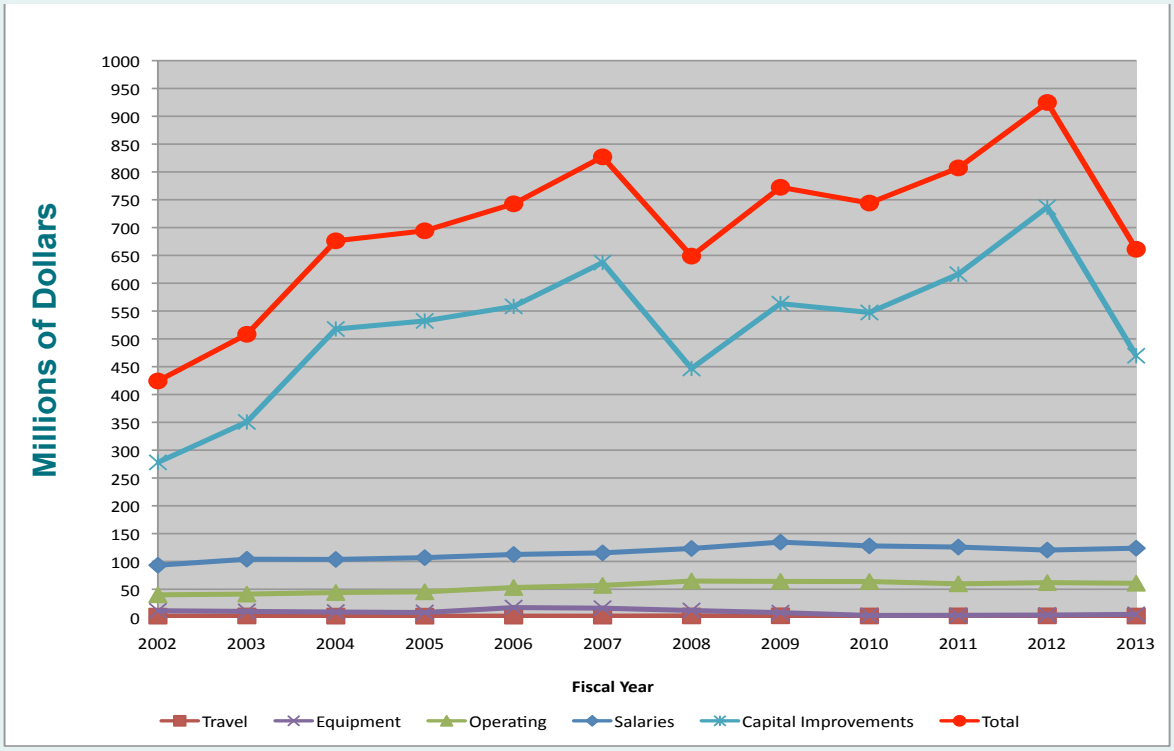
FY 09-13 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$459,895,414	$244,219,118	$337,692,498	$1,041,807,030
WASHOE	$70,845,257	$158,692,064	$90,093,926	$319,631,247
NON-URBAN	$142,809,856	$516,850,007	$291,337,734	$950,997,597
TOTAL	$673,550,527	$919,761,189	$719,124,158	$2,312,435,874
PERCENT	29%	40%	31%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies*
Illustrative use only, based on Federal Fiscal Year

NDOT Expenditures By Appropriation

NDOT Expenditures By Appropriation



NDOT Expenditures By Appropriation (in Millions)

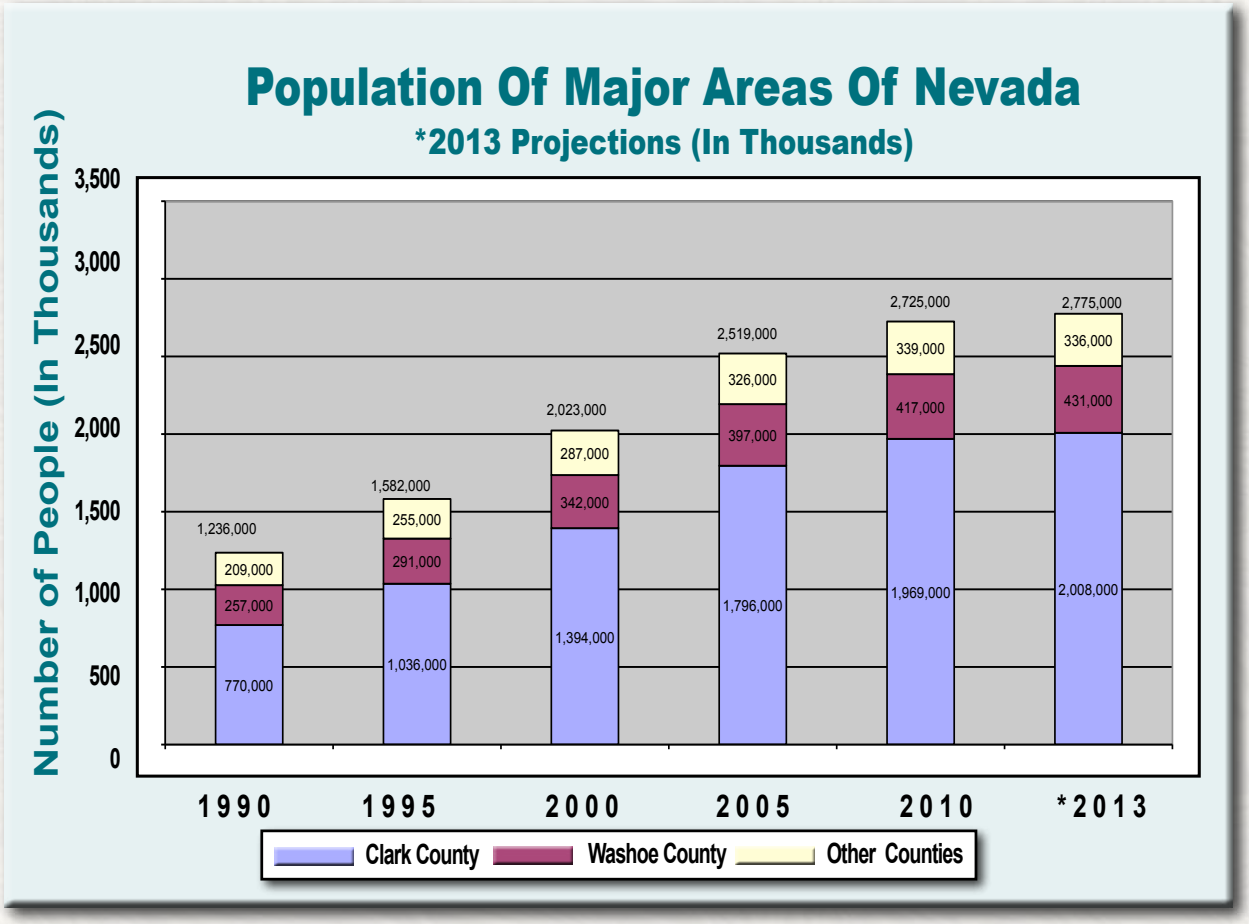
Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	**1995**	**1,081,646**
	2013	**1,778,412**
Passenger Vehicles	**1995**	**1,130,278**
	2013	**1,916,423**

Nevada has experienced tremendous population growth for over 30 years with little slowdown until the last few years. The State's population has tripled since 1985 to over 2.7 million residents. The majority of the growth has been in the major urban areas.



Without personal transportation, how would you get to work, the doctor or even the grocery store? Nevada's many public transit programs provide transportation that connects Nevada's citizens with the services they need. NDOT's transit program supports local transit providers by administering Federal Transit Administration grants. As administrators of these funds, NDOT is responsible for monitoring and ensuring that rural transit providers comply with federal guidelines. In 2012, NDOT distributed approximately $8 million in funding throughout the state for vital transit programs.

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

The result? Each year over one million rides are given on vehicles provided by NDOT's disbursement of federal funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access to employment, medical, shopping, government services, cultural activities, and to meet daily transportation needs. Since the program began in 1975, over 400 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state's Indian reservations and colonies

FEDERAL TRANSIT ADMINISTRATION (FTA) TRANSIT RIDERSHIP BY COUNTY

Statewide Small Urban and Rural Transportation 2012*

County	Total Rides
White Pine	14,295
Washoe	10,252
Storey	0
Pershing	5,914
Nye	16,960
Mineral	6,930
Lyon	11,257
Lincoln	3,647
Lander	2,847
Humboldt	13,874
Eureka	2,027
Esmeralda	5,148
Elko	30,604
Douglas	693,688
Clark	733,860
Churchill	11,855
Carson City	2,359
Total	1,565,517

*Calendar year January through December 2012.
**This includes elderly, disabled and the general public.

Bicycle and Pedestrian Programs

Planning

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually works to make the mobility on non-motorized users more efficient, convenient and safe. The State's Bicycle and Pedestrian Planning Program produces the Statewide Bicycle Plan and Bicycle Touring Map, coordinates with partners on local and regional plans, identifies and prioritizes needs for facilities, and supports programs and projects which will increase the mode share and safety of bicyclists and pedestrians. Nevada, with its unique geography and weather, offers bicyclists and pedestrians a variety of low traffic volume roadways and diverse terrains by which to travel making it a very popular cross-country touring destination. Bicyclists and pedestrians are permitted on all of Nevada's roadways except those areas which are specifically prohibited and marked by signage (e.g., urban freeways, etc.). For more information regarding bicycle and pedestrian programs in Nevada, visit www.bicyclenevada.com.

Education

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

Safe Routes to School

Physical activity at an early age, such as walking or bicycling, can help reduce childhood obesity-related diseases while increasing scholastic performance. It can also reduce traffic congestion in the vicinity of schools, benefit the environment and introduce safe walking and bicycling skills to students.

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

The Freight Planning Section develops strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. The planning process considers access to ports, rail, airports, intermodal transportation facilities, major freight distribution routes, and enhancement of the efficient movement problem areas, as determined in cooperation with appropriate private sector involvement, including but not limited to, addressing interconnected transportation access and service needs of intermodal facilities. Nevada recognized the importance of freight planning many years ago in conducting one of the early statewide goods movement studies in the nation. The 2000 Goods Movement Study report summarized Nevada's initial attempt to examine the state's freight transportation system, with an eye on how to best utilize Nevada's freight strengths in the economic development and economic diversification process. Currently a freight assessment document has been prepared to establish the basis for preparing a complete statewide freight plan in compliance with the federal Moving Forward in the 21st Century (MAP-21) legislation, the federal policy and funding bill for FY2013/2014. The Freight Planning section continues to coordinate public-private, state-local, and state-federal freight transportation investment decisions and activities on a statewide basis. Promoting economic development and related job growth requires regional economies to maintain existing business and attract new ones. Access to efficient freight transportation is a key element in business site selection. Freight transportation plays a critical role in company decisions about site selection and expansion. Diversifying Nevada's economy remains a key theme for economic development in the state, and taking advantage of Nevada's modal transportation assets is a part of the state's strategic plan for supporting economic development and providing a better transportation system.

Nevada's Transportation networks

Nevada's primary transportation corridors are located in the northern (I-80) and southern (I-15) part of the state and serve as vital links to connect different transportation systems with each other. Nevada's highway system (I-15& I-80) are important corridors for outbound/exports and inbound/imports to the state as well as connecting shipments that are passing through the state to their final destination. Even with large amount of volume being transported, there is relatively little congestion along these highways; the most is located within the Las Vegas and Reno metro areas. This is a positive sign that existing capacity may be able to absorb expected future growth as Nevada's economy expands and produces and purchases more goods.

I-15 and I-80 Truck Parking Facilities

Trucks are the third largest motorist group using Nevada's highways, after commuters and tourists. Their role in the regulation of trucking operations is far reaching. Nevada is an important bridge to the nation's economy. The Interstate 80 (I-80) and Interstate 15 (I-15) corridors carries a significant volume of freight and are vital links to other states and Interstates. We have a commitment and responsibility to keep freight moving—for commerce, economic competitiveness, and for the safety and mobility of all travelers who use these corridors. A distinction in truck traffic from operations at some facilities can have significant mobility and safety impacts on I-15 and the related highways and rail corridors. The next 10 years will expect to see 1.8 million more trucks added to the nation's roadways. Our challenge is a lack of adequate truck parking facilities. When a winter truck/traffic prohibition or restriction occurs on I-80 at the California/Nevada state line, westbound trucks are forced to wait out the prohibition on shoulders, freeway ramps, in neighborhoods, and sometimes even in travel lanes, creating back-ups several miles long.

Railroads

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

Freight Rail

Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single – and 62 miles of double-track). 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. Combined, these two railroads hauled about 190 million net tons of freight through Nevada in 2009; of the total, Nevada is primarily (96%) a pass-through state for shipments traveling to and from the ports in California.

Amtrak

Current passenger rail service in Nevada consists of Amtrak's California Zephyr route, which travels 2,438 miles between Chicago and the San Francisco Bay Area. The route began service in 1949 as a joint operation between Chicago Burlington and Quincy Railroad, Denver and Rio Grande Western Railroad, and Western Pacific Railroad. Since 1949, the line experienced various route and name changes until Amtrak created the current alignments in 1983.

At the end of FY12, Amtrak employed 23 Nevada residents. Total wages of Amtrak employees living in Nevada were $1,771,560 during FY12. Amtrak spent $303,719 on goods and services in Nevada in FY12.

Passenger Services from southern Nevada to southern California

There are currently several

proposed projects to bring passenger rail service between Las Vegas, NV and southern California. These projects include XpressWest (formerly DesertXpress) that would run from Las Vegas to Victorville and received its Record of Decision in the spring of 2011. Other projects include the Maglev, Pullman Palace Car Company and the X-Train.

Excursion Railroads

Four excursion railroads operate in the state of Nevada: the Nevada Northern Railway, Virginia & Truckee (V&T) railroad Company, the Nevada State Railroad Museum, and the Nevada Southern Railway. Combined, the four railroads operate on 32.5 miles of track and carry over 100,000 passengers annually. The four excursion railroads address a notable component of the state's tourism industry.

Railroad	Routes	Total Miles	Annual Ridership
Nevada Northern Railway	McGill junction route and Keystone Route	14	13,000 to 15,000
V&T Railroad Company	Historic Route and Sisters in History Route	14	40,000 to 70,000
Nevada State Railroad Museum	Carson City Museum grounds	1	20,000 to 25,000
Nevada Southern Railway	Boulder City to Railroad Pass	3.5	32,000

Source: 2012 Nevada State Rail Plan

2012 Nevada State Rail Plan

In the early spring of 2012 the 2012 Nevada State Rail Plan was completed and accepted by the Federal Railroad Administration (FRA). The plan can be found on the Nevada Department of Transportation's website at http://nvrailplan.com/final-2012-nevada-state-rail-plan/

Fiscal Year 2011 Station Usage in Nevada

City	Boardings & Alightings
Elko	8,278
Reno	68,626
Winnemucca	4,238
Total	81,142 (up 1.7% from FY 2011)

Source: http://www.amtrak.com/pdf/factsheets/NEVADA11.pdf

Nevada Aviation

In support of the Nevada Department of Transportation's vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life, the Aviation Planning Section is responsible for helping Nevada's general aviation public and private use airports meet applicable safety requirements and provide maximum utility to their communities and the flying public. Nevada's public-use airports include two international facilities, three commercial airports and 43 general aviation airports.

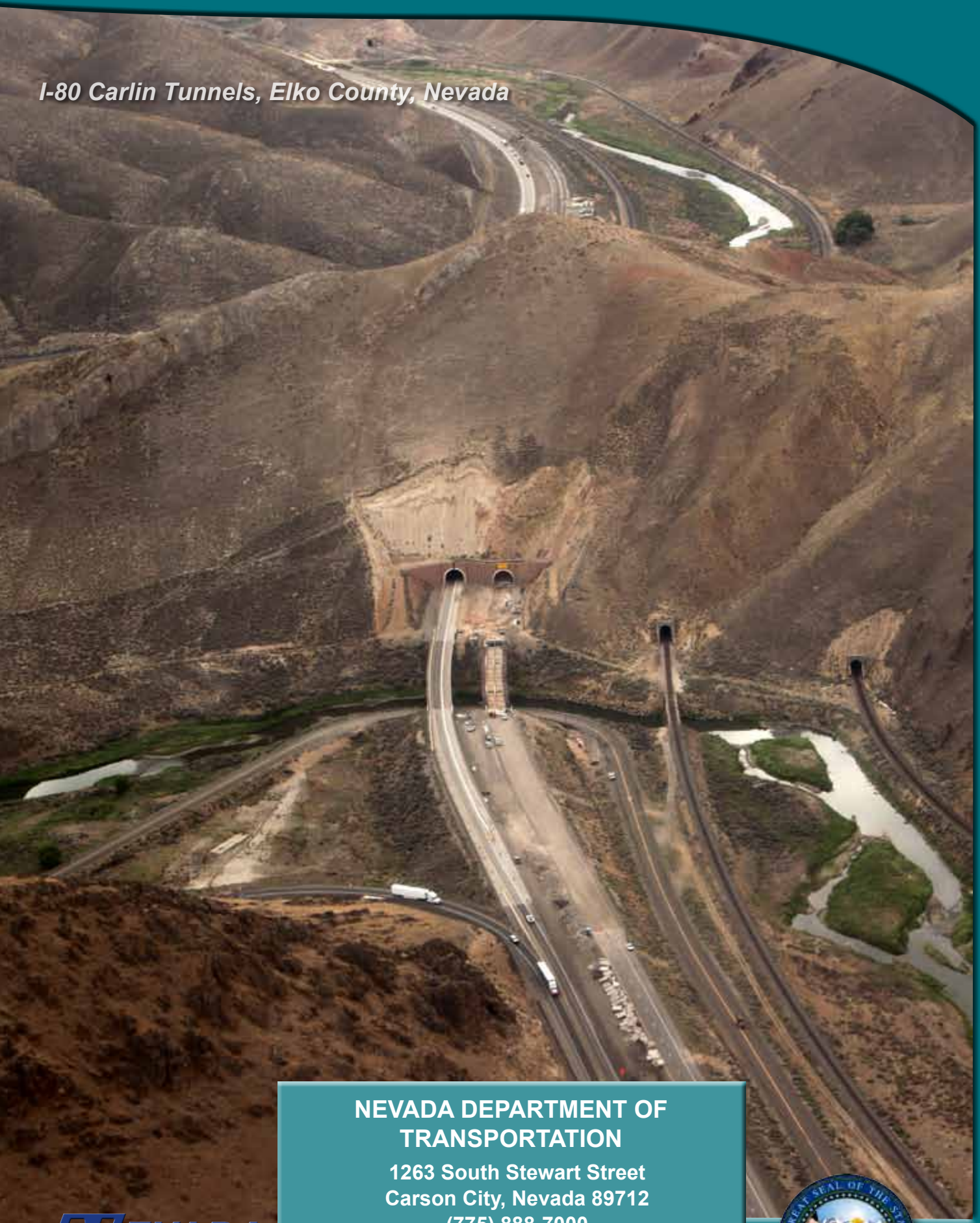
As part of the Federal Aviation Administration's (FAA) Airport Safety Data Program this section conducts annual airport inspections on all of its general aviation airports. Nevada also has 55 privately owned airports that are inspected on request. Additionally, there are 33 recognized heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operations, electrical generation plants, and mining operations.

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

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

Type	Name	Location	Number	2012 Enplanements	2012 Tower Operations
International	McCarran International	Las Vegas	1	19,941,173	528,004
	Reno-Tahoe International	Reno	1	1,685,333	80,458
				21,626,506	**608,462**
Commercial	Elko Regional	Elko	1	33,308	19,635
	Ely- Yelland	Ely	1	534	4,997
	North Las Vegas	No. Las Vegas	1	48,271	139,376
				82,113	**164,008**
General Aviation	Public-Use Airports		43		
Totals			**48**	**21,708,619**	**772,470**
Based Aircraft			**1,472**		


BELLAGIO



I-80 Carlin Tunnels, Elko County, Nevada

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