STATE OF NEVADA TRANSPORTATION

NEVADA DOT
SAFE AND CONNECTED

Rudy Malfabon, P.E., Director

2015 FACTS AND FIGURES

Brian Sandoval, Governor

2015 NEVADA TRANSPORTATION FACTS AND FIGURES

State of Nevada Transportation Facts and Figures 2015

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

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Key Phone Numbers and Websites

511 Nevada Travel Info

Road Construction & Winter Road Condition Information

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

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

Other Frequently Called Numbers

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

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

Websites

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

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

@nevadadot

Nevada Department of Transportation

NVDOT

Director's Message

Safe and Connected; Today and Tomorrow

Transportation is vital. Today, it keeps Nevada connected and moves our citizens, commerce and communities forward. Tomorrow, it will play an even stronger role in helping our economy and communities thrive. That's why we at the Nevada Department of Transportation are dedicated to keeping Nevada safe and connected, today and well into the future.

Safe and connected is our tagline. But it's more than a phrase. It's a daily dedication to a transportation system that safely moves Nevada forward. More than 12 billion miles are traveled every year on NDOT's 5,000-plus miles of state roads, and we're dedicated to the safety and connectivity of those roads and the state's other important transportation facilities.

In 2015, Nevada bridges were ranked the nation's best, and Nevada roads were ranked among the very best in the nation.

Keeping existing roads smooth is only one part of our dedication to transportation. We're building the first phase of Interstate 11, the Boulder City Bypass, a vital freight and mobility corridor connecting Las Vegas, Phoenix and beyond. And, we're undertaking the most important transportation improvement in Nevada history with Project NEON, a half-billion dollar investment in transportation enhancements and connections through downtown Las Vegas. We're also making further connections in northern Nevada with the last leg of the Carson City Freeway, as well as the USA Parkway extension linking I-80 and U.S. 50.

In the future, these very roads will likely be traveled by autonomous vehicles. Our autonomous vehicles workshop brought industry leaders to Nevada, helping position the state at the forefront of transportation's future.

Recently, the State Legislature provided further vital funding sources to the State Highway Fund, helping augment important NDOT, Nevada Department of Public Safety and Nevada Department of Motor Vehicles programs. This funding will help us meet Nevada's future needs.

While looking to the future, we also look to preserve our environment. That's why we continue our dedication to environmental programs, including stormwater management. The Nevada Legislature has provided enforcement authority of illicit discharge within our rights-of-way and budget for administering a robust stormwater program and maintaining our drainage infrastructure. This program helps achieve Clean Water Act compliance in all of our operations. Most importantly, it helps preserve the water crossing Nevada state roads and transportation facilities. It is a responsibility we have not only to ourselves, but to future generations.

Another responsibility we remain dedicated to is traffic safety. We are allocating millions in state highway funds to pedestrian and other traffic safety improvements across Nevada each year. That's in addition to approximately $21 million in federal highway safety funds prioritized annually to roadway safety projects and programs.

We do it all to keep Nevada safe and connected, today and into the future.

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 2015 ending June 30, 2015. 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	2,872,000 people (2015 Estimate)
2. Lane Miles NDOT & Local	13,628 NDOT/ 72,580 Local (2014 data)
3. Centerline Miles NDOT & Local	5,397 NDOT / 22,365 Local (2014 data)
4. Vehicle Miles Traveled	25.4 Billion miles (2014- best available)
5. Truck Miles Traveled	1.7 Billion miles (2014- best available)
6. Miles of Rural Highway	4,735 miles (2014 data)
7. Miles of Urban Highway	662 miles (2014 data)
8. NDOT Bridges	1,164 bridges (2015 data)
9. NDOT Vehicles	639 vehicles (2015 data)
10. NDOT Heavy Equipment	1,926 pieces heavy equip. (2015 data)
11. NDOT Staffed Maintenance Stations	44 maintenance stations (2015 data)
12. Total NDOT Employees	1,764 employees (2015 data)
13. NDOT-owned Office Space	337,094 Square Feet (2015 data)
14. NV Licensed Drivers	1,835,512 drivers (2015 data)
15. NV Registered Passenger Vehicles	2,017,058 vehicles (2015 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	18.3¢ per gallon
26. State Methane(CNG) Tax Rate	21¢ per gallon
27. Federal Methane(CNG) Tax Rate	18.3¢ per gallon

State Highway Fund Revenue and Expenditures (2015 data)

28.	State Gasoline Tax Revenue	$193.4 Million
29.	County Mandatory Gas Tax Revenue	$69.5 Million
30.	0¢ to 9¢ County Option Gas Tax Revenue	$96.6 Million
31.	State Special Fuel Tax Revenue	$81.1 Million
32.	Clark County Inflation Index On Gasoline	$49.8 Million
33.	Clark County Inflation Index On Special Fuel	$9.2 Million
34.	Washoe County Inflation Index On Gasoline	$40.1 Million
35.	Washoe County Inflation Index On Special Fuel	$10.7 Million
36.	Federal Aid Revenue	$308.7 Million
37.	Bonds and Other Revenue	$101.3 Million
38.	Driver's License Fees	$26.2 Million
39.	Vehicle Registration Fees	$110.3 Million
40.	Motor Carrier Fees	$40.2 Million
41.	Total State Highway Fund Revenue	$861.2 Million
42.	Total State Highway Fund Expenditures	$870.3 Million

All data is the best available as of the end of the State Fiscal Year 2015 ending June 30, 2015.

Transportation Board of Directors

Chairman
Brian Sandoval
Governor

Mark Hutchison
Lieutenant Governor

Ron Knecht
State Controller

Tom Skancke
District 1

Frank Martin
District 1

Len Savage
District 2

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

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

David Gaskin. P.E.
Deputy Director, Stormwater

Reid Kaiser, P.E.
Assistant Director Operations

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

Robert Nellis, CPM
Assistant Director Administration

Sondra Rosenberg, PTP,
Assistant Director Planning

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 Erie/Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

District 2
RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
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 19.

NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety .

DocuSign

Nevada Taxpayers Association, Cashman Good Government Award, 2014

NDOT was selected as a finalist for the 2014 Nevada Taxpayers Association, Cashman Good Government Award for the pilot and subsequent implementation of the NDOT DocuSign program. The award recognizes strong, continuing and consistent effort to spend taxpayer's dollars wisely and efficiently; and the effective, open and accountable practice of creating a user-friendly government.

Employees and executive staff now spend less time on administrative processes and more time on project implementation thanks to the implementation of NDOT's DocuSign program, saving valuable time and money. In fact, the average overall processing time has been reduced from 24 days to just four days.

Carlin Tunnel LED Intelligent Lighting System

ITS of Nevada Project of the Year, over $2 million

NDOT was awarded the ITS of Nevada project of the year over $2 Million for the Carlin Tunnel LED Intelligent Lighting System. The new intelligent lighting system is part of the $31 million Carlin Tunnels Improvement CMAR Project that wrapped up in 2014.

This lighting uses a new communication system to control the LED lighting for all fixtures, which meets the current tunnel lighting standards. This significantly reduces the operational and maintenance costs over the life cycle by adjusting the light levels inside the tunnel to match the ambient light levels outside, providing superior visibility and safety for drivers. Other ITS items include video cameras inside and outside the tunnel, improved road weather information system, and a fiber optic cabling system.

Carlin Tunnels Project

2015 International Partnering Institute Partnered Project of the Year Award
Transportation Projects --$25 to $250 Million Category

NDOT and Contractor Q & D Construction were awarded IPI's 2015 Partnered Project of the Year for the Carlin Tunnels Project. IPI recognized NDOT and Q & D for implementing best partnering practices --including issue resolution and overall project outcome. They were also acknowledged for fostering a high-trust and collaborative relationship on the project.

Continued on next page

Awards and Recognition

NDEX/ Nevada Data Exchange System
ITS of Nevada Best New Product/Application

NDOT was awarded the ITS of Nevada Best New Product/Application for the NDEX/Nevada Data Exchange System. NDEX is the Traffic Management Data Dictionary (TMDD) which is a standards -based system developed by the Institute of Transportation Engineers. NDEX provides sharing of real time traffic data between different ITS systems and different public safety operation centers such as NDOT road operations and NHP dispatch. Additionally, NDEX is capable of sharing real time data to the public through NV511 and other web-based applications for traveler information. NDEX was developed to provide real-time and historical transportation/weather data for use by NDOT and other agencies such as UNR, UNLV, MADIS, and NOAA. NDEX reduces multiple access points into ITS systems by providing a single collection and distribution point through web services for NDOT's traffic data.

ITS of Nevada Project of the Year under $2 Million
SR 160 at Cimmarron Traffic Signal ITS Interconnect Project

NDOT was awarded the ITS of Nevada Project of the Year under $2 million for the SR 160 (Blue Diamond Road) at Cimmarron Traffic Signal ITS Interconnect Project. The new signal ITS interconnect project is part of the $1.4 million dollar traffic signal that was installed after a young pedestrian was struck by a vehicle and killed at the intersection. The new signal is making it safer for pedestrians and school children to cross the stretch of roadway with a more reliable fiber optic cabling system.

U.S. Secretary of Defense
Freedom Award

NDOT was selected as a 2015 Freedom Award nominee in recognition of exemplary support of National Guard and Reserve member employees.

Bill Story, NDOT Bike and Pedestrian
Vulnerable Road Users Project—Best of the Best
University of Nevada, Las Vegas

Each year the University of Nevada, Las Vegas Vulnerable Road Users Project recognizes the "Best of the Best for Vulnerable Road User Safety." NDOT's Bill Story was honored in the "Angel" category for his partnership, guidance and expertise in making Clark County safer for bicyclists and pedestrians. Bill's efforts include making bike helmets available for those in need, helping to get bike safety education into every classroom in Clark County, and working on legislation for several bills to improve the safety of those on foot and bike.

Sholeh Moll, NDOT Photographer/ Videographer

1st Place, In-House Production/Amateur/Novice Category
AASHTO's Faces of Transportation Competition

NDOT Photographer Sholeh Moll won first place for her up-close and personal video of a snow plow ride-along on Mount Rose Highway. Highway Maintenance worker Russ Hires gave Sholeh insight and a first-hand experience of what it's like to plow snow near Lake Tahoe.

SR 207 Reconstruction and Water Quality Improvement Project

Tahoe Regional Planning Agency (TRPA) 2014 Best in the Basin Award
American Public Works Association (APWA) 2015 Project of the Year, Environmental Category

NDOT received two prestigious awards for the SR 207 Reconstruction and Water Quality Improvement Project. TRPA awarded NDOT with the 2014 Best in the Basin Award and the APWA awarded NDOT with the 2015 Project of the Year Award in the Environmental Category. The project improved water quality by constructing and improving water quality basins and stabilizing road shoulders. In addition, successful public outreach efforts and an innovative traffic control plan helped reduce construction time from three years to one-- resulting in significant environmental benefits during construction. By addressing water quality, aesthetic, and safety improvements, the project will continue to significantly improve the health of Lake Tahoe for decades to come.

F Street Underpass, Las Vegas

2015 Nevada Project of the Year, $10 to $20 Million Transportation Category
American Public Works Association (APWA)

In a collaborative effort between the City of Las Vegas and NDOT, a portion of F Street under Interstate 15 was reopened, connecting the historic Westside with downtown Las Vegas. The project reestablished the vital social, cultural and economic link for local businesses, residents and visitors. Aesthetic improvements include community-approved interpretative panels celebrating the Westside's rich and vibrant history and corridor murals featuring civil rights and community leaders. The F Street underpass closed in September 2008 for the widening of I-15 North. Citizens and state officials successfully championed legislation that mandated its reopening.

NDOT Accomplishments 2014 – 2015

Nevada Brings Home An Additional $10.3 Million

Nevada recently brought home an additional $10.3 million in federal transportation spending authority for Nevada road projects through redistribution of Federal Highway Administration (FHWA) fiscal year-end funds. Additional funding authorized NDOT to utilize the money in federal fiscal year 2015 on important NDOT projects. Known as August redistribution, the FHWA annually reassigns transportation funding authority from states unable to utilize the full amount of funding originally authorized to them. The funds are then redistributed to states demonstrating projects which are ready-to-go and meet all federal funding requirements. In the last decade, NDOT has been able to secure nearly $145 million in additional obligation authority for use on vital Nevada transportation projects.

F Street Reopening

A portion of F Street under Interstate 15 connecting the historic Westside with downtown Las Vegas reopened in 2015. The project was a joint effort between the City of Las Vegas and NDOT, and reestablished a vital social, cultural and economic link for local businesses, residents and visitors. Aesthetic improvements include community-approved interpretative panels celebrating the Westside's rich and vibrant history and corridor murals featuring civil rights and community leaders. The F Street underpass closed in September 2008 for the widening of I-15 North. Citizens and state officials successfully championed legislation that mandated its reopening.

Putting All State Road Projects Online

NDOT's Statewide Transportation Improvement Program (STIP) has gone electronic! The E-STIP is now available on NDOT's website, making project information easily searchable by key word. This allows more transparency between NDOT, the public and other federal, state and county agencies. Instead of looking through paper documents, those interested in finding about NDOT's proposed projects are encouraged to go to http://estip.nevadadot.com. The STIP is a fiscally constrained, four-year planning document containing all transportation and transit projects which are federally funded through the state highway trust fund. NDOT works closely with metropolitan planning organizations, counties, cities, tribes and other local agencies to develop a comprehensive statewide planning document to meet the transportation needs of the traveling public. Through this process, there are public comment periods, workshops and collaboration of various state and local agencies.

Nevada Bridges Ranked As Nation's Best

The Nevada Department of Transportation's bridges have been ranked as the best in the nation. The American Road and Transportation Builders Association's (ARTBA) reported that only 1.8 percent of Nevada's approximately 1,900 public bridges are structurally deficient, compared to a nine-percent national average. The term structurally deficient bridge is used to describe bridges in need of rehabilitation or potential replacement. Structurally deficient bridges are not necessarily unsafe or dangerous. Rather, these bridges become a priority for corrective measures, and may

be posted to restrict the weight of vehicles using them. The Nevada Department of Transportation inspects all bridges in the state of Nevada, including city and county-maintained structures. All bridge structures are inspected every two years, while bridges with more extensive deterioration are inspected more often.

NDOT Successfully Reopens Roadways Impacted by Weather

NDOT worked diligently to quickly reopen roadways impacted by Nevada weather. A five-mile portion of State Route 447 was temporarily closed following roadway flooding and erosion. The flooding created as much as a 20 feet drop off on the side of a five-mile stretch of roadway between Wadsworth and Gerlach east of Pyramid Lake. Working 24 hours a day, NDOT maintenance crews were able to shore up the roadside shoulders with more than 6,000 tons of earthen fill material to make the road safe and passable in just four days. Approximately 450 vehicles use the road daily.

Flash flooding also caused NDOT to temporarily close a portion of State Route 839 east of Fallon. An approximately 13-mile section of the roadway was covered in as much as four feet of mud, and the roadway shoulders were eroded as deep as five feet in areas. The roadway, known as Scheelite Mine Road, travels south from U.S. 50 near the Sand Mountain Recreation Area, and is used mainly by recreational and mining operations vehicles. Diligent NDOT crews were able to open this roadway within a week of its closing.

Additionally, NDOT temporarily closed a portion of State Route 342 that runs south of Virginia City as a safety precaution following heavy rains and roadway cracking and sinking. Comstock Mining owns the land, with NDOT granted prescriptive rights to operate the state roadbed over that private land. With oversight of NDOT and Storey County, the mining company began a project to permanently cap the old mine shaft and realign the road. Comstock Mining realigned the road around the mine shaft, helping to keep traffic moving to one of Nevada's most prized historic districts.

New NDOT Logo

NDOT's main goal is to keep Nevada travelers safe and connected. To help get that important message out to the public and internally to all employees, NDOT recently updated their communications plan and rolled out a new "safe and connected" logo. The new logo is being used on all NDOT publications and presentations, as well as the NDOT website.

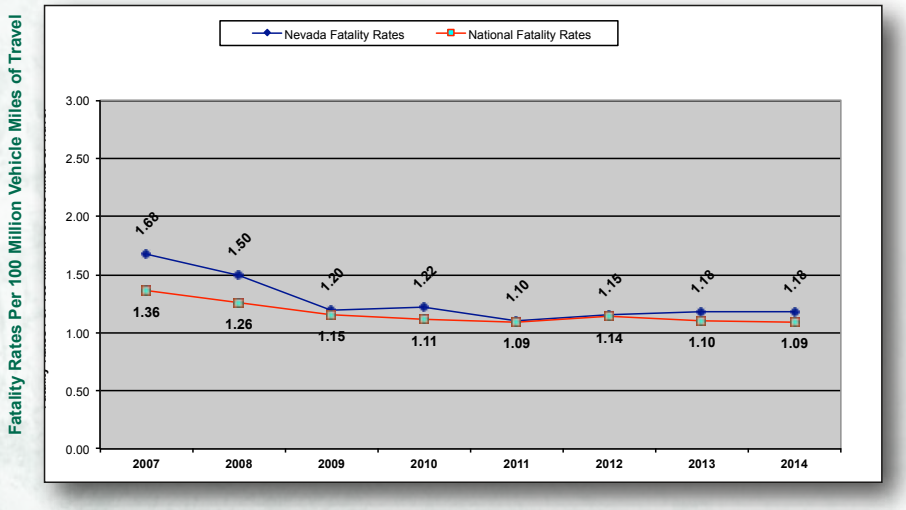
In Memory of Ron Raiche, Jr.

Ron Raiche, Jr.

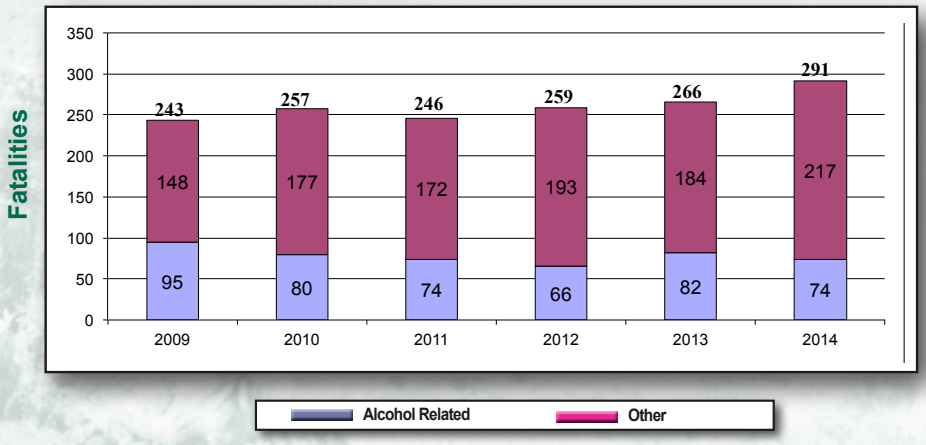
On March 20, 2015, Nevada Department of Transportation maintenance employee Ron Raiche, Jr. was struck and killed by a semi-truck while making repairs to Interstate 80 west of Battle Mountain. Ron had been employed with NDOT since January 2014, maintaining and making improvements to state roads in the Battle Mountain area. Ron was remembered during a memorial star dedication ceremony in his honor on September 14, 2015. Governor Brian Sandoval read a proclamation dedicating September 14th as a day in memory of Ron Raiche. During the ceremony, Governor Sandoval, NDOT Director Rudy Malfabon and Ron's mother Susan Arding unveiled Ron's memorial star that was added to the memorial wall in front of the headquarters building in Carson City. "Every day our maintenance and construction crews make our roads and road work zones as safe as possible. In memory of Ron and all those we've lost, I call on all drivers to always drive safely through roadwork zones," said Director Malfabon. Friends and co-workers described Ron as someone who took on every road project with great pride and completed each task to the very best of his ability. Ron is the 24th Nevada Department of Transportation employee to lose their life in the line of service since 1948.

State of Nevada
Executive Department
A Proclamation by the Governor

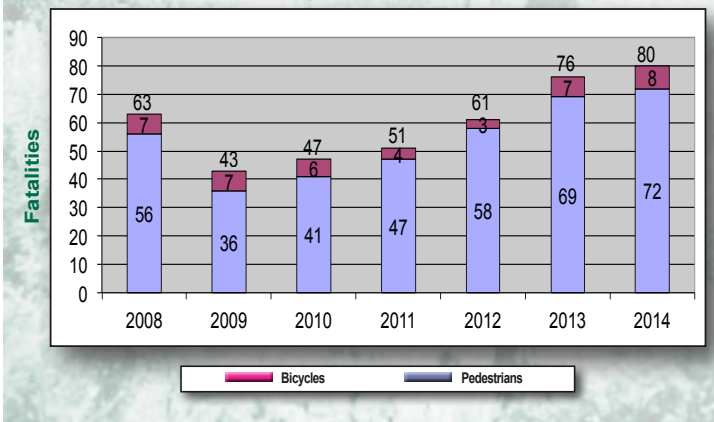
Fatality Rates



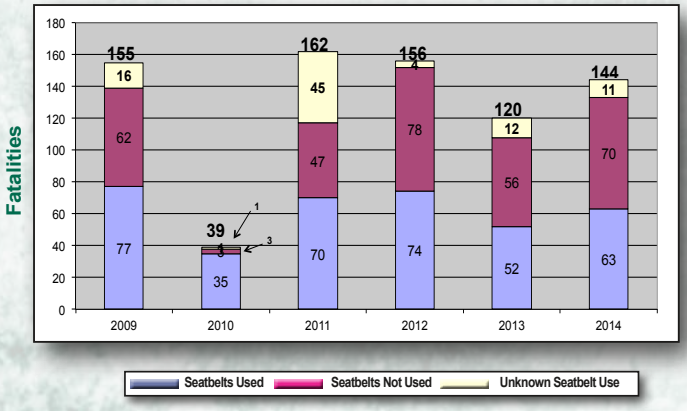
Fatalities By Cause
New Definition by National Traffic Safety Administration
Data From Fatal Analysis Reporting System (FARS)



Statewide Pedestrian & Bicycle Fatalities

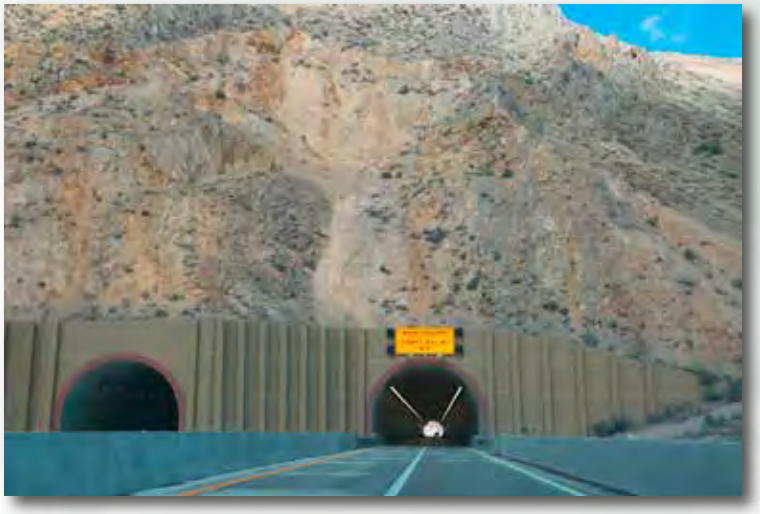


Seatbelt Use For Fatalities Where Seatbelts Were a Factor
Seatbelt Use Statistics Are Not Available For Many Crashes



Regionally Significant Projects

2013:



I-15 at Cactus Avenue in Las Vegas; 6 lane roadway with interchange at I-15; $39.8 M

I-15 at “F” Street; 2-lane underpass beneath I-15 between McWilliams Avenue and City Parkway; $13.8 M

Carlin Tunnels, GMP 2; $25.7M

2014:

US-95 Phase 2A: Widening from Ann Road to Durango Drive; $35.7 M

SR-207 Kingsbury Grade: Reconstruct roadway and add stormwater quality improvements; $14.9 M

I-580 from Moana Lane to the Truckee River: Reconstruct Southbound Lanes; $12.1 M

2015- 2018:

Project NEON Design-Build: Project Neon extends 3.7 miles along I-15 from Sahara to the US95/I-15 Interchange; Right of Way Acquisitions; $120 M estimate

2015:

US-93 Boulder City Bypass, Part 1 Package 3 from Silverline to Foothills Road: Realign mainline to include a new interchange at Railroad Pass and bike path; $78 M estimate

I-580 from Carson St. Interchange to Bowers Interchange: Widen for auxiliary lane and seismic retrofit; $18.5 M estimate

US 395, Carson City Freeway, from South Carson St to Fairview Drive, Package 2B-3; $48 M

US-95 Northwest Phase 3A: Construct the North to East and West to South ramps and collector roads for the CC-215/US-95 system to system interchange; $35 M

2016:

Tropicana pedestrian bridge escalators replacement: Remove and replace sixteen escalators, design and construct structural and aesthetic improvements for four bridges and eight elevators. CMAR project delivery. $35 M estimate

Regionally Significant Projects

I-15 North Part 2 from Craig Road to Speedway: bridges and capacity improvements; $45.3 M estimate

US-95 Northwest Package 2B from Durango Drive to Kyle Canyon Road: widen roadway; $36.5 M estimate

SR 160 Nye County from Rainbow Avenue to Calvada Blvd: widen from 2 lanes to 4 lanes; $4 M estimate

SR 160 Phase 1 Construction from SR-159 (Red Rock Junction) to base of the mountains, approximately 5.5 miles: Widen from 2 to 4 lanes. $25 M estimate

2017:

I-15 at Tropicana interchange: operational improvements; $40 M estimate

I 515: Operational improvements; $40 M estimate

SR 160 Phase 2 Construction from the base of the mountains to just west of Mountain Springs: Widen from 2 to 4 lanes. $45 M estimate

US 95 NW Corridor Phase 3B and CC 215 from Hualapai to Tenaya Way: Utility Phase: Relocate 36” Gas Line; $17 M

I-15 at Starr Avenue: full interchange construction; $53 M estimate

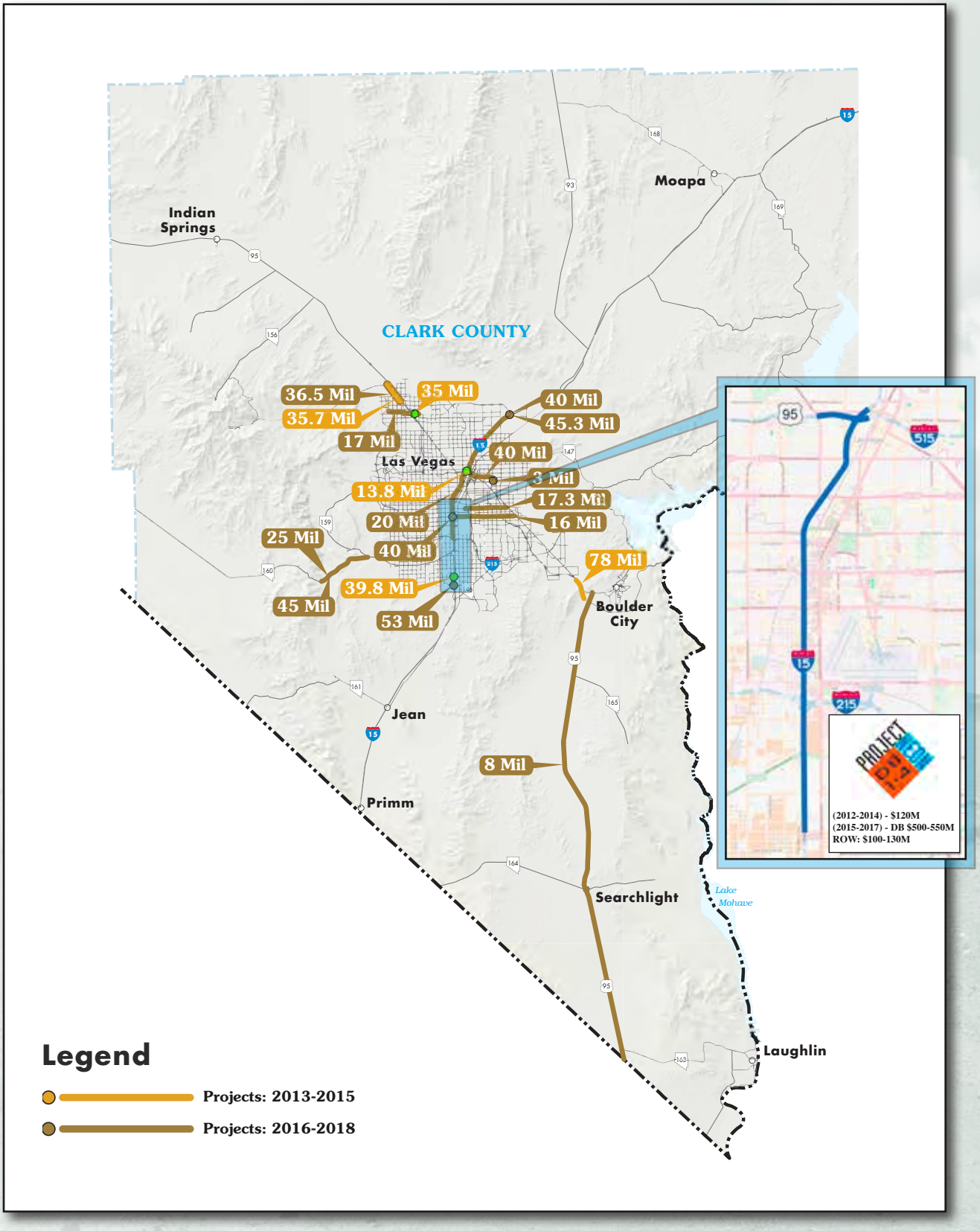
2018:

I-580: Operational improvements; $40 M

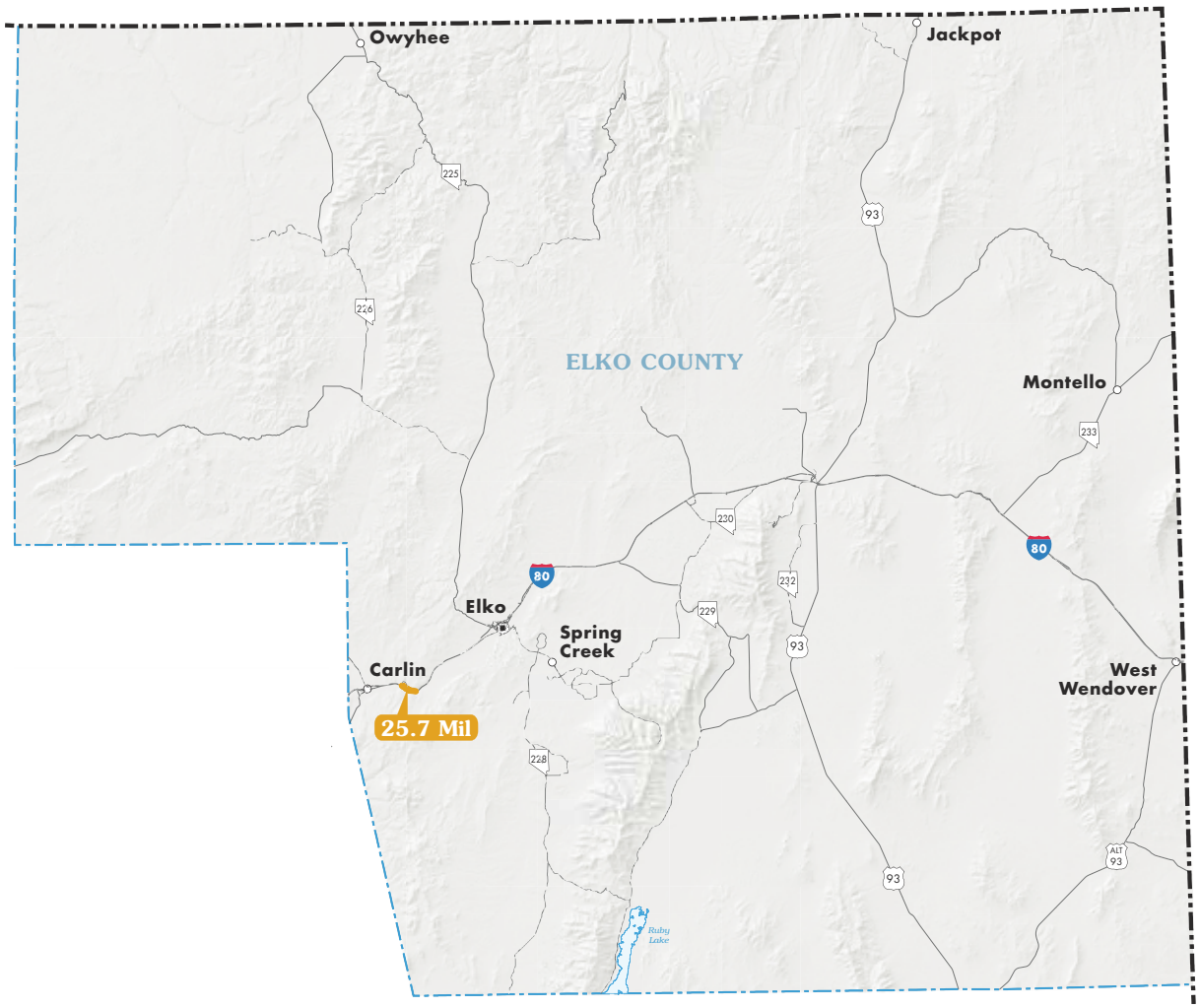
I-15/CC-215 Northern System to System Interchange: Phase 1 improvements; $40M estimate

SR 159 Charleston Blvd.: improvements from Lamb Blvd. to Honolulu St.; $3 M estimate

Regionally Significant Projects



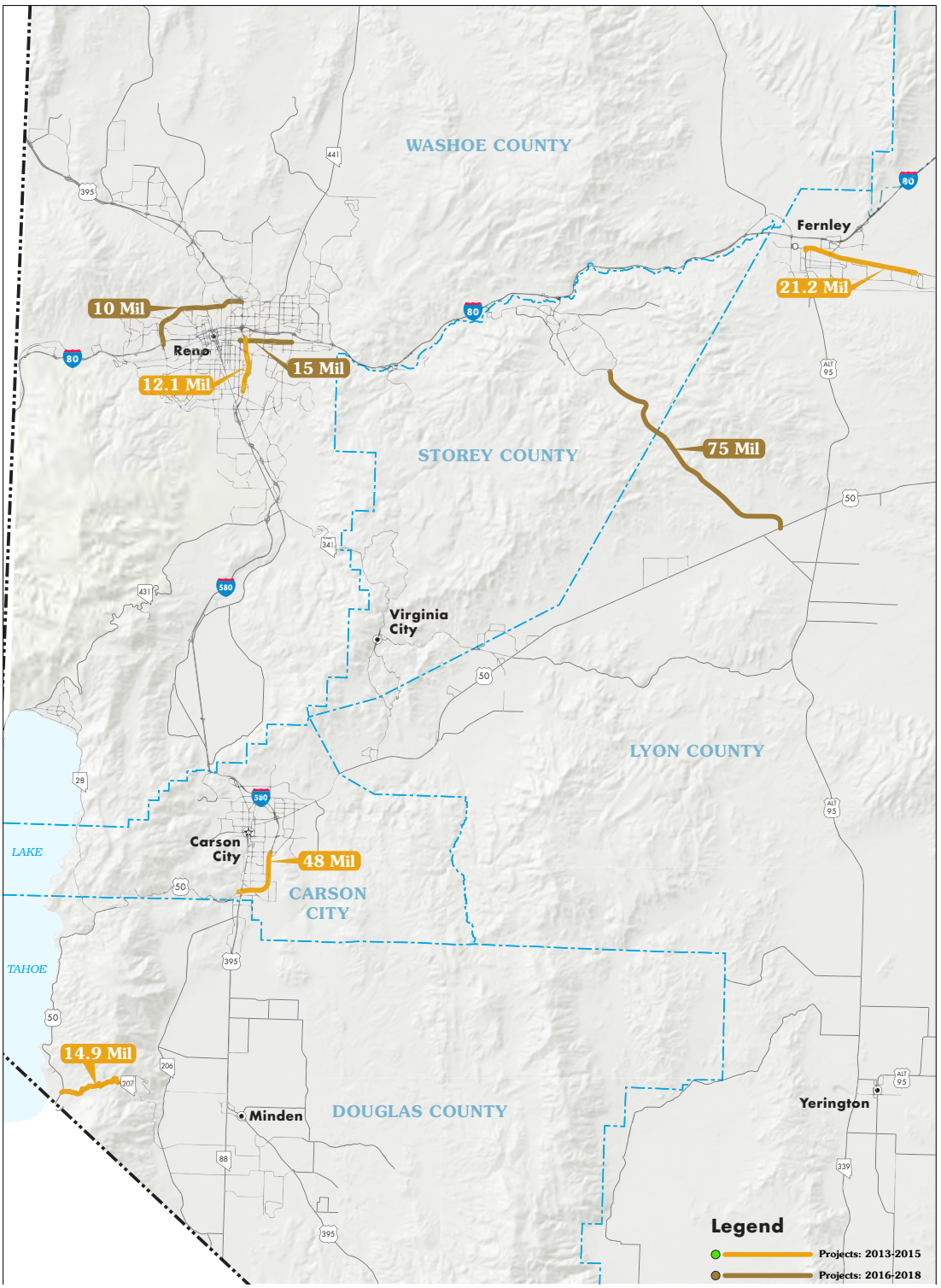
Regionally Significant Projects



Legend

- Projects: 2013-2015
- Projects: 2016-2018

Regionally Significant Projects



Did You Know: Roadway incidents including crashes, breakdowns, and debris, account for 25 percent of your traffic delay? Statistics indicate that for every minute that a lane is blocked, the resulting congestion takes 4 minutes to dissipate and the chances of secondary crashes increase by 2.8 percent. For this reason, the Nevada Department of Transportation (NDOT) implemented the Freeway Service Patrol (FSP) program to reduce traffic congestion and enhance highway safety.

NDOT provides FSP in the Reno and Las Vegas areas, and Incident Response Vehicles (IRV) in the Las Vegas area. The purpose of the program is to improve highway safety on the more heavily-traveled sections of our urban freeways by reducing the time required to remove incidents that can disrupt traffic flows and cause traffic congestion during peak travel periods. FSP technicians are certified in various fields including Cardiopulmonary Resuscitation, General First Aid, and Automotive Service Excellence to ensure they are prepared to quickly address and remove minor incidents from the roadway. The program also operates in conjunction with law enforcement, fire, paramedics, and towing professionals to rapidly and safely address more complex traffic incidents. As a result of the FSP program, the public is able to benefit from improved travel time reliability, reduced fuel costs and vehicle emissions, improved motorist and responder safety, and reduced potential for secondary crashes.

FY15 Mitigations		
Mitigation Type	**Las Vegas**	**Reno**
Abandoned Vehicle	3,587	884
Roadway Debris	1,615	458
Crashes	2,305	599
Disabled Vehicle	18,844	3,902
Scene Safety	3,991	763
Other	1,495	16
Total Mitigations	**31,837**	**6,622**

FY15 Avg. Clearance Times (Minutes)		
Mitigation Type	**Las Vegas**	**Reno**
Abandoned Vehicle	4	4
Roadway Debris	6	4
Crashes	30	25
Disabled Vehicle	10	10
Scene Safety	17	3
Other	6	6

In March, NDOT announced that State Farm will partially sponsor the Freeway Service Patrol program through 2017. The sponsorship will allow NDOT to allocate funding previously devoted to the Freeway Service Patrol toward other vital transportation programs. As part of the sponsorship, Freeway Service Patrol vehicles have been updated with enhanced, highly-reflective safety markings to make the vehicles more visible. The State Farm logo has been added to Freeway Service Patrol trucks and FSP technician uniforms in recognition of State Farm's financial support.

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 2015". Following are the performance measures organized by major divisions:

1. REDUCE WORKPLACE ACCIDENTS:
Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees. Yearly Target - 10% reduction in work place accidents, with the Ultimate Target of zero work place accidents

2. PROVIDE EMPLOYEE TRAINING
Percentage of employees trained in accordance with prescribed training plans. Ultimate Target – 100%

3. IMPROVE EMPLOYEE SATISFACTION
Number rating of employees' satisfaction surveys. Ultimate Target – 80%

4. STREAMLINE AGREEMENT EXECUTION PROCESS
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%

5.IMPROVE CUSTOMER AND PUBLIC OUTREACH
Under development as part of the Communications Plan being compiled by the NDOT Public Information Office.

6. REDUCE AND MAINTAIN TRAFFIC CONGESTION ON STATE MAINTAINED HIGHWAYS
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 D for 95% of state rural roadways.

7. STREAMLINE PROJECT DELIVERY: SCHEDULE AND ESTIMATE FROM BID OPENING TO CONSTRUCTION COMPLETION
Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule.

8. MAINTAIN STATE HIGHWAY PAVEMENT
Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index (IRI). Ultimate Target -100%

9.MAINTAIN NDOT FLEET
Percentage of fleet meeting replacement criteria and condition criteria. Ultimate Target- 95% rate of compliance for mileage/hourly requirements.

10. MAINTAIN NDOT FACILITIES
Percentage of building facilities that comply with regulatory building and safety codes. Yearly Target – Increase compliance by 3% with Ultimate Target of 100%.

11. EMERGENCY MANAGEMENT, SECURITY, AND CONTINUITY OF OPERATIONS
Percent of emergency plans that have been completed, training and education have been provided to appropriate personnel. Emergency plans have been tested and exercised, along with being updated to accommodate changes in departmental processes and policies, reflecting any changes to Federal and State guidelines. Ultimate Target – 100%

12. REDUCE FATAL CRASHES
Number of fatalities on Nevada's streets and highways. Yearly Target –Reduce fatalities by 100 with Ultimate Target of zero fatal crashes.

Zero® Fatalities
Drive Safe Nevada

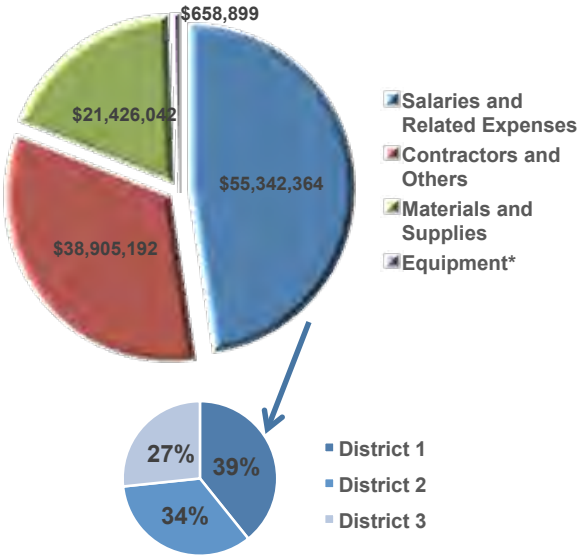
Every life saved adds about $5 million to future economic earning power.

13. STREAMLINE PROJECT DELIVERY: SCHEDULE AND ESTIMATE FOR BID ADVERTISEMENT
Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate Target – 100%.

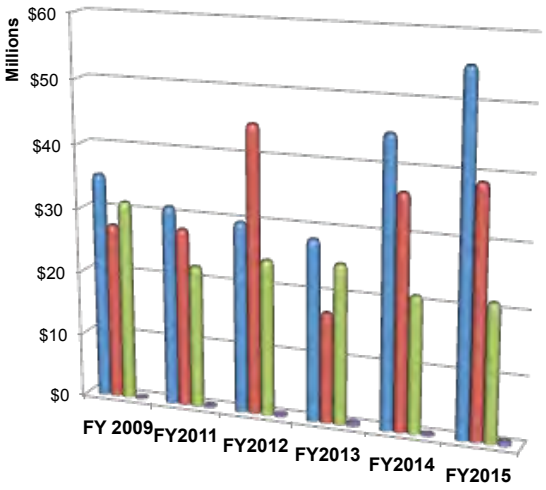
14. MAINTAIN STATE BRIDGES
Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete. Yearly Target –Reduce the number of deficient bridges by one per year with Ultimate Target of zero deficient bridges.

15. STREAMLINE PERMITTING PROCESS
Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate Target – 95%

Maintenance Costs
Based on Fiscal Year 2015 Expenditures

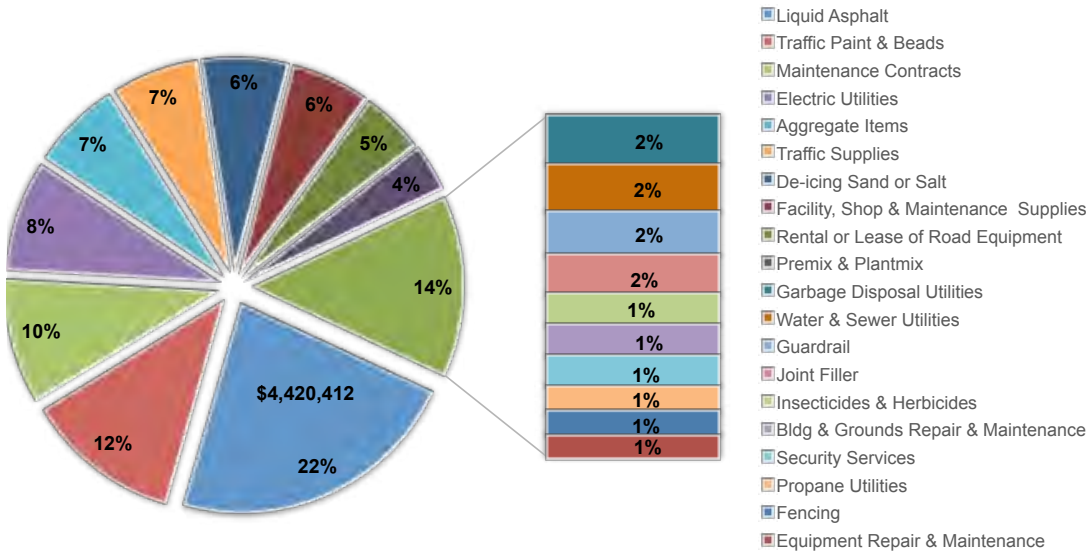


Salaries by District

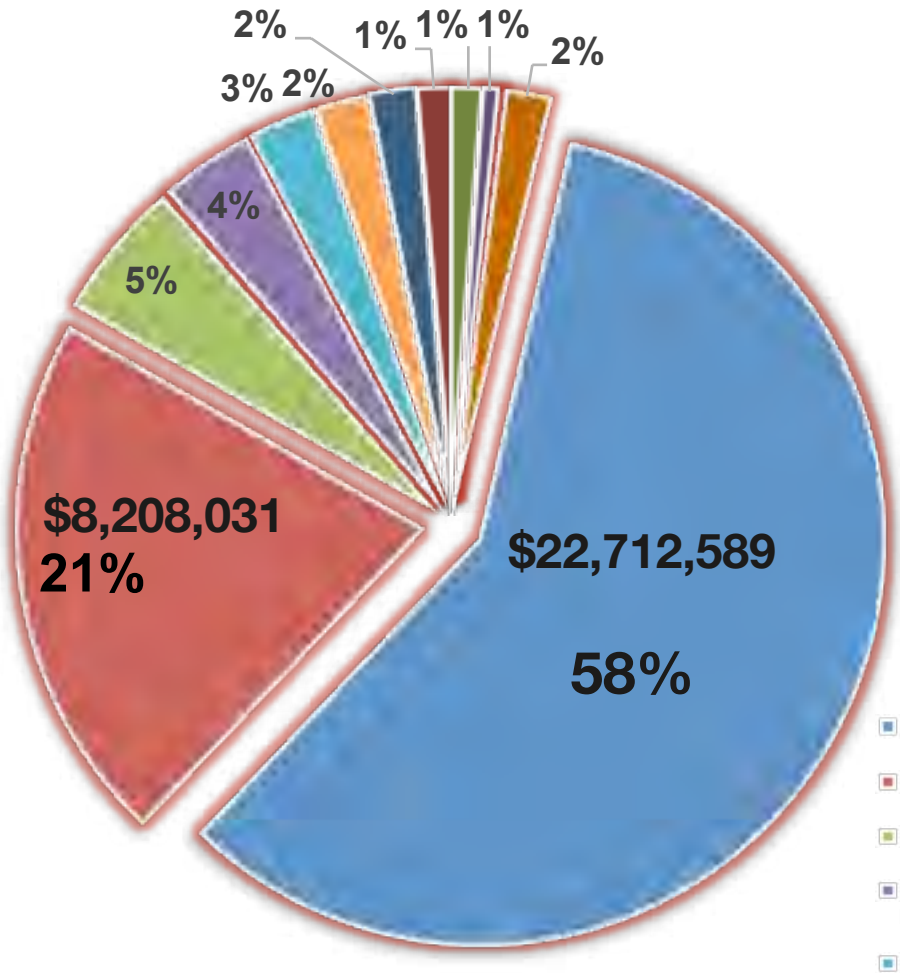


FY Comparison

Expenditures for Materials and Supplies



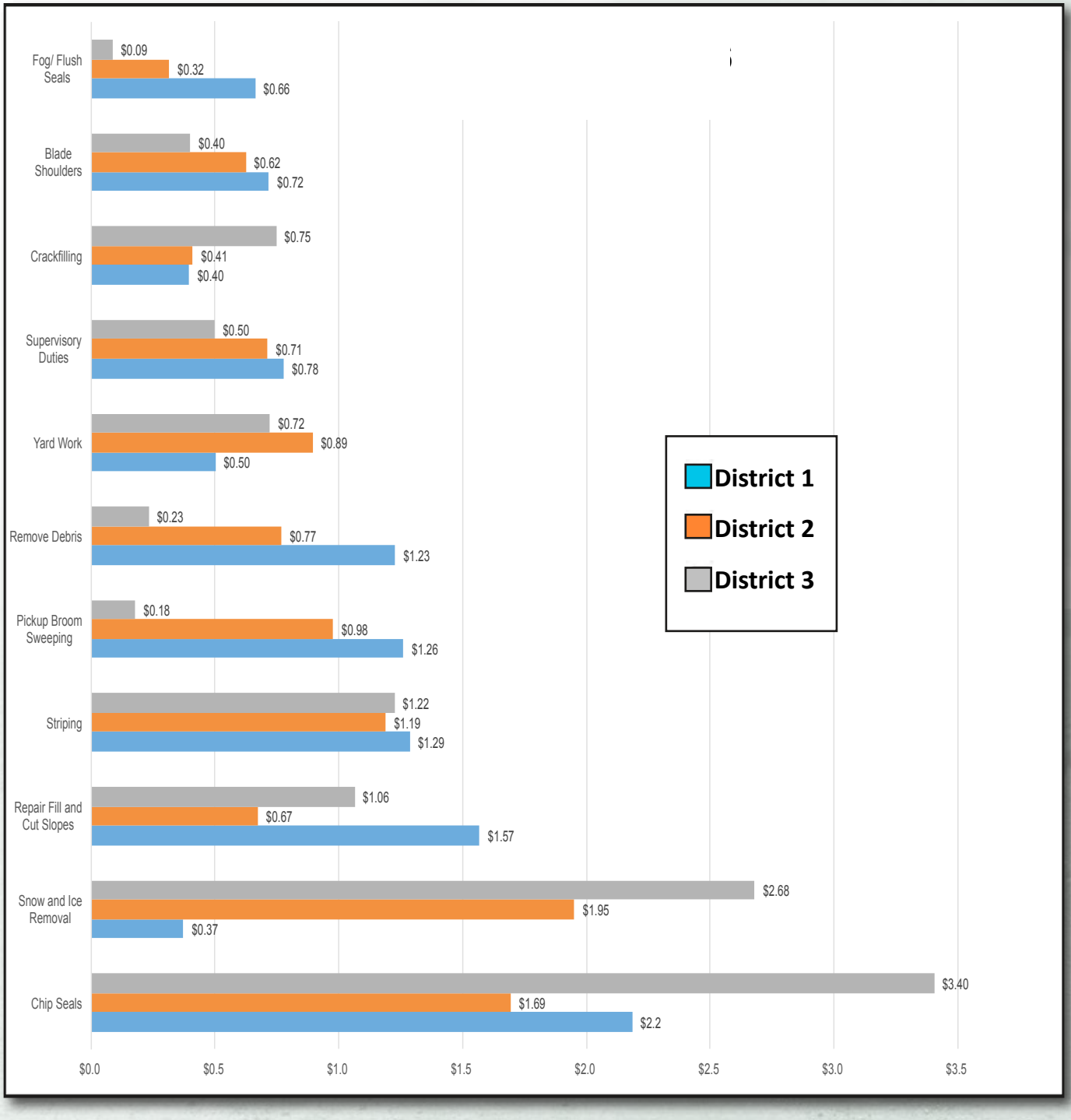
Maintenance Costs
Based on Fiscal Year 2015 Expenditures



Contractor Payments by Type of Work

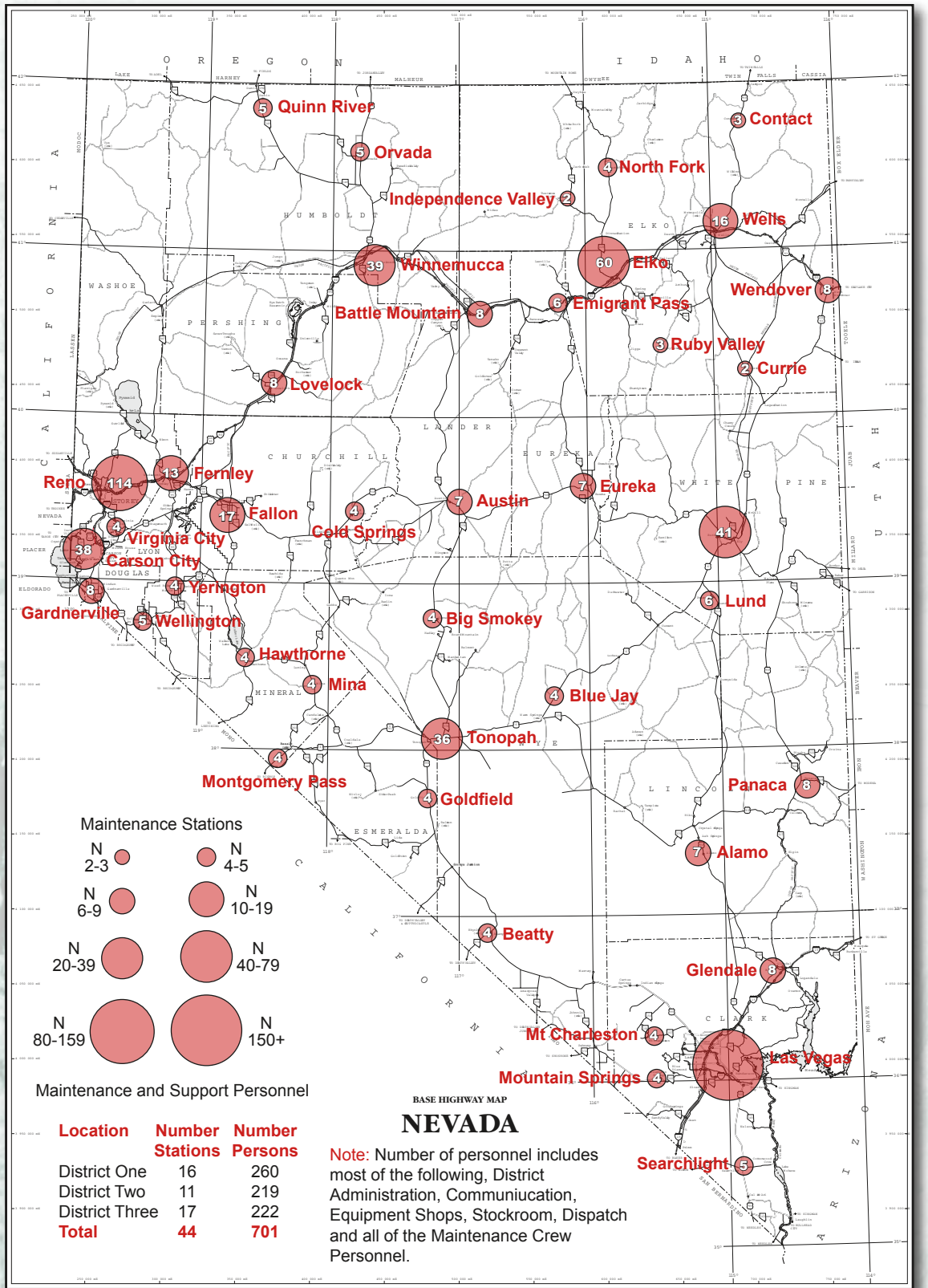
Note: Does not include expenditures for Intelligent Transportation Systems or Freeway Service Patrol

Maintenance Activities
Based on Fiscal Year 2015 Expenditures



Top Expenditures Per District
(In Millions Of Dollars)

Maintenance Stations and Personnel



Maintenance and Support Personnel

Location	Number Stations	Number Persons
District One	16	260
District Two	11	219
District Three	17	222
Total	**44**	**701**

BASE HIGHWAY MAP

NEVADA

Note: Number of personnel includes most of the following, District Administration, Communiucation, 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. 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
2015	184	411	340	829	1,764

Stormwater Management Program:

Reducing potential water quality impacts from construction, maintenance and other roadway activities is a top priority for NDOT. NDOT has seen great success in our Stormwater Management Program by working collaboratively with the Environmental Protection Agency, Nevada Governor's Office, Nevada Division of Environmental Protection and others. The Nevada Legislature provided NDOT with enforcement authority to address illicit discharges affecting our rights-of way, and a significant increase in funding for 59 full-time stormwater positions statewide along with the necessary resources and equipment to improve our water quality program and ensure compliance with state and federal requirements. NDOT also continues with a robust public outreach plan to educate and engage the public on important stormwater related topics. Our efforts in stormwater management will help preserve water quality for Nevadans today and well into the future. To date NDOT's stormwater management successes include:

- Revised pollution control specifications on contracted construction projects
- Completed drainage improvements to U.S. 50 Clear Creek Watershed, Spooner Summit and Kingsbury Grade
- Improved water quality systems to NDOT maintenance yards to prevent contaminants from entering nearby groundwater, lakes, rivers and streams
- Developed pollution prevention plans for all NDOT facilities
- Mapped drainage inlets and pipes throughout the state
- Trained approximately 90 percent of NDOT staff on stormwater specifications and procedures and continue to work with the Associated General Contractors to educate NDOT contract partners
- Revised and updated the NDOT stormwater webpages and reached over 47,000 people with stormwater related social media posts and videos

Emergency Management/Homeland Security

On September 8, 2014, Clark County experienced a significant flooding event in the Moapa area north of Las Vegas. The damage to portions of Interstate 15 was extensive with complete sections of the interstate between mileposts 90-93 washed away. U.S. Highways 93 and 95 and State Routes 168, 169, 170 and 319 were damaged as well. Then, on September 26, a second storm hit the same general area, causing further damage. The total loss for both events was more than $8 Million and emergency relief funding through the Federal Highway Administration (FHWA) was requested. NDOT's Emergency Management section provided assistance in

Continued on next page

obtaining needed resources and directly coordinated with FHWA in obtaining the federal funding. Devastating flooding such as this, in addition to earthquakes and terrorist attacks, are just some of the emergencies NDOT continually trains and prepares for. This year, NDOT held approximately 10 simulated emergency exercises to prepare for events that could potentially threaten our transportation infrastructure and motorists on our roads. These exercises included:

NDOT Emergency Management "Operation Muddy Waters" - This functional exercise simulated a series of large thunderstorms and rainfall that caused widespread flooding and damage throughout the entire state. More than 120 NDOT staff participated, collaborating with the Nevada Division of Emergency Management.

Elko County, Reno, Carson City and Lake Tahoe Earthquake Exercises

These exercises simulated massive earthquakes in the northern portion of the state, preparing transportation/public safety agencies to manage an actual event.

Nevada Freight Plan

Another important goal for NDOT is keeping Nevada's economy moving forward. That's why a new NDOT freight plan is being developed to help pave the way for future freight and transportation enhancements to support Nevada's economy. The plan, developed by NDOT and consultants Mike Gallis and Associates and CH2M Hill, brings together transportation and freight stakeholders across Nevada to develop potential projects to enhance Nevada freight movement and commerce throughout the state. NDOT has evaluated approximately 110 million tons of annual truck, rail, air and pipeline freight commerce being transported statewide. How this freight is projected to be moved in the future and how commerce ties in with current and future Nevada infrastructure and economic indicators will be a large part of the developing plan.

Zero Fatalities

The overall goal of the Zero Fatalities program is eliminating fatalities on our roadways. Some may think this is an impossible goal, but when it comes to our families and friends, no other number is acceptable. This year, NDOT worked together with our safety partners to update the Strategic Highway Safety Plan (SHSP). The SHSP strategically establishes statewide goals and critical emphasis areas developed in consultation with federal, state, local and private sector safety stakeholders. Teams drafted new strategies for each Critical Emphasis Area (CEA) based on the latest crash data. These CEA's are: Always Buckle Up, Don't Drive Impaired, Focus on the Road, Stop on Red, Be Pedestrian Safe and the newest emphasis area--Ride Safe--focusing on motorcycle safety. In addition, the Be a Zero campaign specifically focuses on reducing the number of teen fatalities. Zero Teen Fatalities seeks to educate young drivers about the importance of being safe behind the wheel and empowering them to spread the word among their peers about the consequences of unsafe driving behaviors. Zero Fatalities and Zero Teen Fatalities public education campaigns have thus far reached 97% of Nevadans.

Traffic Safety Summit

NDOT and the Department of Public Safety hosted the Nevada Traffic Safety Summit in Reno in March. During the important summit, transportation agencies, law enforcement and other safety partners discussed the latest traffic safety trends and further developed important strategies aimed at saving lives on Nevada roads.

Pedestrian Safety Improvements

Every death or serious injury on Nevada roads is a tragedy. That's why NDOT has dedicated millions of state highway funds to pedestrian safety improvements. Some of the improvement projects include NDOT replacing a pedestrian crosswalk with a traffic signal on North Virginia Street near the Bonanza Casino in Reno and making pedestrian improvements in Clark County on Boulder Highway, Charleston and Lake Mead Boulevards and Blue Diamond Road. NDOT also constructed pedestrian safety enhancements on State Route 28 in Incline Village, Lake Tahoe.

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 to 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.

In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air quality, restores native vegetation, and protects our wildlife.

Basque Sheepherder and sheep, Mountain City Highway, Elko

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.

Entrance to F St. tunnel, designed in participation with the City of Las Vegas and the Historic Westside Community

Murals line the F St. tunnel depicting historic places and famous people

Landscape and Aesthetics

Naturalistic treatments along 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.

Steel screens derived from local leatherwork and bit designs used by cowboys, Mountain City Highway and Idaho St., Elko

Mining Scene, Idaho St./ State Route 535, Elko

Pioneer family, Idaho St., Elko

Ranching heritage steel images, Mountain City Highway, Elko

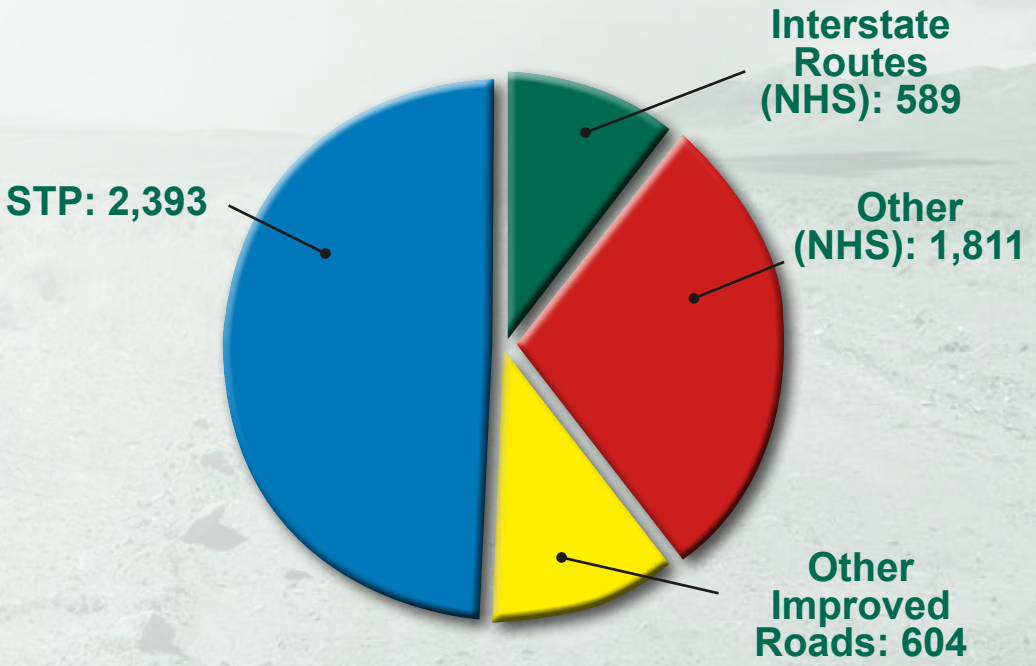
Chinese immigrants, Idaho St./ State Route 535, Elko

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	2,400	154	2,554
STP	2,393	7,936	10,329
Non-Federal Aid			
Other Improved	604	14,275	14,879
Unimproved	0	15,053	15,053
Total	**5,397**	**37,418**	**42,815**

Total Roadway System Mileage Maintained By NDOT
(5,397 Centerline Miles)



FEDERAL AID

IMPROVED ROADS

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

Funds apportioned to a State to carry out the National Highway Performance Program (NHPP) may be obligated only for a project on an "eligible facility" that is a project or part of a program of projects or an eligible activity supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the National Highway System (NHS); and are consistent with the applicable planning requirements. Projects must be identified in the Statewide and Long Range Transportation Plan and the Metropolitan Transportation Plan(s).

NATIONAL HIGHWAY SYSTEM (NHS)

The National Highway System (NHS) is a system of major federal-aid roads including all interstate routes, principal arterials, the defense strategic highway network, and strategic connectors. Interstate routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The interstate routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

SURFACE TRANSPORTATION PROGRAM (STP)

This is the most flexible fund source available to DOTs across the nation, including NDOT. In general, the location of STP projects is not limited. However, STP projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, except for bridges not on federal-aid Highways. STP is also broken down by statewide, and various rural and large Metropolitan Planning Areas.

NON-FEDERAL AID

OTHER IMPROVED ROADS

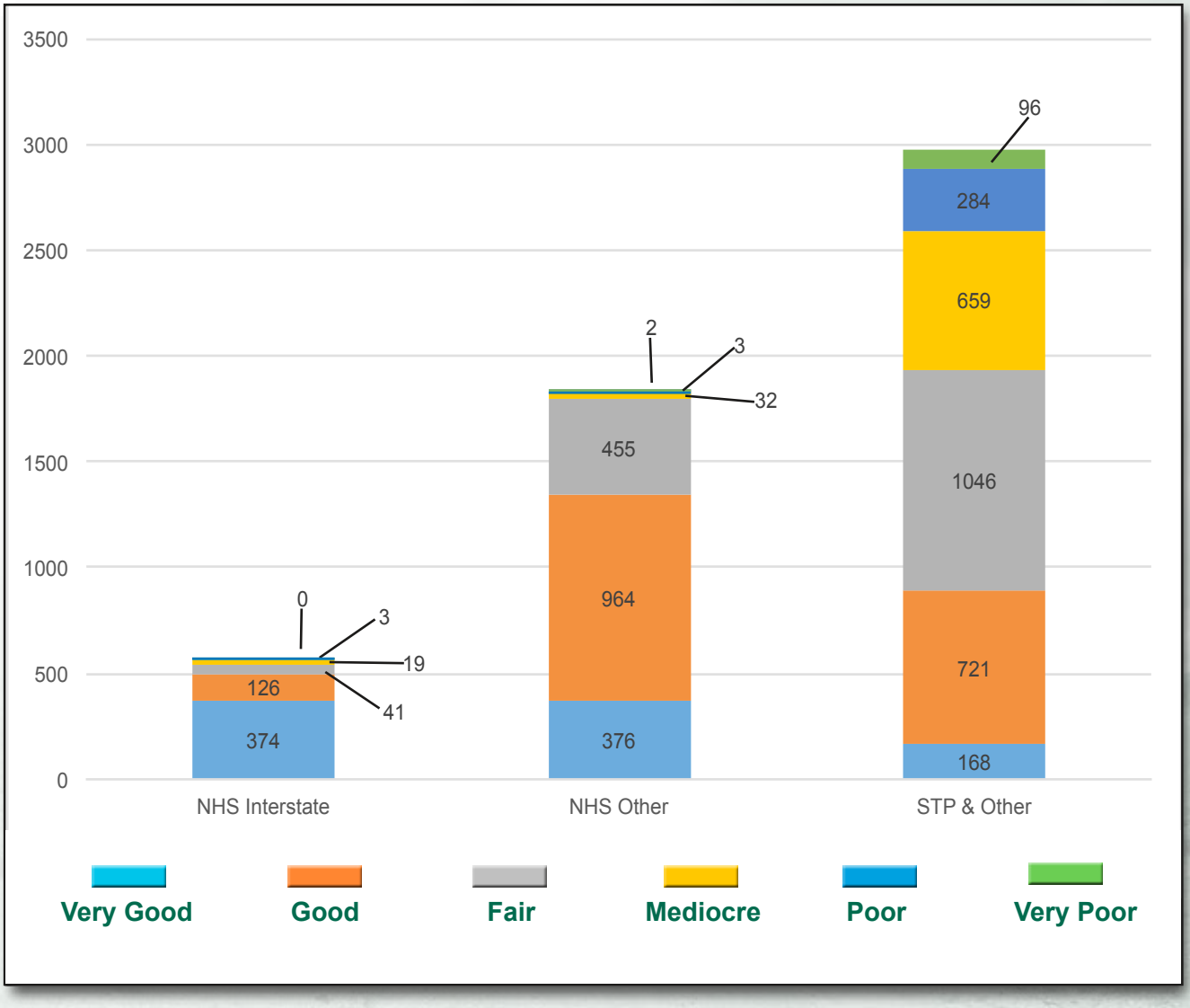
Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include 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.

CENTERLINE MILES BY SYSTEM - 2014*

Condition (Required Treatment)

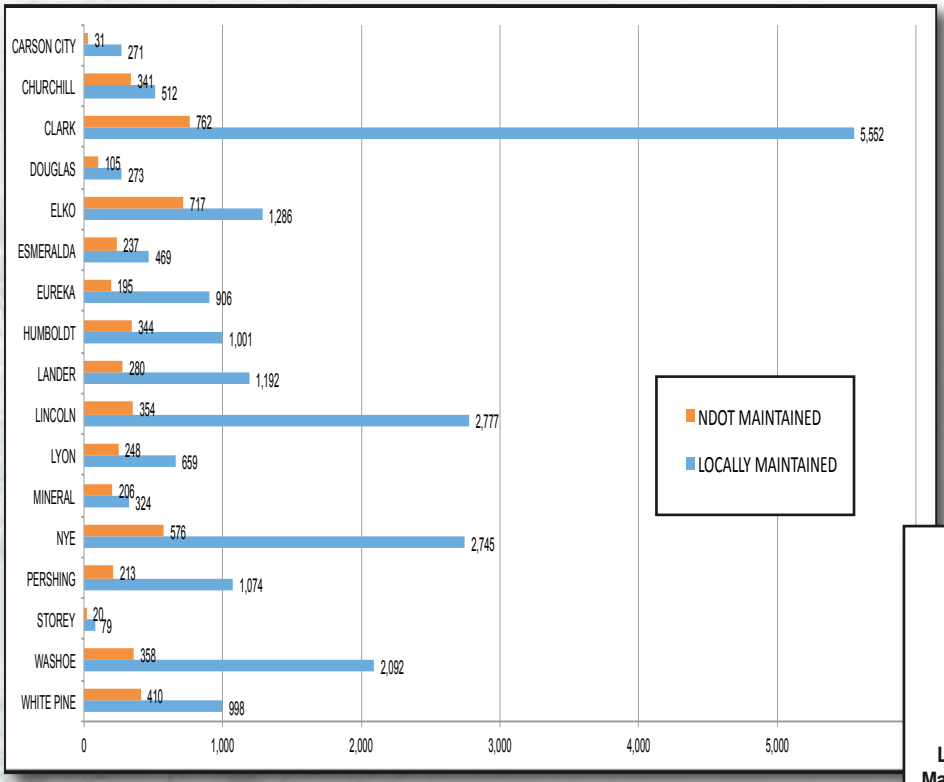


Highway System

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

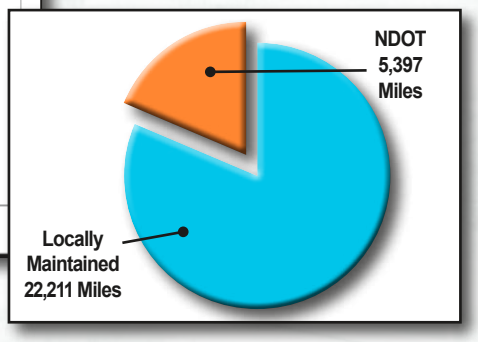
*Data is collected every two years.

2014 Miles of Improved Road By County

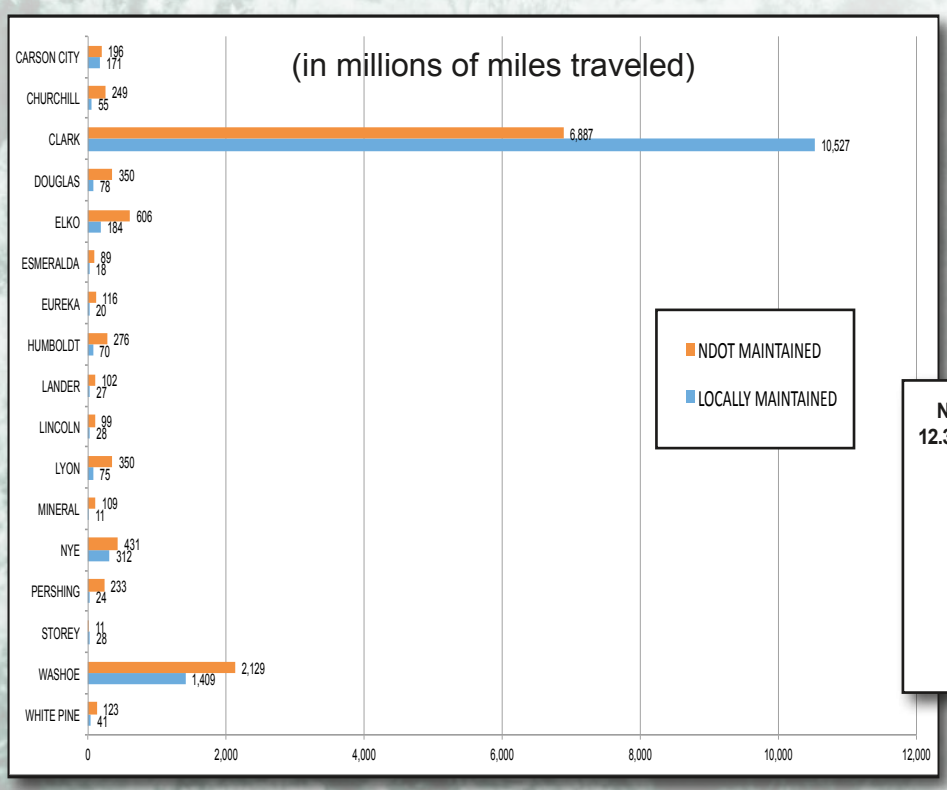


Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 51 percent of the total vehicle miles of travel. The remaining 49 percent of travel is on systems maintained by county, city or other governmental agencies. The vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 25.4 billion in 2014.

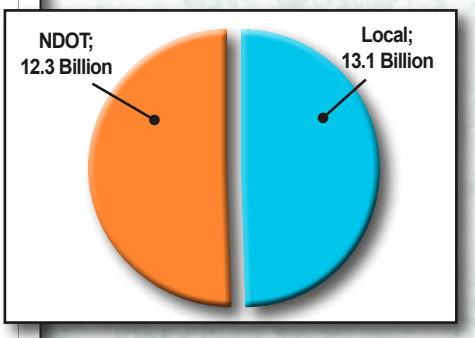
27,608 Total Miles Of Improved Road



2014 Vehicle Miles of Travel by County

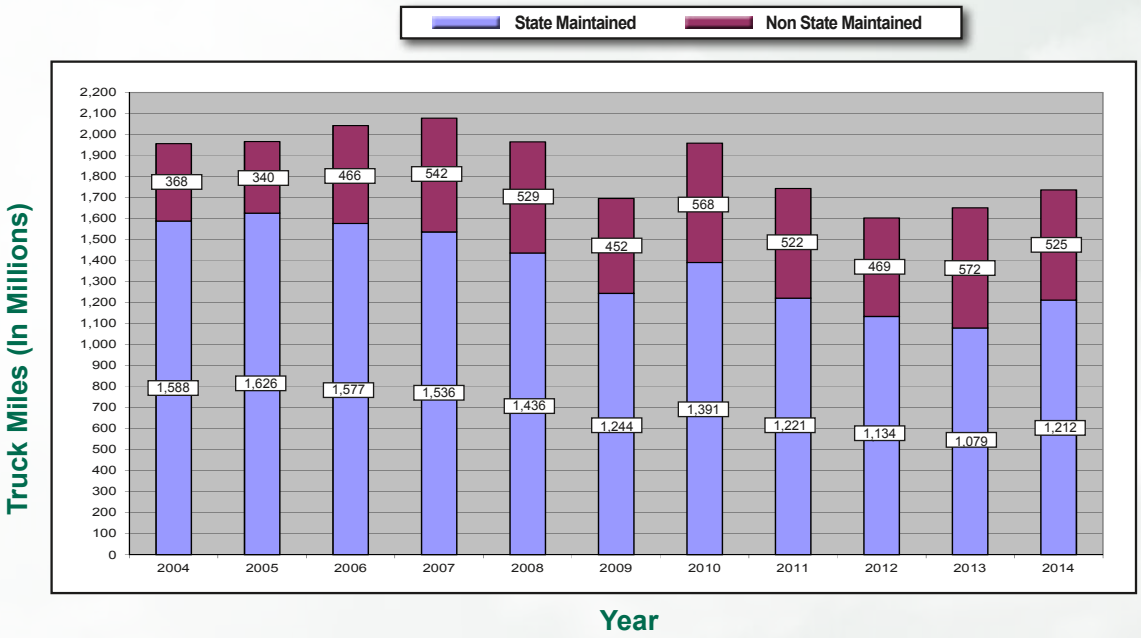


25.4 Billion Total Vehicle Miles Traveled



Truck Miles of Travel

Truck Miles of Travel



The state-maintained system also carries 70 percent of all truck traffic and 68 percent of the heavy truck traffic.

Bridges

State-Maintained Bridges Needing Renovation by Deficiency

Seismic 95
Structural 16
Functional 192

A bridge is defined as an obstacle-spanning structure of 20 feet or more in length. Currently, there are 1,994 bridges inspected by the Nevada Department of Transportation (NDOT) in the interest of public safety. Federally-owned bridges are inspected by the respective Federal agencies (i.e. USFS, BLM). NDOT maintains 1,164 bridges; 819 bridges are maintained by county, city, other local agencies, railroad or other state 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.

TRANSPORTATION ASSET CONDITON EVALUATION FROM THE PERSPECTIVE OF THE GOVERNMENTAL ACCOUNTING STANDARDS BOARD (GASB)

As allowed by GASB Statement No. 34, the State has adopted an alternative process for recording depreciation expense on selected infrastructure assets. Under this alternative method, referred to as the modified approach, the State expenses certain maintenance and preservation costs and does not report depreciation expense on infrastructure. Utilization of this approach requires the State to: 1) commit to maintaining and preserving affected assets at or above a condition level established by the State; 2) maintain an inventory of the assets and perform periodic condition assessments to ensure that the condition level is being maintained; and 3) make annual estimates of the amounts that must be expended to maintain and preserve assets at the predetermined condition levels. To monitor the condition of the roadways the State uses the International Roughness Index (IRI). The State has set a policy that it will maintain a certain percentage of each category of its roadways with an IRI of less than 80 and will also maintain its bridges so that not more than 10% are structurally deficient or functionally obsolete. The most recent condition assessment shows a decline in the condition level of the roadways. However, the results of the three most recent condition assessments provide reasonable assurance that the condition level of the roadways is being preserved above, or approximately at, the condition level established. The following table shows the State's policy and the condition level of the roadways and bridges:

Condition Level of the Roadways

Percentage of roadways with an IRI of less than 80

Category

	I	II	III	IV	V
State Policy-minimum percentage	70%	65%	60%	40%	10%
Actual results of 2012 condition assesment	84%	85%	84%	32%	9%
Actual results of 2011 condition assesment	56%	79%	67%	30%	9%
Actual results of 2009 condition assesment	82%	82%`	87%	56%	21%

Condition Level of the Bridges

Percentage of substandard bridges

	2012	2011	2009
State Policy-maximum percentage	10%	10%	10%
Actual results condition assesment	4%	4%	5%

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amounts of expense incurred for fiscal year 2014 by $72.4 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to continue to meet or exceed the target condition levels for the roadway category. Additional information on the State's infrastructure can be found in the Schedule of Infrastructure Condition and Maintenance Data in the Required Supplementary Information section to the financial statements.

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.

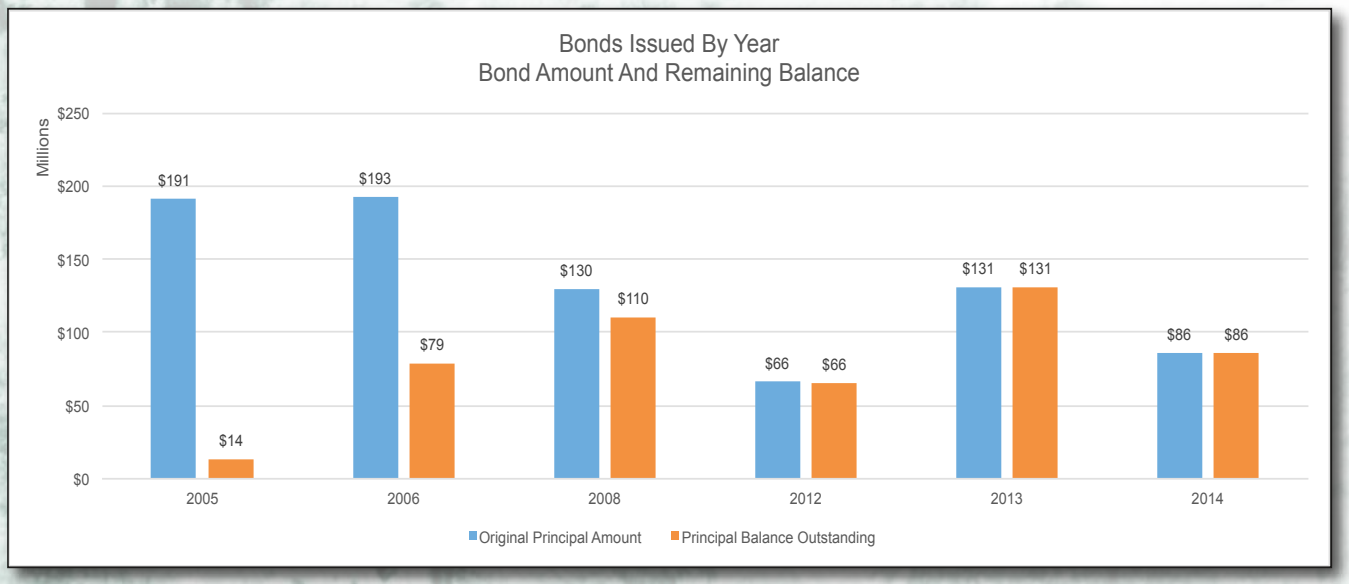
State Highway Fund

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.

Annual Report
State of Nevada
Highway Improvement Revenue Bonds

June 30, 2015

Highway Revenue Bonds	Original Principal Amount	Principal Balance Outstanding
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2005	$191,445,000	$13,850,000
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2006	$192,730,000	$78,935,000
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2008	$129,970,000	$110,290,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2012	$66,490,000	$65,800,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	$131,245,000	$131,245,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2014	$86,020,000	$86,020,000
Total	**$797,900,000**	**$486,140,000**



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

2015 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.22 per gallon. Based on Nevada's gas tax and licensing fees.

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

Variable Costs: 20.6¢ per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed Costs: 70.7¢ per mile traveled.
Includes depreciation, insurance, finance and licensing fees

Total Operating Costs: 91.3¢ per mile traveled

Source: American Automobile Association's "Your Driving Costs 2015" and ***www.fueleconomy.gov***

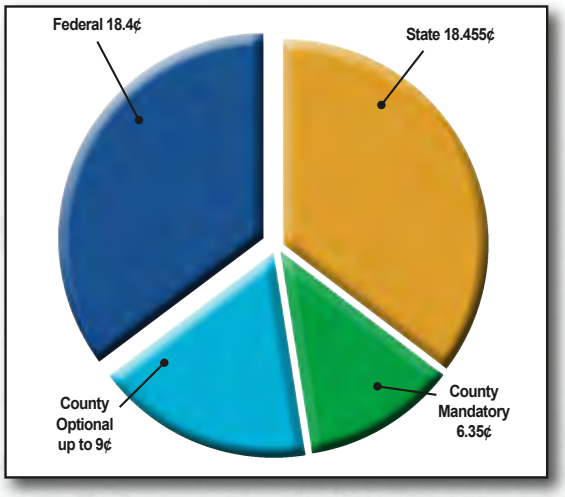
Gas Tax (Per Gallon)

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
Not Including Inflation Index



2. State

17.650¢	(NRS 365.175) This represents Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 590.840) For cleanup of petroleum
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, Elko, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;
- 4¢ Douglas, Esmeralda, Lincoln, Nye, Storey

Inflation Indexing

Nevada Revised Statutes (N.R.S. i.e. Nevada law) allow counties within certain population criteria to index fuel taxes to offset the effects of inflation on spending power for construction and maintenance of highways. (N.R.S. 373.065, 373.066, 373.0663) Currently, all counties meeting the population criteria may index fuel taxes for inflation, but only Clark County and Washoe County have implemented these provisions.

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 Clark and Washoe Counties only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.	

** 0.60¢ to petroleum clean-up fund*
*** 0.75¢ to petroleum clean-up fund*

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
$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 for road construction or other governmental functions of the county.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

$23.50 for operating passenger cars

$18.50 for persons 65 or older

$5.50 for a motorcycle endorsement

$108.00 for operating commercial vehicles

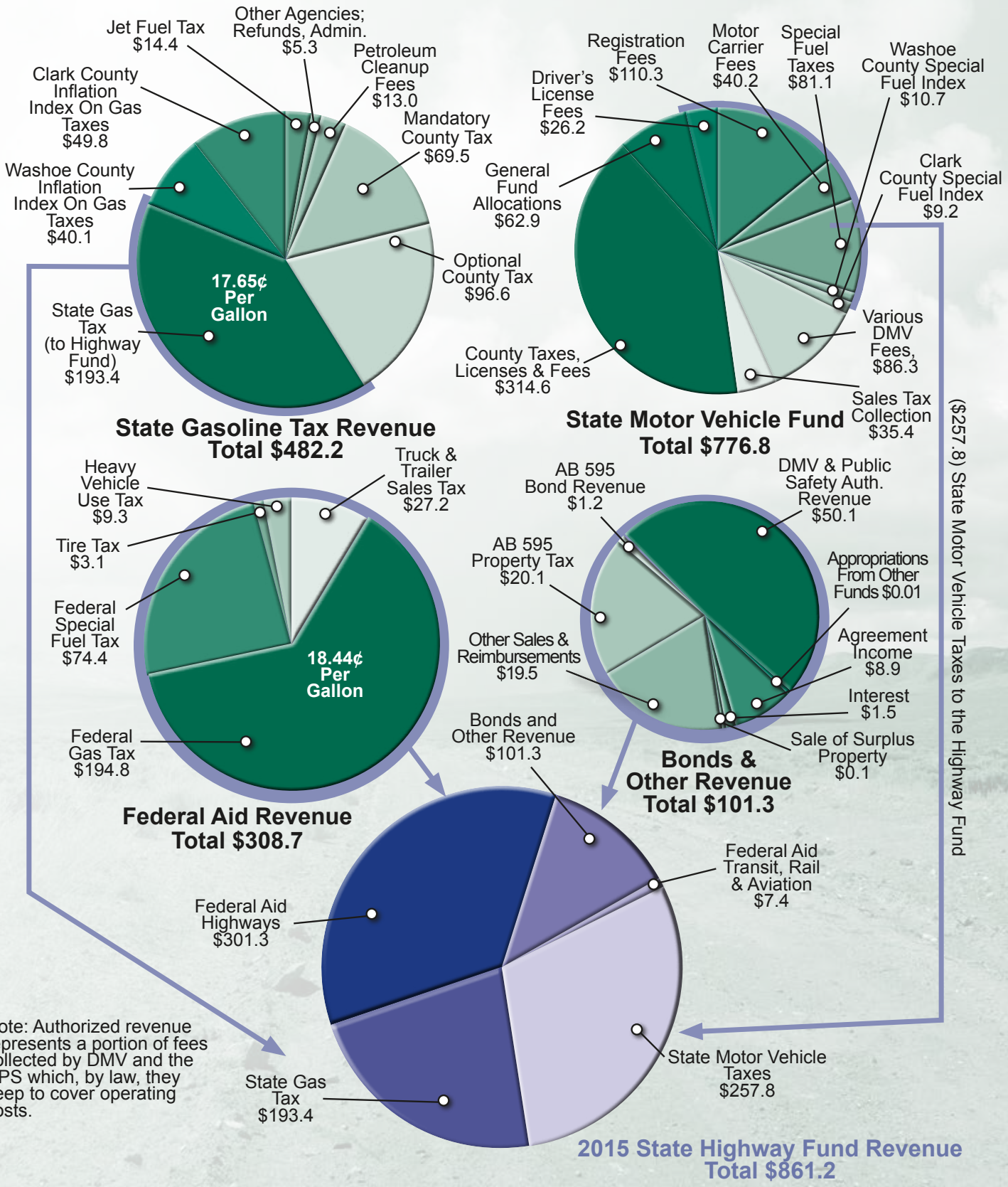
TITLE FEE

(one-time fee)

$29.25 all vehicles (new title)

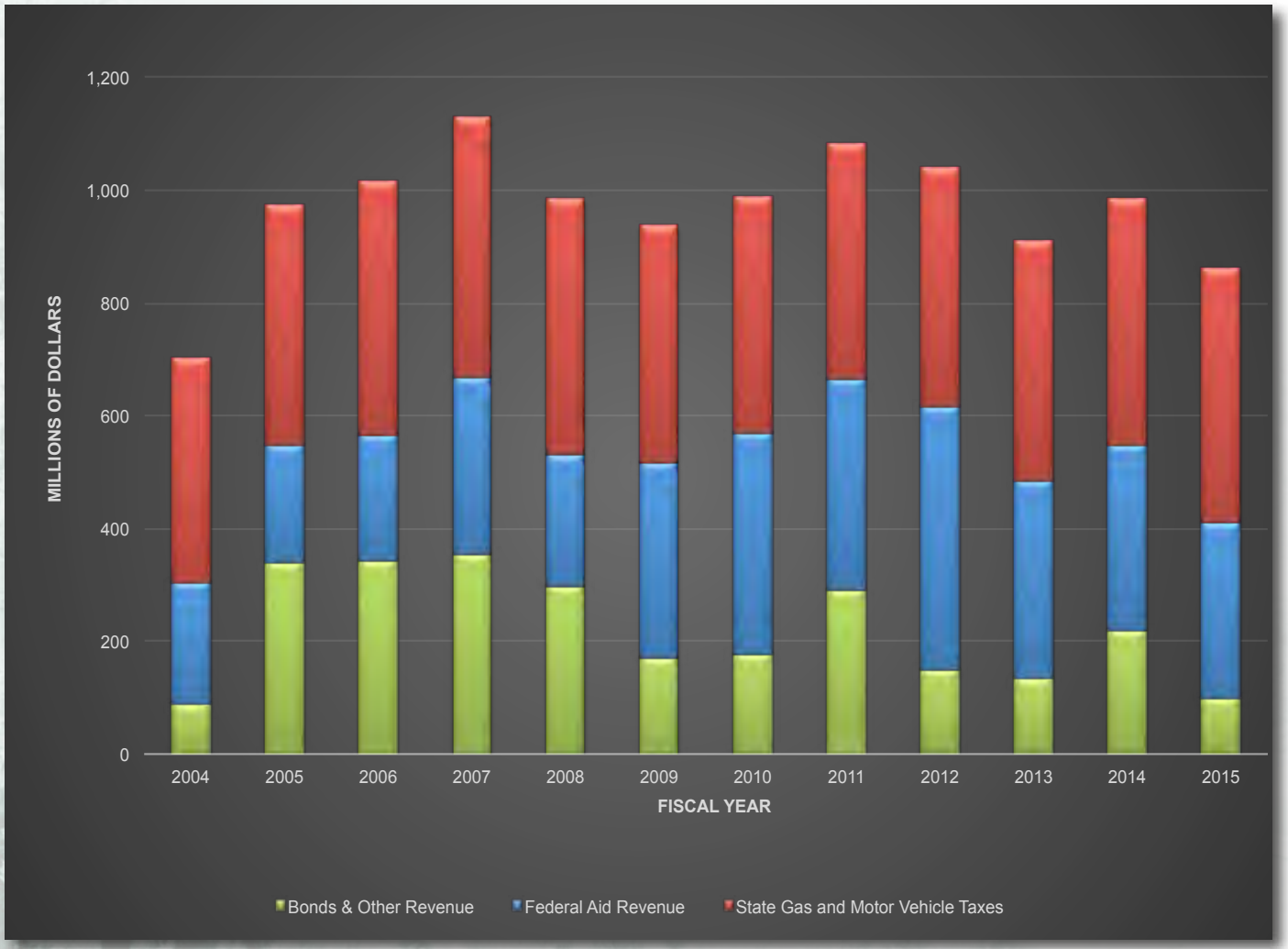
State Highway Fund Revenue Sources

(2015 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.

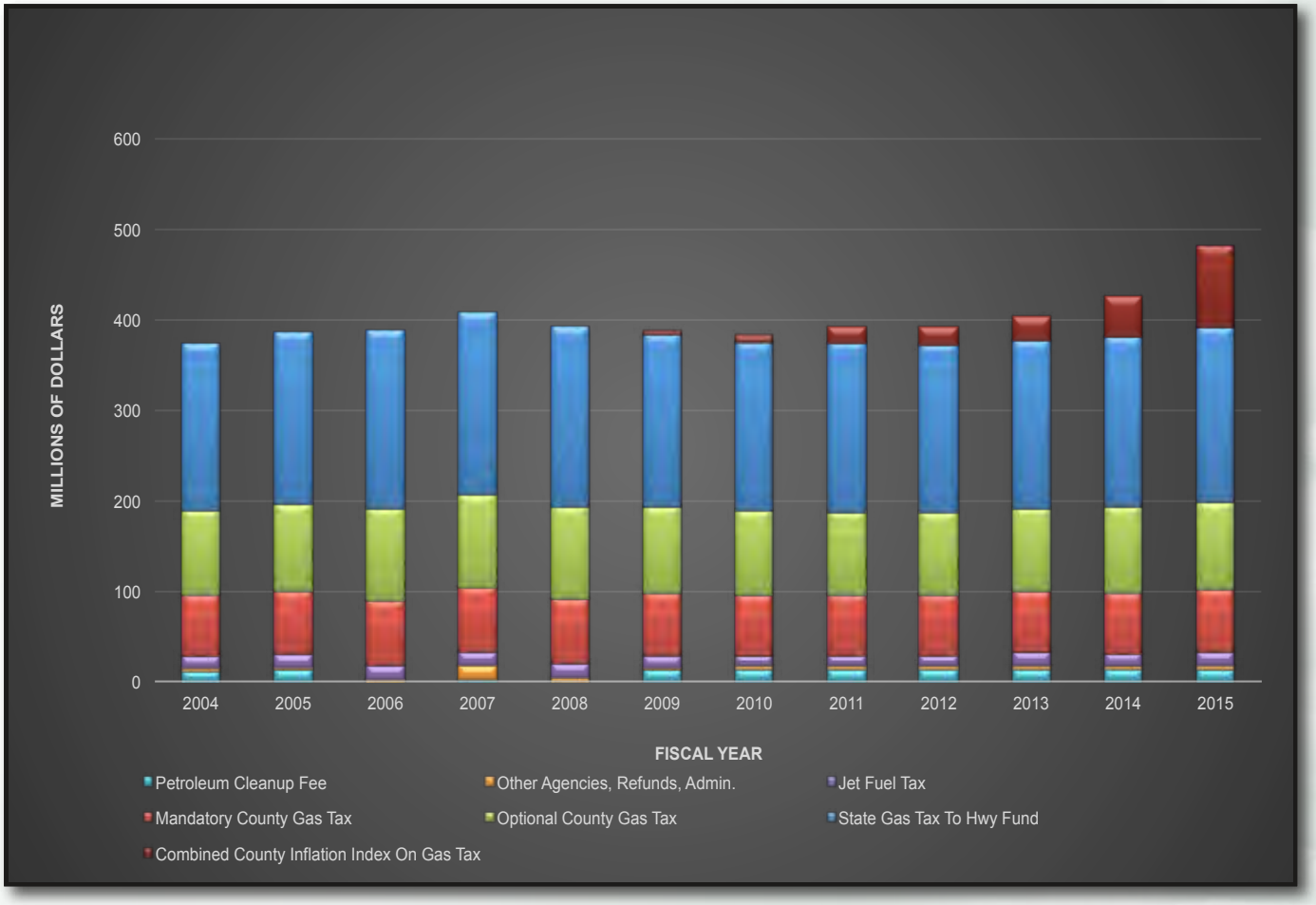
Total State Highway Fund Revenue
(In Millions)



Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
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	171.3	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.8	291.2	1,084.2
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2

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

State Gasoline Tax Revenue
(In Millions)

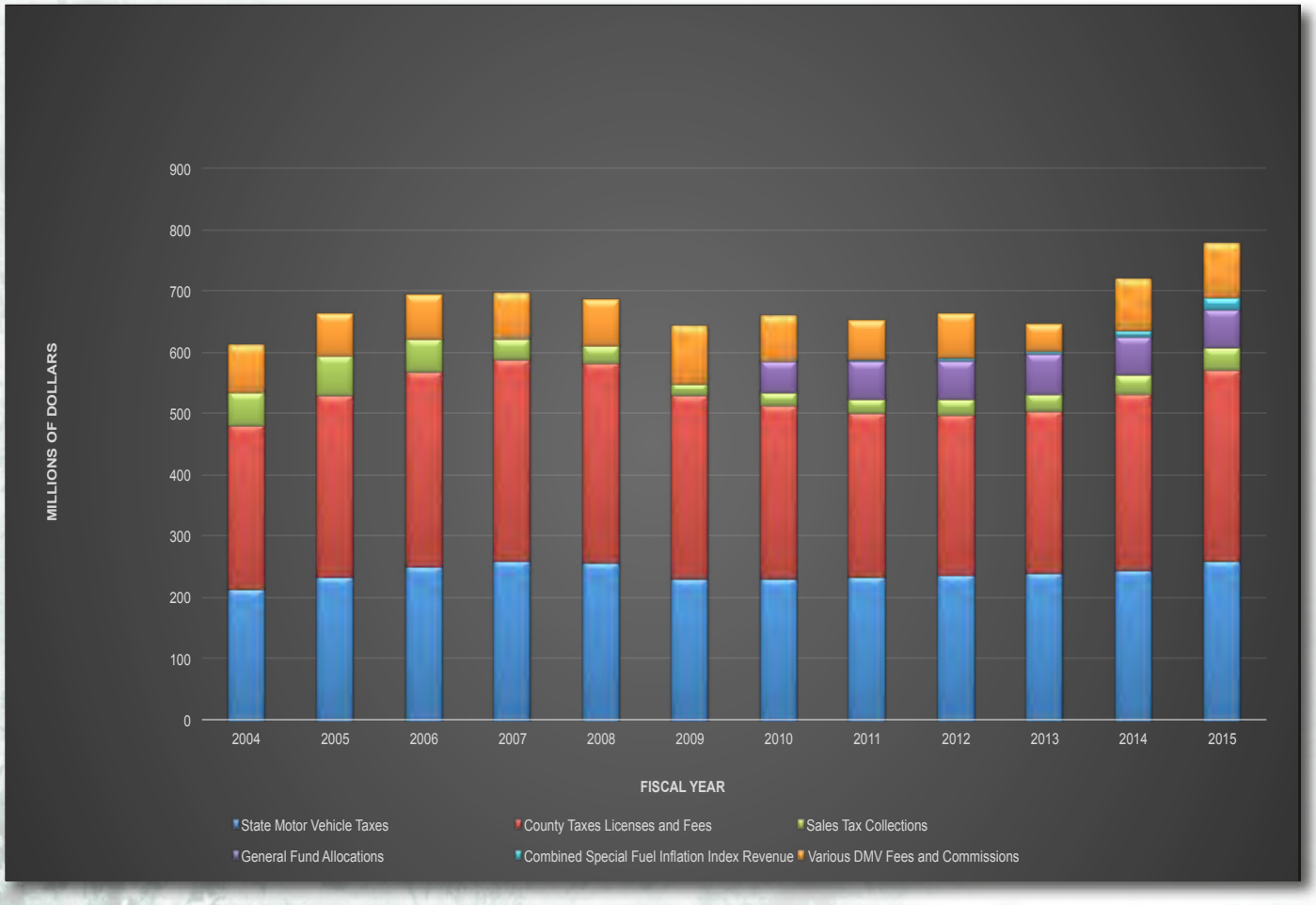


Fiscal Year	State Gas Tax To Hwy Fund	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other* Agencies, Refunds, Admin.	Total
2004	184.5	67.6	92.4		12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3		13.4	12.5	3.7	386.4
2006	197.7	72.3	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	392.3
2012	185.2	66.6	92.0	19.7	11.5	12.7	4.8	392.5
2013	185.7	66.8	92.5	25.6	15.1	12.7	4.7	403.0
2014	187.8	67.5	94.0	44.1	14.2	12.9	4.3	424.9
2015	193.4	69.5	96.6	89.9	14.4	13.0	5.3	482.2

*Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.

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

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

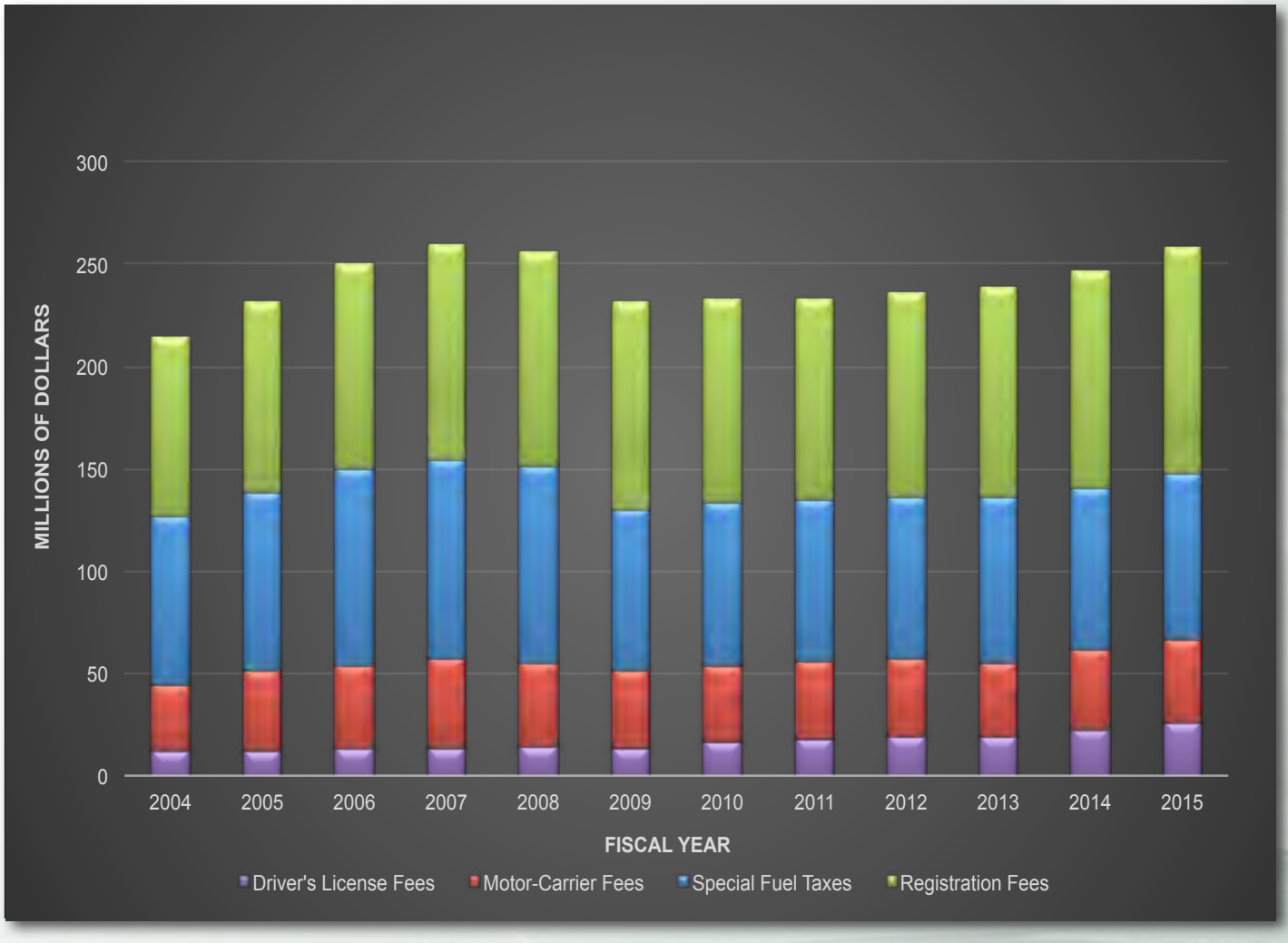


Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses and Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various * DMV Fees, Plate Fees, Emmissions Control, Etc.	Total
2004	214.4	267	54.7			74.8	610.9
2005	232.8	297.6	64.8			67.4	662.6
2006	250.5	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	236.6	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.5	266.8	27.7	63.5	6.4	41.3	644.1
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	35.4	62.9	19.8	86.3	776.8

*DMV Fees and Commissions includes various DMV authorized revenue, off-road vehicle fees, license plate factory revenue, and specialty plate fees.

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

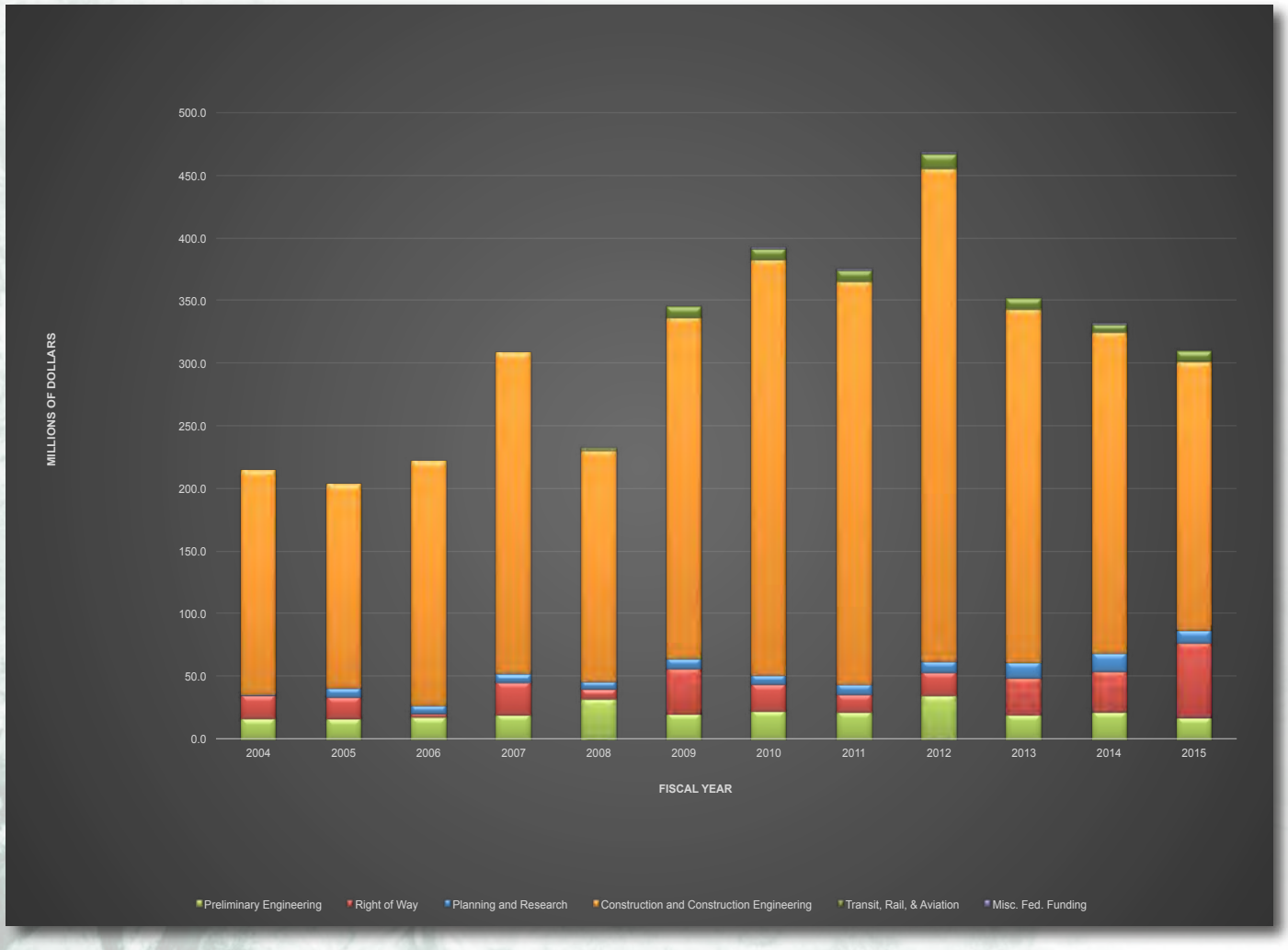
State Motor Vehicle Taxes to Highway Fund
(Derived From the State Motor Vehicle Fund) (In Millions)



Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
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	79.5	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7
2012	79.2	38.5	99.8	19.0	236.6
2013	80.9	36.7	102.1	18.7	238.5
2014	79.1	39.0	104.7	23.1	246.0
2015	81.1	40.2	110.3	26.2	257.8

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

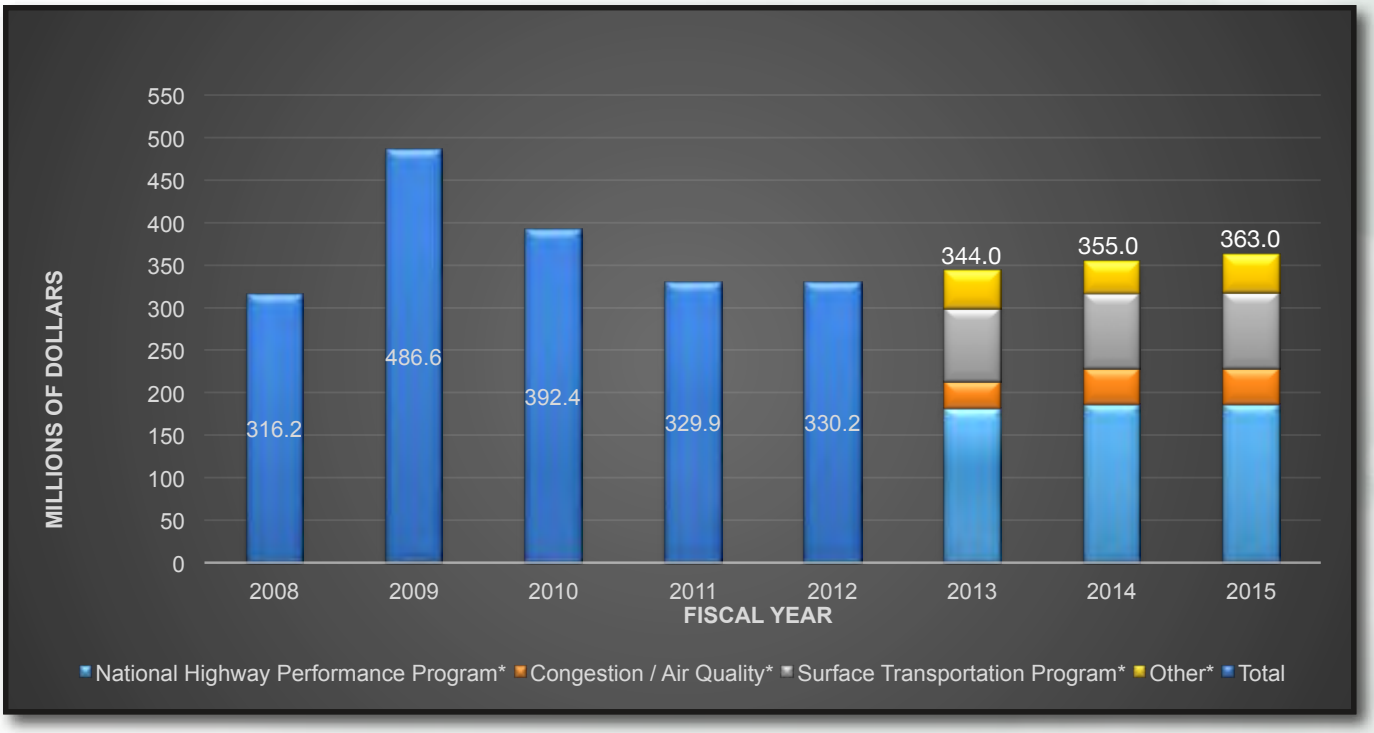
Federal-Aid Revenue
(In Millions)



Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Transit, Rail, & Aviation	Misc. Fed. Funding	Total
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		232.0
2009	8.3	36.0	20.3	271.8	8.6		344.9
2010	7.7	20.9	22.7	331.6	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	8.0	0.5	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.7
2013	12.8	29.4	19.2	281.3	8.1		350.8
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.8
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7

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
(In Millions)



Federal-Aid Apportionments (Under SAFETEA-LU FROM FFY 2007 TO FFY 2012)

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other	ARRA	Total
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)

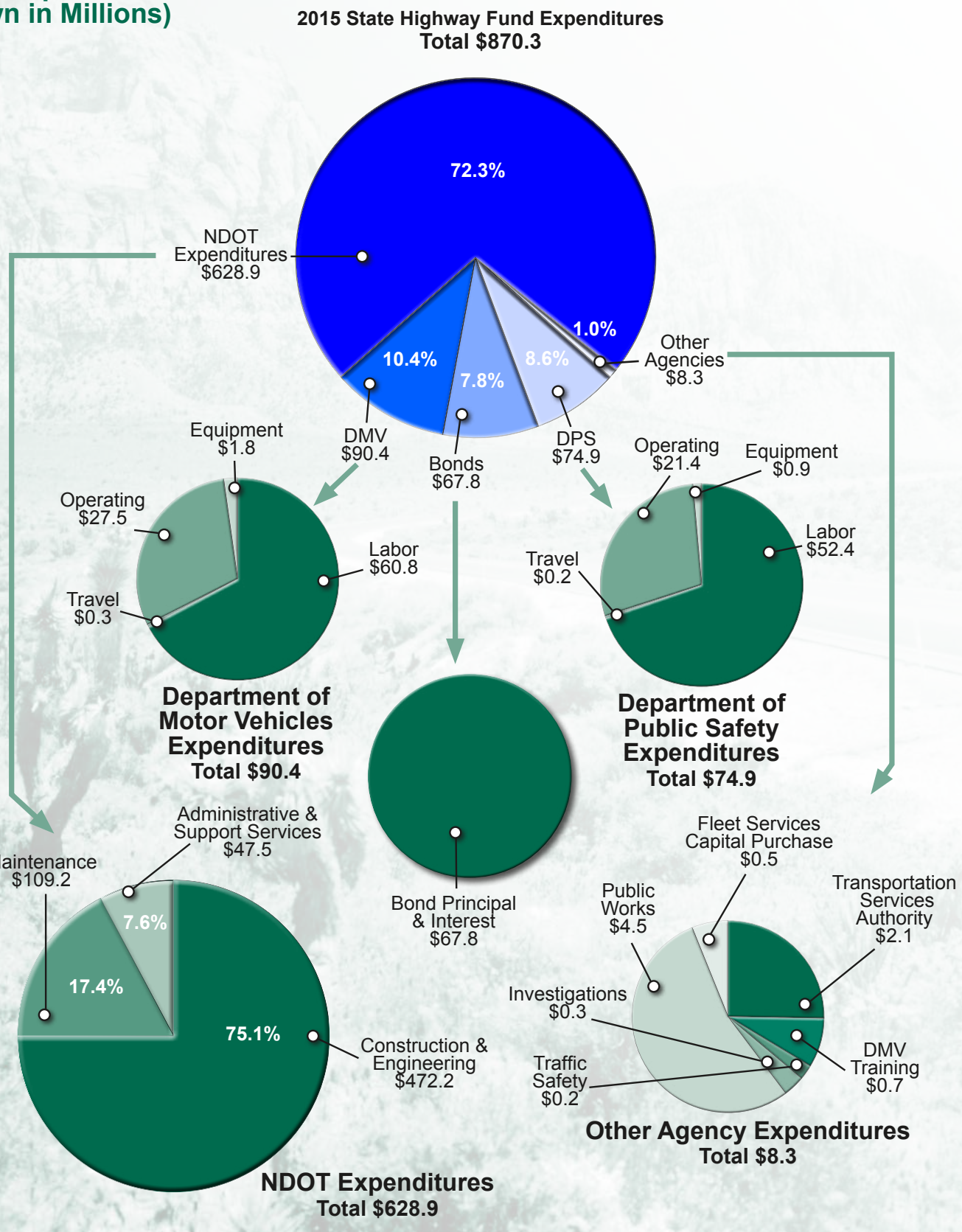
Fiscal Year	National Highway Performance Program*	Congestion / Air Quality*	Surface Transportation Program*	Other*	Total
2013	182.0	31.3	86.4	44.4	344.0
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.6	88.7	43.3	361.8

FFY 2009 ARRA funds caused a spike in Highway Fund Federal-Aid Apportionment in this year.

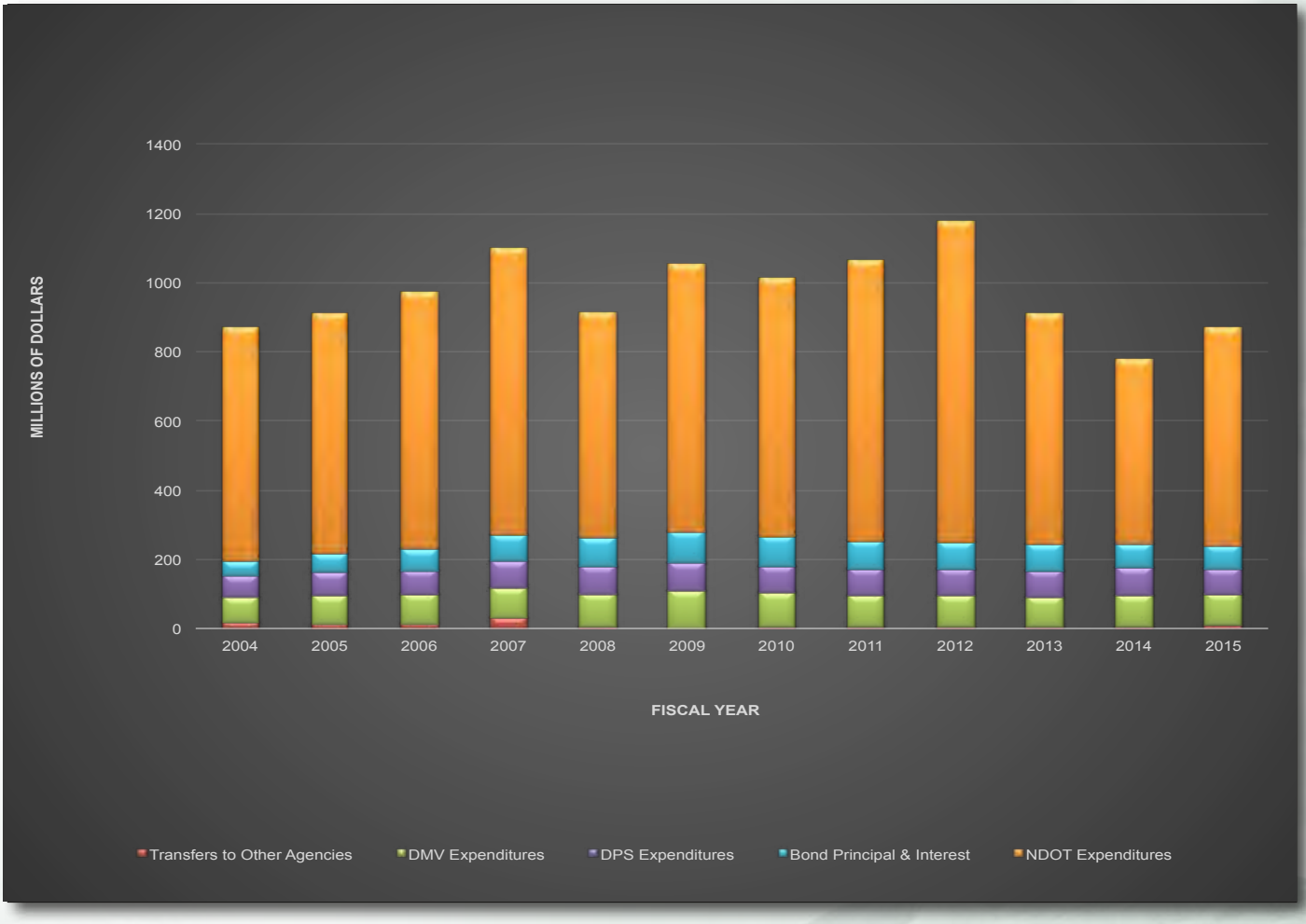
FFY 2013* *MAP 21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board recission.

State Highway Fund Expenditures and Disbursements (In Millions)

(2015 Expenditures Shown in Millions)



State Highway Fund Expenditures and Disbursements (In Millions)

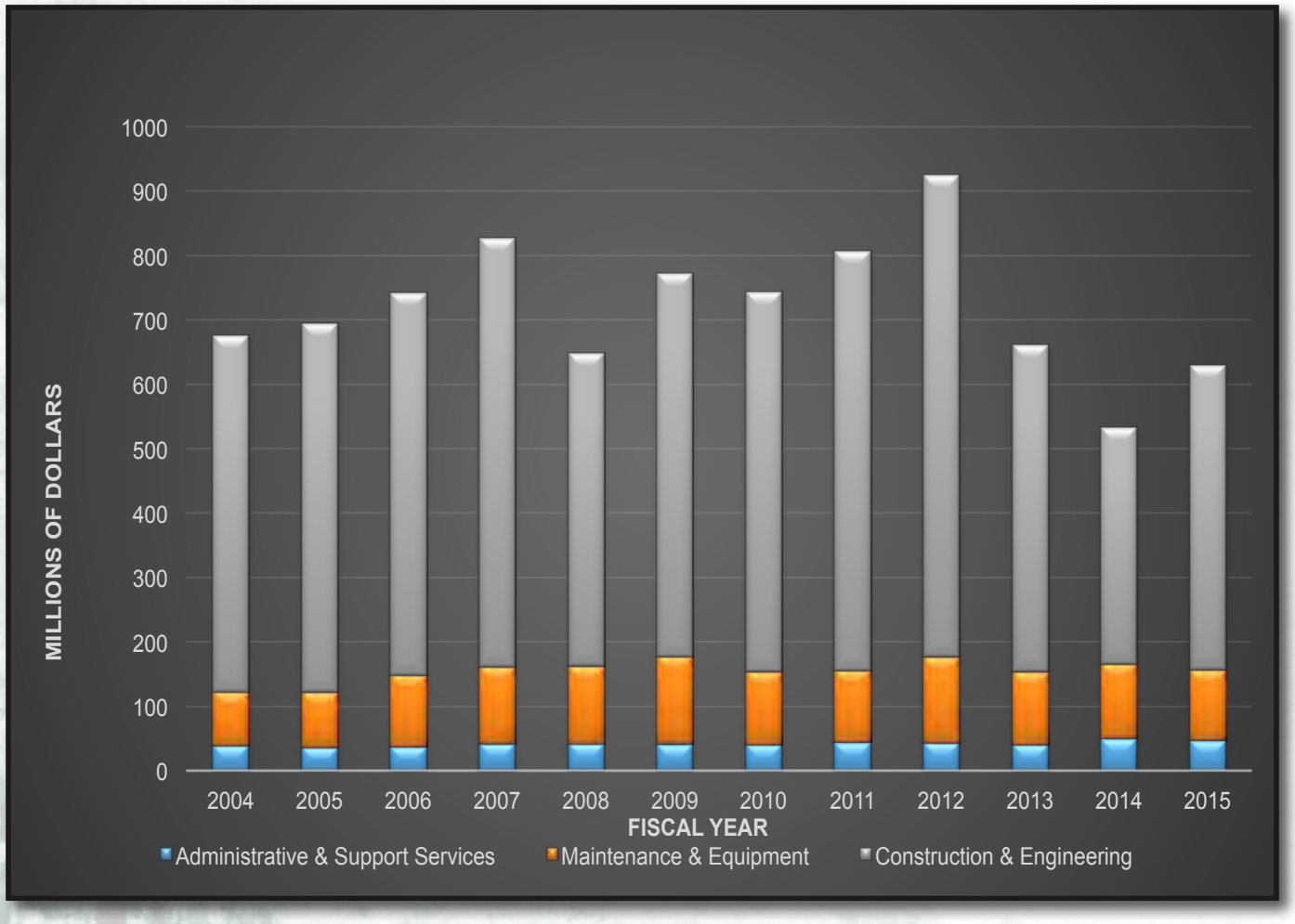


Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Total
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.8	108.0	81.1	89.0	772.4	1,052.3
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.2	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4
2013	4.2	85.5	76.5	79.8	661.0	906.9
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3

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

DMV stands for Department of Motor Vehicles.

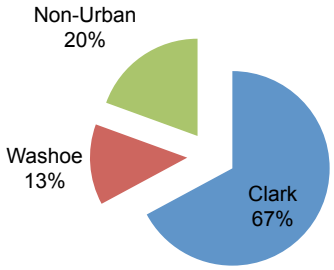
NDOT Expenditures By Activity (In Millions)



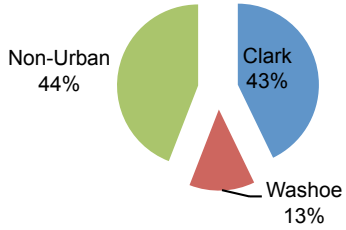
Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.2	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.3
2015	47.5	109.2	472.2	628.9

Project Obligations In Urban And Rural Areas

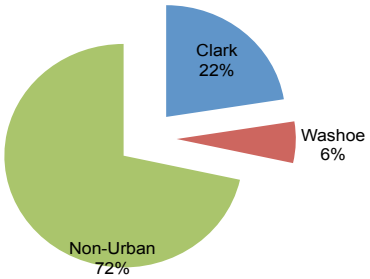
FFY 2015 Capacity Projects ($331 Million)



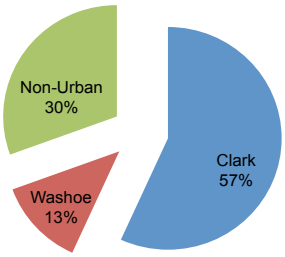
FFY 2015 Preservation Project Obligations ($130.1 Million)



FFY 2015 Other Project Obligations ($46.5 Million)



FFY 2015 Total Project Obligations ($508.4 Million)



FFY 2015 Projects*

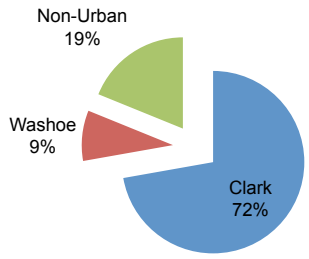
	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$222,208,588	$56,094,309	$10,439,549	$288,742,446
WASHOE	$44,420,953	$17,103,306	$2,783,710	$64,307,968
NON-URBAN	$64,363,510	$57,759,756	$33,238,069	$155,361,334
TOTAL	$330,993,050	$130,957,370	$46,461,328	$508,411,748
PERCENT	65%	26%	9%	100%

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

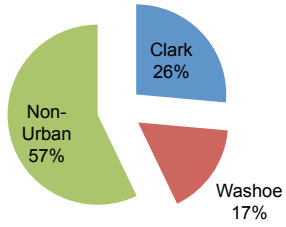
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*

Project Obligations In Urban And Rural Areas

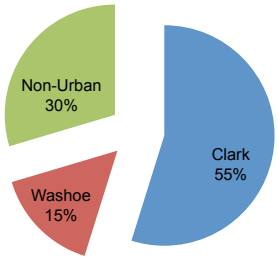
FFY 2011-2015 Capacity Project Obligations ($866.5 Million)



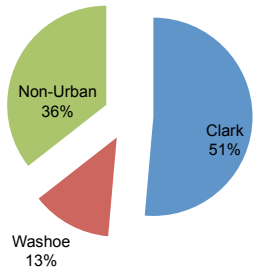
FFY 2011-2015 Preservation Project Obligations ($773.2 Million)



FFY 2011-2015 Other Project Obligations ($370.1 Million)



FFY 2011-2015 Total Project Obligations ($2.0 Billion)

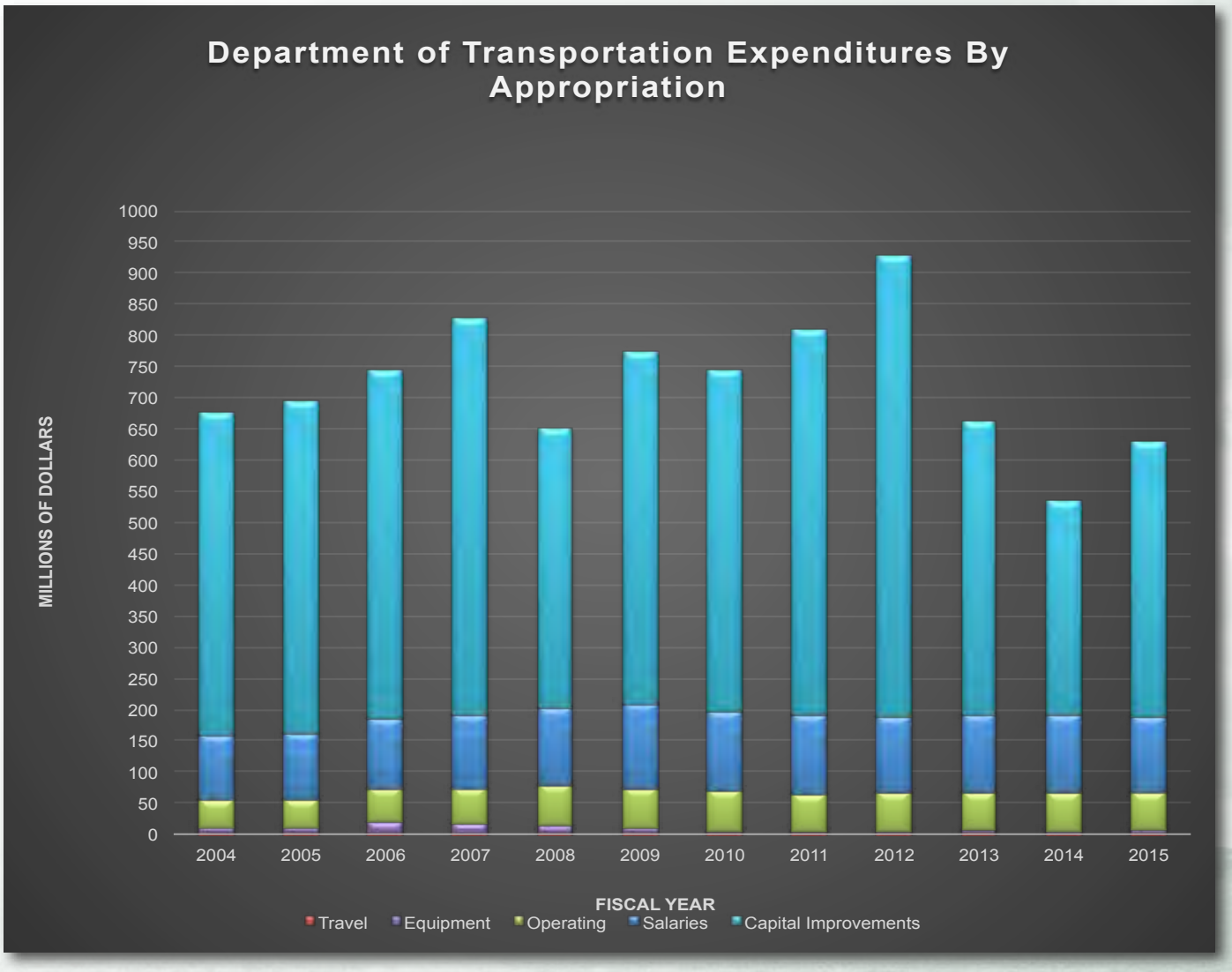


FFY 2010-2014 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$625,699,287	$204,184,880	$202,908,094	$1,032,792,261
WASHOE	$77,386,169	$127,260,490	$57,651,990	$262,298,649
NON-URBAN	$163,387,644	$441,715,761	$109,557,734	$714,661,139
TOTAL	$866,473,100	$773,161,131	$370,117,818	$2,009,752,049
PERCENT	43%	38%	18%	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.*

NDOT Expenditures By Appropriation



Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
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
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9

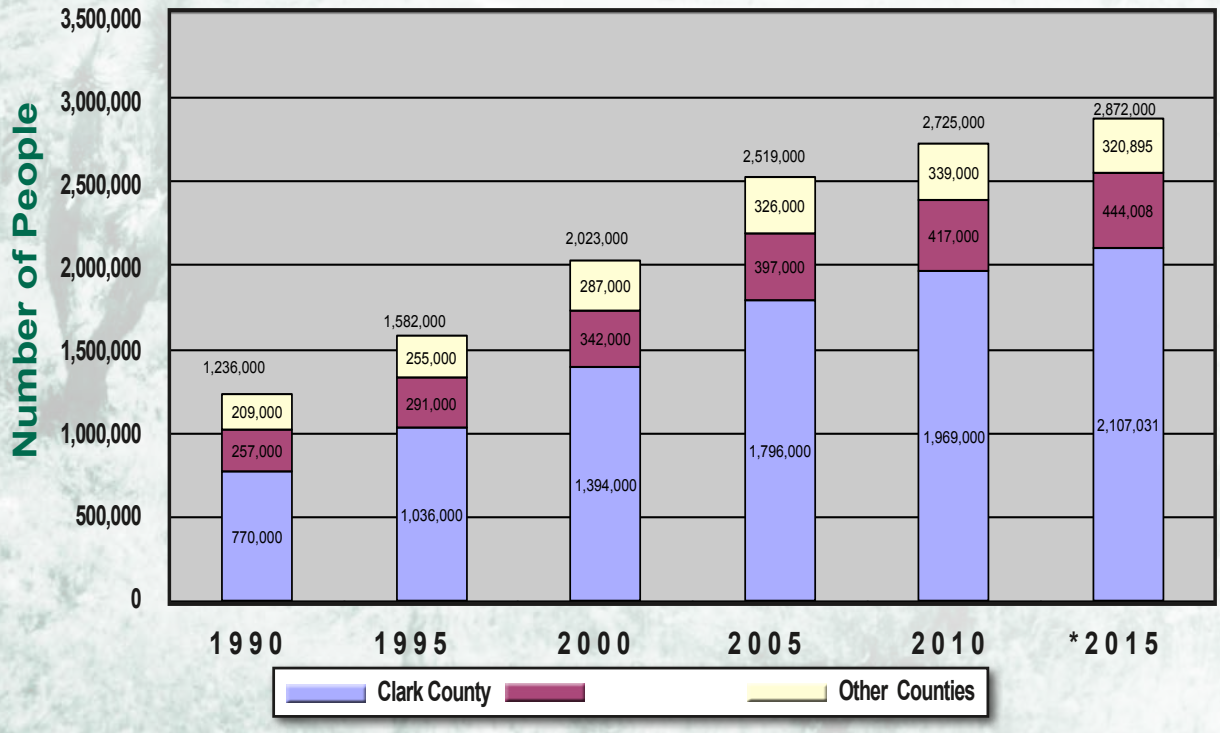
LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	**1995**	**1,081,646**
	2015	**1,835,512**
Passenger Vehicles	**1995**	**1,130,278**
	2015	**2,020,145**

Nevada has experienced tremendous population growth for over 30 years with little slow down until the last few years. The State's population has more than tripled since 1985 to over 2.8 million residents. The majority of the growth has been in the major urban areas.

Population Of Major Areas Of Nevada

*2015 Projections



Transit

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 2014, NDOT distributed approximately $10 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 close to one and a half 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 500 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 2014*

County	Total Riders**
White Pine	13,112
Washoe	23,737
Storey	0
Pershing	4,888
Nye	14,778
Mineral	10,815
Lyon	13,230
Lincoln	3,017
Lander	0
Humboldt	11,794
Eureka	1,620
Esmeralda	5,859
Elko	5,328
Douglas	749,326
Clark	654,006
Churchill	16,537
Carson City	3,087
Total	**1,531,134**

*Calendar year January through December 2014.
**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 of non-motorized users more efficient, convenient and safe. The State's Bicycle and Pedestrian Planning Program produces the Statewide Bicycle Plan and Bicycle Touring Map, coordinates with partners on local and regional plans, identifies and prioritizes needs for facilities, and supports programs and projects which will increase the mode share and safety of bicyclists and pedestrians.

Nevada, with its unique geography and weather, offers bicyclists and pedestrians a variety of low traffic volume roadways and diverse terrains by which to travel making it a very popular 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 State Freight Plan (currently under development) will identify potential infrastructure improvements and/or polices to facilitate efficient freight movement throughout the State of Nevada, with the ultimate goal of providing the state with a competitive advantage that will result in a growing and diversifying economy.
- Commercial Truck Parking in Nevada presents a series of maps and information on available truck parking and facilities on major highways that cross the State. This information is updated as information changes or becomes available.
- Freight Assessment Project (2013) completed an initial freight assessment study preparatory to developing a new Nevada State Freight Plan. This effort included the evaluation of recent planning efforts regarding freight movement in the state, as well as the effectiveness of any previous recommendations that have been implemented.
- The Goods Movement Study (2000) 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.

Trucks carried the highest percentages of about 78% in value and 83% in tonnage of the total freight flows for Nevada, this is due to their flexibility and a door-to-door service capability, and is the preferred mode for nearly all movements within the metropolitan areas in the State. In a consumer-driven economy such as Nevada, the heaviest goods carried by trucks in metropolitan areas are non-metallic minerals and non-metallic mineral products, many of which (sand, gravel, building stone, cement, etc.) are used in construction. In addition, trucks also carry waste generated in metropolitan areas to landfill locations. Among the high-valued goods, trucks carry a majority of the manufactured goods (e.g., machinery, electrical and electronic equipment, apparel and accessories, and miscellaneous), pharmaceutical and other chemical products and mixed freight.

Rail is, however, the lifeline for the natural resources and mining industry and scrap metal industry. Excepting a few ores and minerals (e.g., gold) these are generally low-valued goods. Rail also brings in out of state bulk or low-valued commodities such as coal, wood products, paper, grain, and other agricultural products, which have limited or no local supply. Some of imported manufactured goods, mixed freight (a variety of household and office supplies) and automobiles also are moved by intermodal rail service.

Although, they form small shares of total tonnage, goods using air mode, multiple modes (including intermodal rail service) or postal or courier goods are found to have a very high value per ton. Pipelines in the State bring in gasoline and natural gas to locations in or near the metropolitan areas.

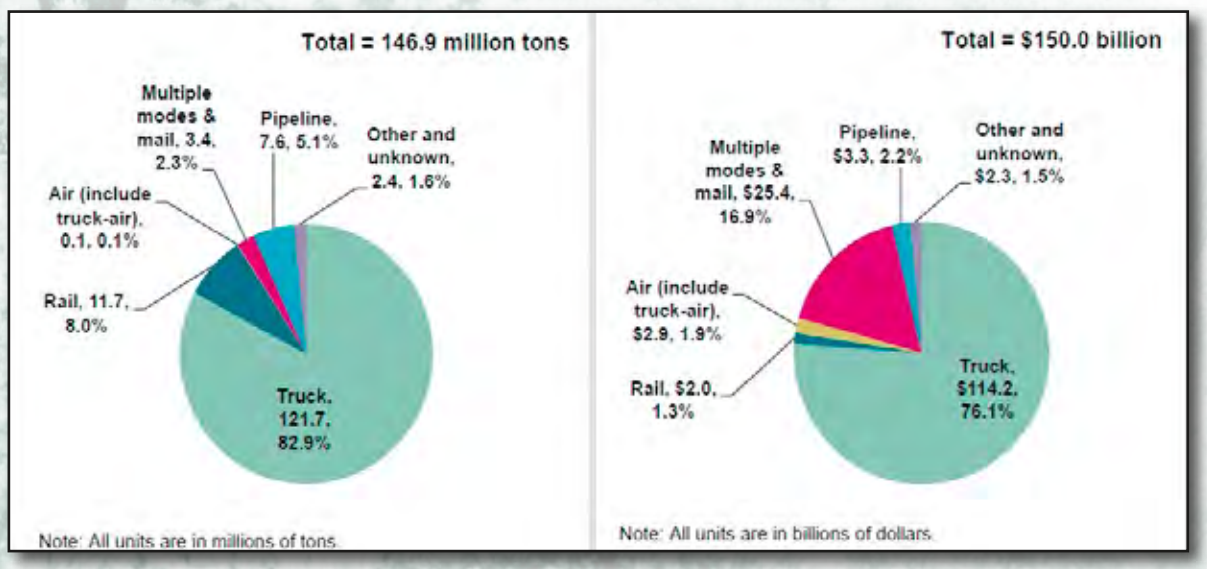
The key existing freight system elements can be grouped into the following two categories:

- I-80 multimodal corridor: This consists of Interstate 80 and Union Pacific Railroad's Overland Route, and runs for over 400 miles in the east-west direction in northern part of the State while providing connectivity to Reno-Sparks metropolitan area. The Sierra Nevada mountain range is situated on the western end of the corridor which makes truck and rail operations challenging during severe weather conditions. Reno-Tahoe International Airport is also located in the Reno-Sparks metropolitan area. The industries of trade, transportation and utilities, manufacturing, and mining fall along this corridor. There is an intermodal yard, one transload facility, two rail yards, and three rail-served industrial parks along the corridor. The intermodal yard, transload facility and two of the industrial parks are in Reno-Sparks metropolitan area, while the two rail yards and an industrial park are located in Elko County. An I-80 corridor system master plan study was completed in 2014.

- I-15 multimodal corridor: This consists of Interstate 15 and Union Pacific Railroad's South Central Route, and runs for over 100 miles in the east-west direction in the southern part of the State while providing connectivity to the Las Vegas metropolitan area. McCarran International Airport is located in Las Vegas. The industries of gaming, hospitality, trade, transportation and utilities and construction fall along this corridor. There is an intermodal yard and a rail yard in the Las Vegas metropolitan area. An I-15 corridor system master plan study providing further information was completed in 2012.

Both corridors carry significant amounts of through truck and rail traffic. The truckers who are passing through the state make use of rest areas and truck stops, and often purchase food, fuel and tire, repair and ancillary services in Nevada.

Nevada Statewide Freight Flows by Mode



Note: The charts include freight flows from Nevada (outbound) and within Nevada (intra), but do not include freight flow through Nevada.

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 FY14, Amtrak employed 26 Nevada residents. Total wages of Amtrak employees living in Nevada were $2,166,242 during FY14. Amtrak spent $3,794,712 on goods and services in Nevada in FY14, most of it in Reno; $3,658,903.

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://www.nevadadot.com/about_ndot/ndot_divisions/planning/nvrail.

Fiscal Year 2013 Station Usage in Nevada

City	Boardings & Alightings
Elko	9,436
Reno	70,142
Winnemucca	5.060
Total	84,638 (down 9.0% from FY 2013)

Source: http://www.amtrak.com/pdf/factsheets/NEVADA14.pdf

NEVADAVIATION
DEPARTMENT OF TRANSPORTATION

In support of the Nevada Department of Transportation's vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life, the Aviation Planning Section is responsible for helping Nevada's general aviation public and private use airports and heliports 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 44 General Aviation airports.

As part of the Federal Aviation Administration's (FAA) Airport Safety Data Program, the Aviation section conducts annual airport inspections on all of Nevada's general aviation airports. Today, Nevada has 126 registered facilities, 76 are privately-owned airports and heliports, and 50 are publicly-owned. Included are 27 registered free standing heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operations, electrical generation plants, and mining operations. Nevada has 49 airports open for public-use. NDOT Aviation Section inspects General Aviation airports under contract with the FAA that are open to the public and any other facility on request.

The State of Nevada has 31 airports listed in the National Plan of Integrated Airport Systems (NPIAS) which is used as an inventory of U.S. aviation infrastructure assets. The NPIAS is developed and maintained by the FAA, and it identifies existing and proposed airports that are significant to national air transportation in the U.S., and thus eligible to receive federal grants under the Airport Improvement Program (AIP). NDOT Aviation participates in matching airport grants for airport projects throughout the state with a special focus to foster, grow, and promote the development of rural airport facilities. The FAA directly assists NDOT Aviation with grants to help airports statewide with studies and planning grants designed to improve the entire air transportation system.

In 2015, Nevada was listed as having 6,323 registered pilots with 4,637 active general aviation aircraft listed as based within the state. Recently, the FAA designated Nevada as one of six national test sites that is ready to conduct research vital to integrating Unmanned Aerial Systems / Unmanned Aerial Vehicles (UAS/UAV) into the nation's airspace. Nevada is the third of six congressionally mandated test sites to become operational. A recent proposal to register UAS/UAV as well as operators by the U.S. Department of Transportation and the state will allow Nevada to continue its leadership in the national aerospace flight testing as it has for more than 70 years in a safe and efficient manner.

According to the FAA's report on 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 funding, 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 $276 Million annually. Rural Nevada airports directly and indirectly employ 3,400 people, with an annual value of $94 Million.

Nevada's Airport Activity Levels

Airport Classification Type	Airport Name	Community Location	2015 Passenger Enplanements	2015 Airport Operations
International	McCarran International	Las Vegas	19,959,651	520,897
	Reno-Tahoe International	Reno	1,685,333	78,435
Commercial	Elko Regional	Elko	33,310	19,635
	Ely- Yelland	Ely	534	4,997
	North Las Vegas	No. Las Vegas	48,271	133,359
Primary	Henderson Executive	Las Vegas	22,372	88,822
	Boulder City	Boulder City	200,400	85,300
General Aviation	Other Public-Use Airports		794	41,851
Totals			**21,950,665**	**973,296**

Notes

NEVADA DOT
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2015 NEVADA TRANSPORTATION FACTS AND FIGURES

NEVADA DOT
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