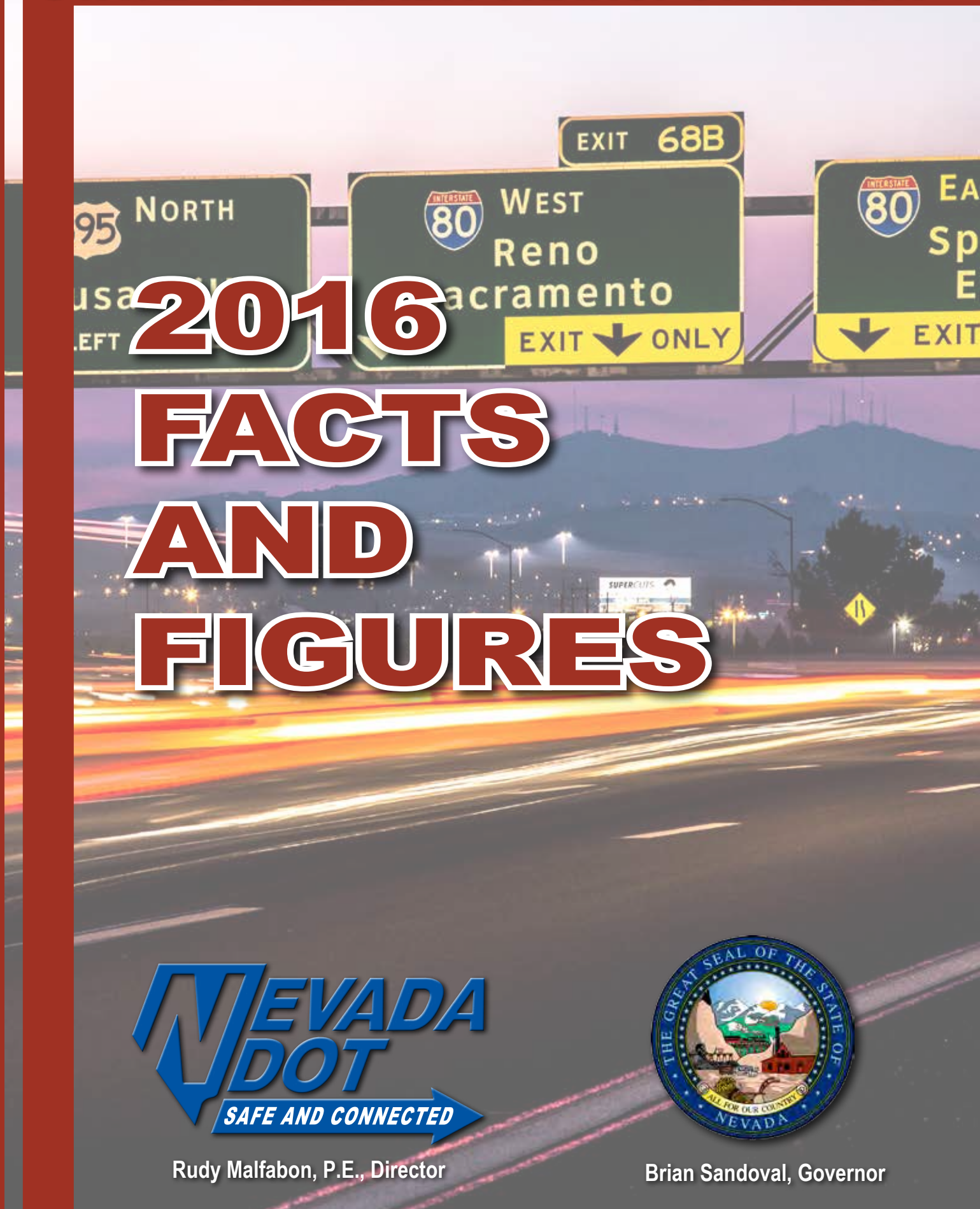
STATE OF NEVADA TRANSPORTATION

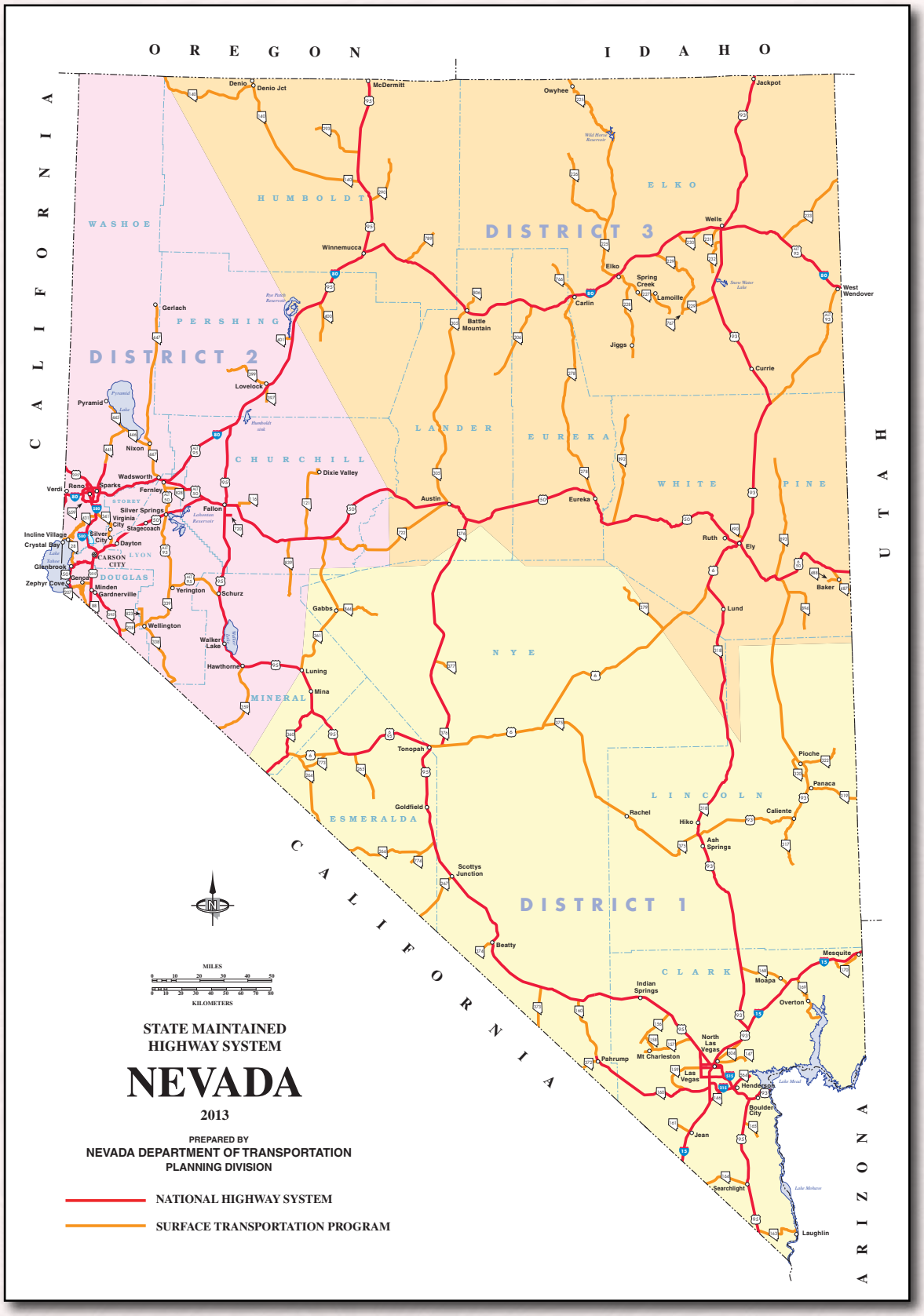


2016 FACTS AND FIGURES

NEVADA DOT
SAFE AND CONNECTED

Rudy Malfabon, P.E., Director

Brian Sandoval, Governor



2016 NEVADA TRANSPORTATION FACTS AND FIGURES

State of Nevada Transportation Facts and Figures 2016

Governor
Brian Sandoval

Director
Rudy Malfabon, P.E.

Prepared By: Performance Analysis Division

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

www.nevadadot.com

Table of Contents

Key Phone Numbers and 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

Roads to the Future

Celebrating 100 years! As we look back at the first full century of Nevada's transportation department, we also have eyes firmly on the future.

The Nevada Department of Highways was founded in 1917 to resurface the rutted dirt trails crossing the state. Today, we have expanded to a multi-modal transportation system helping keep Nevada safe and connected on the road, in the air and elsewhere.

Rural Nevada thoroughfares will welcome the future of transportation as we partner with the Governor's Office of Energy to build the U.S. 93 and 95 electric highways, complete with electric vehicle charging stations.

Right now, we are also investing more than $1 billion in major transportation improvements for an evergrowing state. Nearly three-quarters of that investment will be made in transportation enhancements through downtown Las Vegas as part of Project NEON, Nevada's largest-ever public works project. And when complete, the first phase of Interstate 11, the Boulder City Bypass, will be a vital freight and mobility link connecting Las Vegas, Phoenix and beyond. Likewise, in northern Nevada, the USA Parkway and Carson City Freeway extensions will further connect the region; enhancing mobility, economic development and more. The result of this more than $1 billion investment in transportation improvements? Continued mobility for Nevada, not to mention more than $4 billion in public benefits and 10,500 jobs created or sustained.

These efforts will keep Nevada connected. But, we also remain dedicated to keeping Nevada transportation safe. Just a few examples: enhanced pedestrian crossings in Las Vegas, an extended roadway tunnel helping prevent highway rock fall in Lake Tahoe and wider roadway shoulders and wildlife crossings to help keep rural Nevada drivers safe.

And, we're looking well beyond these road improvements. Our long-range transportation plan will establish a mission and vision for the next 20+ years of Nevada transportation, from roads and runways and beyond, including the future I-11. Likewise, our freight plan is a collaborative effort to develop improvements boosting Nevada's economy and freight mobility.

We also look to preserve our environment for the future. Funding authority from the Nevada Legislature has provided budget for our robust Love NV Waters stormwater program to further protect water quality from impacts due to roadside stormwater runoff. We have inventoried well over 60,000 roadside drainage facilities for routine inspection and potential future enhancements and educated the public about their part in preserving Nevada's precious waters. On our roads and in our own maintenance stations, we are also implementing projects to enhance drainage and treat runoff to keep contaminants from entering our natural waterways.

Nevada's state transportation department began in 1917 to pave what were largely dirt roads and trails. Today, we are nearly 1,800 men and women serving commuters, travelers and stakeholders across Nevada. Nevada has grown, as has the state's transportation department. But what hasn't changed is our dedication to keeping the state safe and connected for the decades and centuries to come.

Rudy Malfabon, P.E., Director

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.

***Vision, Mission, Core values, and Goals are being revised in the new Strategic Plan.**

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 2016 ending June 30, 2016. 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).

(All data is the best available as of the end of the State Fiscal Year 2016 unless otherwise stated)

STATISTICS

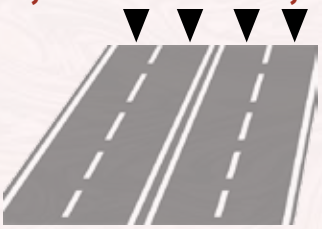
Nevada Population

(2016 Projected)

2,900,500

Lane Miles NDOT & Local

13,708 NDOT / 74,502 Local

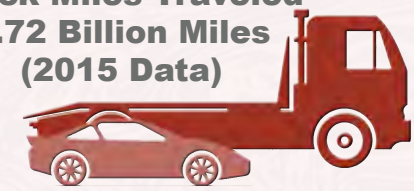


Centerline Miles NDOT & Local

5,397 NDOT / 22,390 Local

Truck Miles Traveled

1.72 Billion Miles (2015 Data)



Vehicle Miles Traveled

25.1 Billion Miles (2015 Data)

Miles of Rural Hwy - 4,735 (2015 Data)

Miles of Urban Hwy - 662 (2015 Data)

NDOT Heavy Equipment

1,945 Pieces

NDOT Vehicles

667 Vehicles

NDOT BRIDGES

1,163 Bridges

NV Licensed Drivers

1,872,376 (2016 Data)

44 NDOT Staffed Maintenance Stations

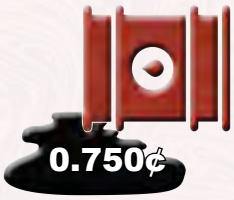
1,826 Total NDOT Employees

339,190 Sq Ft NDOT Owned Office Space

NV Registered Passenger Vehicles

2,084,089

FUEL TAX RATES



County Mandatory Gas Tax	6.35¢ per gallon
0¢ to 9¢ County Option Gas Tax	Varies by County
Federal Gasoline Tax Rate	18.4¢ per gallon
State Diesel Tax Rate	27.75¢ per gallon
Federal Diesel Tax Rate	24.4¢ per gallon
State Propane (LPG) Tax Rate	22¢ per gallon
Federal Propane (LPG) Tax Rate	18.3¢ per gallon
State Methane (CNG) Tax Rate	21¢ per gallon
Federal Methane (CNG) Tax Rate	18.3¢ per gallon

STATE HIGHWAY FUND REVENUE AND EXPENDITURES (2016 DATA)

State Gasoline Tax Revenue

County Mandatory Gas Tax Revenue

$69.5 Million

.0¢ to 9¢ County Option Gas Tax Revenue

$96.6 Million

State Special Fuel

$84.7 Million

Tax Revenue

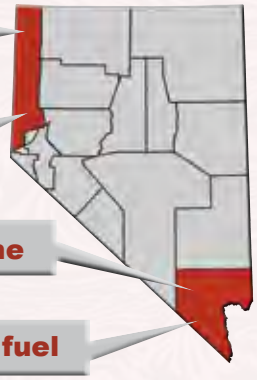
Federal Aid Revenue $450.8 Million

Washoe County Inflation Index On Gasoline

$47.3 Million

Washoe County Inflation Index On Special fuel

$13.3 Million



Clark County Inflation Index On Gasoline

$75.8 Million

Clark County Inflation Index On Special fuel

$11.4 Million

Bonds & Other Revenue $375.8 Million

Vehicle Registration Fees

$113.9 Million

Motor Carrier Fees

State Highway Fund Revenue

$1.3 Billion

TOTAL

State Highway Fund Expenditures

$1.1 Billion

Drivers License FEES

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 17.

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

Intelligent Transportation Society of Nevada, 2015 Project of the Year Under Two Million Dollar category

Nevada Traffic Incident Management (TIM)

The statewide Nevada Traffic Incident Management project won the Intelligent Transportation Society of Nevada's project of the year for 2015. TIM uses a multifaceted approach to provide incident responders throughout Nevada with training, education, crash debriefings and joint operations policies. The project demonstrates how states and municipalities have maximized technology investments to improve safety and reduce traffic congestion. .

2015 NDOT Excellence in Partnering Awards

Emergency Repair to Flood Damaged-I-15

The 2015 Excellence in Partnering Award recognized the collaborative efforts to repair a portion of I-15 that was washed away by extremely heavy rainfall in September 2014. The project team, including Las Vegas Paving, the Nevada Highway Patrol, NDOT Construction Crew 903, District 1 maintenance crews and District 1 office staff, coordinated the design, construction, and administration of the repairs to reopen the road within 72 hours, demonstrating excellent daily communication and a solid partnership.
NDOT Excellence in Partnering Awards are given annually statewide to recognize completed projects that best optimized principles of partnering. The main purpose is to celebrate success, best practices and recognize all project stakeholders.

Public Relations Society of America, Nevada Chapter

2015 Pinnacle Awards/Golden Spike Award

NDOT and the Office of Traffic Safety were awarded Pinnacle and Golden Spike awards for partnered efforts on the Zero Fatalities traffic safety campaign. The awards are:

- 2015 Best of Show Pinnacle Award in the Tools and Techniques Category for social media videos and posts about bicycle safety. The videos and posts brought awareness about safe roadway behaviors among drivers and cyclists on Nevada's roadways.

- First place 2015 Pinnacle Award for the Zero Fatalities Nevada Rider Chalkboard online video about motorcycle safety.

Awards and Recognition

AASHTO Transportation Communications Subcommittee Conference (Transcomm)

ePEDemic Campaign

1st Place Indoor/Outdoor Advertising

1st Place Logo Design

NDOT and the Nevada Office of Traffic Safety's ePEDemic campaign received two first place awards from the AASHTO Transportation Communications Subcommittee (Transcomm), ranking Nevada as the best in the nation for both of these aspects of transportation communications. Each year Transcomm honors DOTs around the country with awards for best DOT communications practices, programs and tactics. The campaign reminds pedestrians and drivers to be more aware amid an epidemic of rising pedestrian deaths. It is part of a larger NDOT-sponsored pedestrian safety education campaign featuring billboards, radio announcements, digital ads and social media posts.

Silver Telly Award

Online Video Category, "Jayme's Story"

Telly awards honor the very best film and video productions across the nation. NDOT was proud to be awarded the highest honor—a Silver Telly—in the Online Video category for "Jayme's Story". The video tells the heartbreaking story of a tragic car crash that killed a young Reno mother—from the perspective of both the victim's mother and the distracted driver.

International Partnering Institute 2016 Partnered Project of the Year Award, Under $25 Million-Sapphire

Kingsbury Grade (SR 207) Reconstruction Project, CMAR

This Kingsbury Grade Reconstruction CMAR Project received the 2016 partnered project of the year award from the International Partnering Institute. The award celebrates success, share lessons learned and best practices, and acknowledges the collaborative efforts of teams and individuals who achieve extraordinary results. The collaborative partnering efforts between NDOT and contractor Q&D Construction helped the project achieve extraordinary results.

Nevada Brings Home An Additional $20 Million

Nevada recently brought home an additional $20 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 2016 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 12 years, NDOT had been able to secure nearly $185 million in additional obligation authority for use on vital Nevada transportation projects.

NDOT Launches Reno-Sparks Freeway Traffic Study

As the number of vehicles traveling in the Reno-Sparks area continues to increase, NDOT has begun a traffic study to identify future interstate and other transportation improvements. The study will help project future traffic volumes and identify infrastructure needs through 2040. By forecasting future traffic levels and freeway use, the study will help identify targeted improvements to Interstate 80, Interstate 580 and U.S. 395, including the I-80/I-580 spaghetti bowl. NDOT also hosted the Reno Spaghetti Bowl Charrette as part of the study. The all-day event facilitated conversation between the traffic study team, key stakeholders and the public. The study will conclude in 2017.

Project Neon Begins

NDOT has broken ground on Project NEON, the largest transportation investment in our state's 152-year history. The project will widen 3.7 miles of Interstate 15 between the heavily-travelled Sahara Avenue and spaghetti bowl interchange in Las Vegas, improving traffic flow and providing better access to the downtown corridor. It is currently the busiest stretch of highway in Nevada carrying more than 300,000 vehicles daily. That number is expected to double by 2035. The project will help to greatly improve safety, reduce congestion and improve air quality. Project NEON will wrap up in 2019.

Future Interstate 11 Making Progress

Currently Las Vegas and Phoenix, Arizona are the only two cities in the nation with populations of more than one million that are not linked by an interstate. In 2015, NDOT broke ground on the future I-11 corridor that, when complete, will enhance travel and commerce between Arizona and

Nevada and eventually to Canada and Mexico. Phase I, currently under construction, will construct a 2.5-mile segment of continuous four-lane, controlled-access, divided highway passing south of the developed area of Boulder City. The Regional Transportation Commission of Southern Nevada is leading Phase II of the project that comprises an additional 12.5 miles from U.S. 95 to U.S. 93 near the Mike O'Callaghan-Pat Tillman Memorial Bridge. Both segments will complete by 2018.

Nevada Bridges Ranked as Nation's Best Again!

The Nevada Department of Transportation's bridges were ranked as the best in the nation for the second consecutive year. The American Road and Transportation Builders Association (ARTBA) reported that only 1.8 percent of Nevada's 1,900 public bridges are structurally deficient, earning it the top ranking nationwide. That compares to the 9.6 percent national average. The term structurally deficient describes a bridge in need of some rehabilitation or potential replacement and does not necessarily mean it's unsafe or dangerous. NDOT inspects all bridges statewide at least every two years, including city and county maintained structures.

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.

NDOT Hosts Automated Vehicles Public Policy Workshop

NDOT, the American Association of State Highway and Transportation Officials (AASHTO) and the American Association of Motor Vehicle Administrators jointly sponsored an all-day automated vehicles public policy workshop in Las Vegas. The unprecedented event was held to discuss a future regulatory framework for automated vehicles. The workshop brought together a diverse group of state and national leaders to debate and advance the dialogue about the issues surrounding autonomous vehicles. Nevada has quickly become a national leader for electric and autonomous vehicles, serving as a testing ground for Google and Daimler Freightliner. It has also established an electric highway with charging stations along U.S. Route 95, making it possible to drive between Reno and Las Vegas with a battery-powered vehicle. With billion-dollar investments

from Tesla Motors and Faraday Future, Nevada is leading the way in becoming a major manufacturing hub for the next generation of electric and autonomous cars.

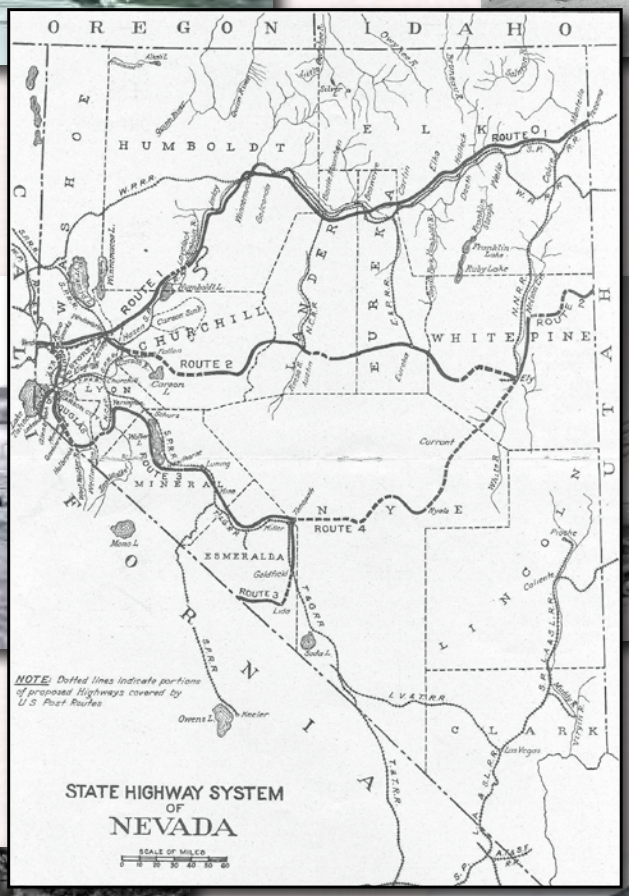
USA Parkway and Apex Projects Support Mobility and Economic Development Statewide

In both southern and northern Nevada, supporting mobility and economic development is an important overall goal for NDOT. In Las Vegas, NDOT has plans to widen a five-mile stretch of U.S. Highway 93 from two to four lanes between Interstate-15 and Apex Power Parkway in North Las Vegas. In Northern Nevada, the approximately 18-mile-long, four-lane USA Parkway between Interstate 80 and U.S. 50 will further link the greater Reno/Sparks and Fernley/Fallon areas with the U.S. 50 Silver Springs corridor. The project will enhance regional mobility and create an additional route for commuter, freight, emergency and other traffic, including commercial traffic to the Tahoe Reno Industrial Center.

Freeway Service Patrol

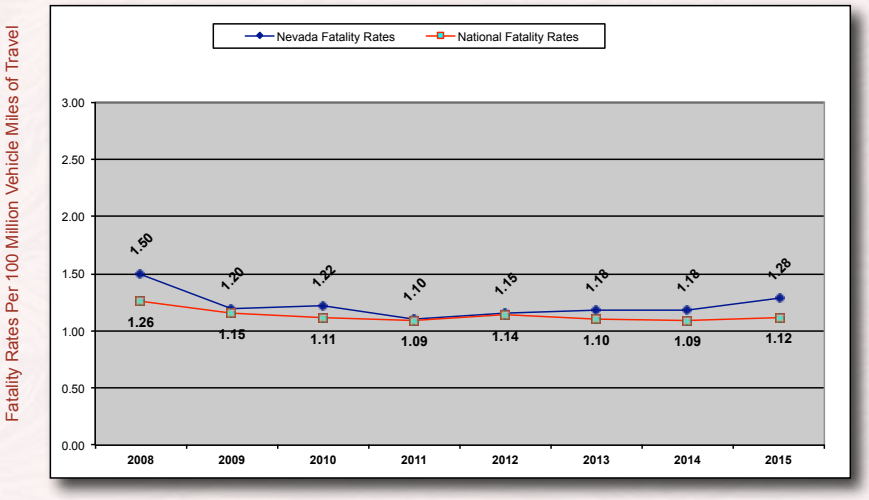
Keeping all Nevadans safe on our area roadways is an important function of NDOT's Freeway Service Patrol in the Las Vegas and Reno/Sparks areas. The program improves highway safety on the more- heavily traveled sections of our urban freeways by reducing the time required to remove incidents and objects that can disrupt traffic flows and cause traffic congestion during peak travel periods. Whether it's a stalled vehicle, debris on the road, or a minor accident, the FSP's objective is to remove distractions from the road as quickly as possible to avoid impacting passing drivers. And, NDOT recently added new multiuse response vehicles that can clear up to two disabled vehicles from crash sites simultaneously. All FSP technicians are certified in community first aid and Automotive Service Excellence.

In 2017, the Nevada Department of Transportation celebrates its 100 year anniversary. Established as the Department of Highways on March 23, 1917, the young department forged ahead with the vast task of building and maintaining new roads throughout the state. The Department's first construction contract, awarded for $10,953 in January 1919, built a trestle bridge over the Humboldt River in Pershing County. With a dedicated staff, the department had constructed 300 miles of state highway just five short years after being formed. Fast forward to present day and note the many accomplishments of the department throughout the years. From the first concrete highway between Reno and Carson City, to the development of the interstate system throughout Nevada, the Highway Department, now the Nevada Department of Transportation, has been keeping us all safe and connected for 100 years.


OREGON
IDAHO
HUMBOLDT
ELKO
ROUTE 1
WHITE PINE
CHURCHILL
ROUTE 2
LYON
DOUGLAS
MINERAL
ROUTE 4
ESMERALDA
ROUTE 3
NYE
LINCOLN
CLARK
NOTE: Dotted lines indicate portions of proposed Highways covered by U.S. Post Routes
STATE HIGHWAY SYSTEM
OF
NEVADA
SCALE OF MILES

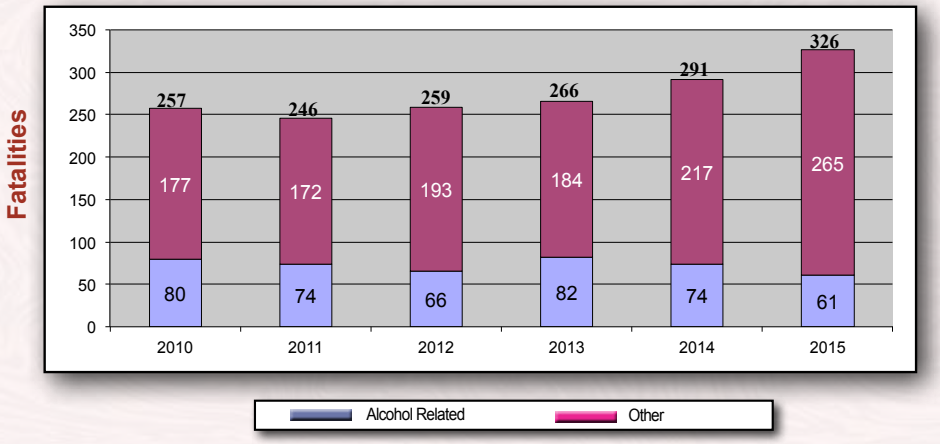

RENO
THE BIGGEST LITTLE CITY IN THE WORLD

Fatality Rates

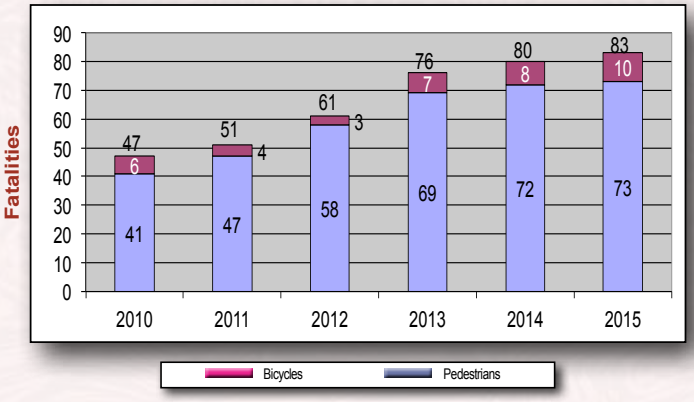


Fatalities By Cause
New Definition by National Traffic Safety Administration

Data From Fatal Analysis Reporting System (FARS)

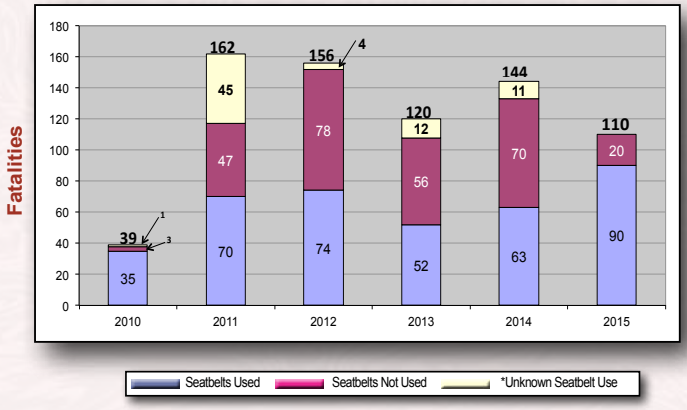


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



*Discontinued for Year 2015

2015 – 2018:

I-11 Phase 1 from Foothills Drive grade separation to Silverline Road north of US 95: Construct 2.5 mile, four-lane concrete interstate freeway. $100 - $138 million.

I-11 Phase 2 from Silverline Road north of US 95 to the Nevada Interchange: Construct 12.5 mile, four-lane interstate freeway, $240 - $330 million.

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

I-15 North Part 2 from Craig Road to Speedway: bridges and capacity improvements: $37.05 M estimate; contract awarded to Las Vegas Paving for $33.8 M

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; $16.5 M estimate

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; $47 M estimate; $39.2 M bid for construction; project bid in FY 2015 and began construction in FY 2016

I-80 near Verdi CMAR, GMP #1: $2.55 M bid for construction

2016- 2017:

USA Parkway (SR 439) Design-Build: construct and extend current roadway from US 50 to I 80; $91.3 M estimate; $11.1 M expended in FY 2016

2016- 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; $952.7 M estimate; $106.3 M expended in FY 2016

Regionally Significant Projects

I-15 / US-93 Garnet Design-Build: interchange improvements, widening US93 and safety improvements; $75 M estimate

I-15 Starr Avenue Interchange: construct a new interchange at Starr Avenue; $60 M estimate

2017:

US95 from Durango Drive to Kyle Canyon Road: widen US95, construct HOV ramps at Elkhorn Road, expand Park & Ride facilities, new interchange at Kyle Canyon Road; $80 M estimate

FLAP SR28 from US50 to Country Club Drive: construct shared use path and water quality improvements; $23 M estimate

2018:

SR 160 Phase 2: widening SR 160 (Blue Diamond Highway) from two to four lanes, starting at the beginning of the mountainous area to the west of the Mountain Springs Summit; $60.3 M estimate

US 50 Lyon County from Roy's Road to the junction of US 95A: widening and intersection upgrades; $37.9 M estimate

I-580: Operational Improvements; $40 M estimate

I-515 at Las Vegas Downtown Viaduct: seismic retrofit; $14.4 M estimate

2019:

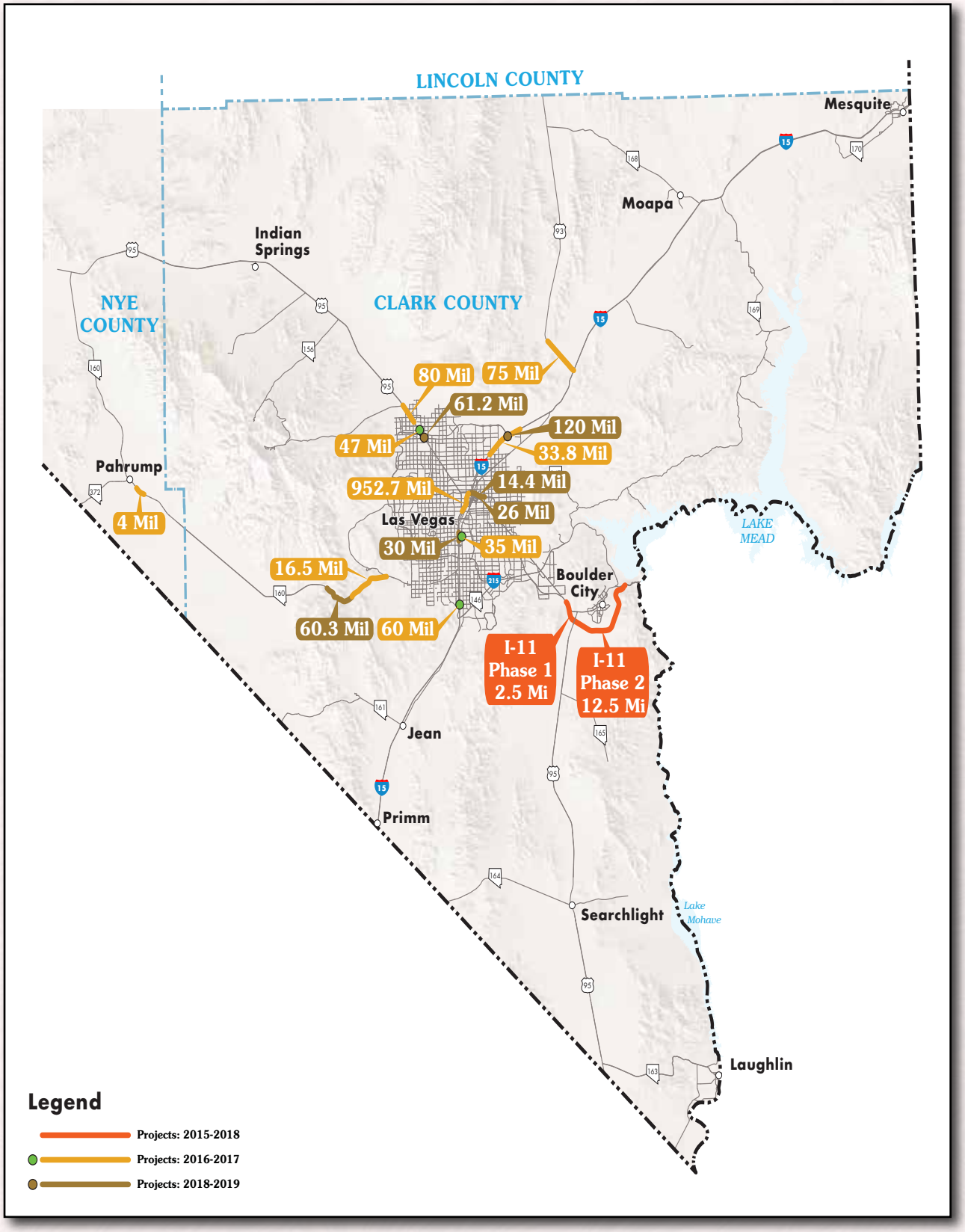
US 95 Northwest Corridor Phase 3C: from Hualapai to Tenaya, additional CC-215/US 95 system to system ramp improvements; $61.2 M estimate

I-15 North Phase 4: CC-215/I-15 new system to system interchange; $120 M estimate

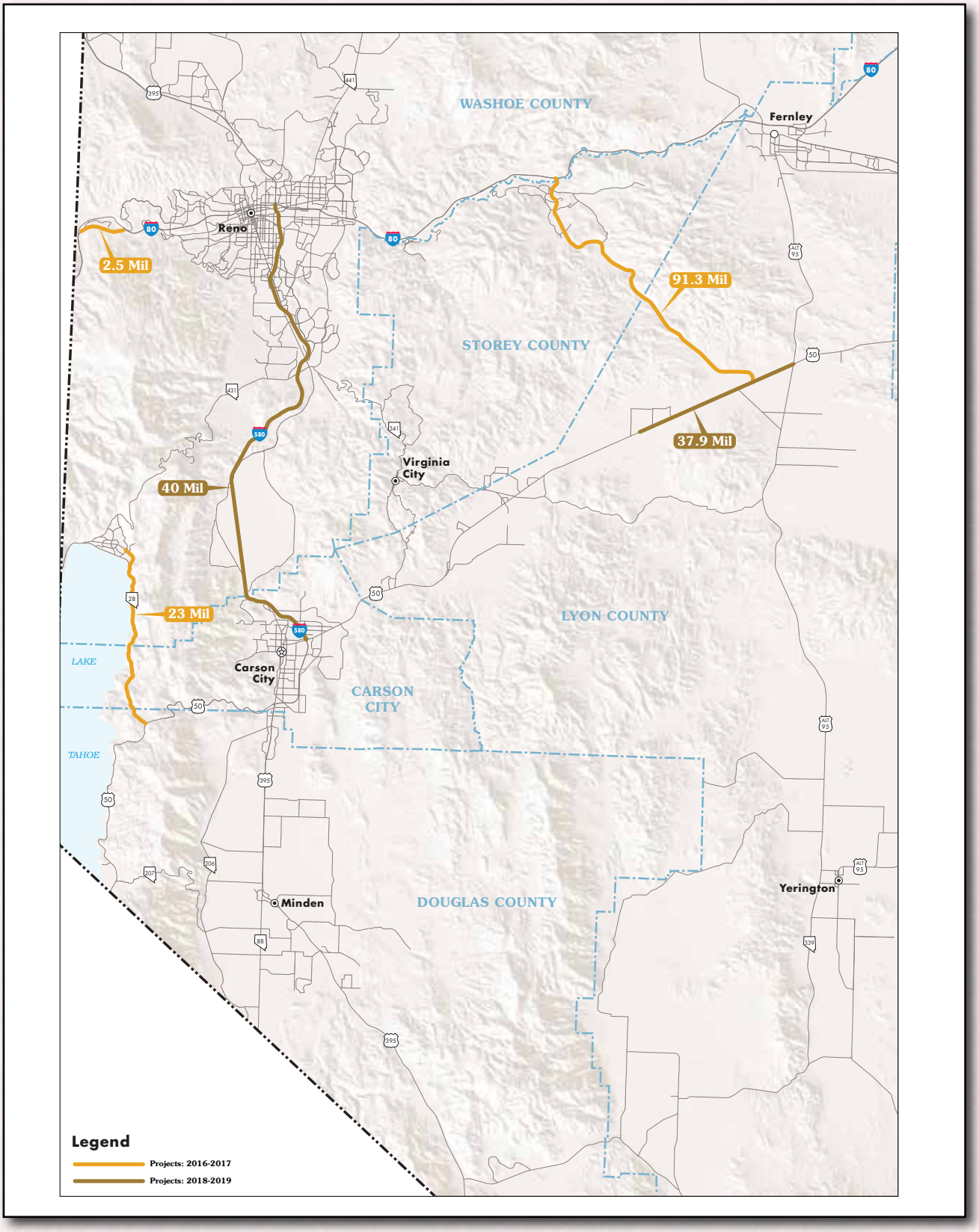
I-515 at Las Vegas Downtown Viaduct: bridge deck rehabilitation; $26 M estimate

I-15 at the Hacienda Avenue and Harmon Avenue Overpasses: HOV direct connect ramps; $30 M estimate

Regionally Significant Projects



Regionally Significant Projects



The Freeway Service Patrol (FSP) program operates in the Reno and Las Vegas areas to mitigate traffic congestion in the heavily-traveled sections of our metropolitan freeways by providing quick and safe incident clearance. Statistics indicate that roadway incidents account for 25% of travel delay and that for every minute that a travel lane is blocked, the resulting congestion takes 4 minutes to dissipate and the probability of a secondary incident increases by 2.8%. The FSP program, as a guideline, aims to mitigate traffic incidents in under 15 minutes. These traffic incidents may include but are not limited to: crashes, disabled and abandoned vehicles, debris, lost or sick motorists, pedestrians and animals, scene safety, and other situations that disrupt traffic flow such as fires and hazardous spills. Table 1 below reflects the statistical data for State Fiscal Year 2016.

TABLE 1: FY2016 FSP STATS

Freeway Service Patrol	Las Vegas	Reno
Routes	9	2
Centerline Miles	78.70	38.60
Mitigation Clearance Times	**Las Vegas**	**Reno**
Under 15 Minutes	82%	89%
15-30 Minutes	11%	8%
Over 30 Minutes	7%	3%
Mitigations	**Las Vegas**	**Reno**
Disabled Vehicles	17,959	4,489
Abandoned Vehicles	3,861	1,130
Scene Safety	5,383	2,026
Crashes	2,977	743
Debris	1,922	1,075
Other	1,542	22
Total Mitigations	**33,644**	**9,485**

FY2015/FY2016 Comparison:

Las Vegas FSP
- The # of routes remained unchanged
- Centerline miles increased 2%
- Clearance times under 15 min. decreased 1%
- Total mitigations increased 6%

Reno FSP
- The # of routes remained unchanged
- Centerline miles increased 38%
- Clearance times under 15 min. improved 3%
- Total mitigations increased 43%

The above comparison indicates that traffic activity in Las Vegas remained fairly consistent between 2015 and 2016, but Reno activity significantly increased due to the impact of new land development such as the major industrial center off of I-80 and USA Parkway.

The following information is based on FY2016 survey data that was obtained from motorists that were aided by FSP.

- 100% of motorists reported the FSP technicians are courteous and professional.
- 100% of motorists rated the FSP program as excellent/very good.
- 99% of motorists reported the continuance of the FSP program is very important; and 1% reported the continuance of the FSP program is neither important nor unimportant.
- 100% of motorists strongly agree the FSP program offers a valuable service.
- 95% of motorists reported they have a more favorable opinion of NDOT as a result of the program; and 5% reported the FSP program does not impact their opinion of NDOT.

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. Following are the performance measures organized by major areas:

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per 100 employees	10% Annual Reduction	2.4% Decrease			
	Injuries/Illnesses requiring medical attention per 100 employees	10% Annual Reduction	0.3% Decrease			
Provide Employee Training (2)	Percentage Employees Trained According to Requirements	77% Compliance Annually	Average 71% Compliance			
Improve Employee Satisfaction (3)	Percentage Employees Satisfied with NDOT	75% Annually	57% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage Agreements Processed within 30 days	90% Annually	96% Processed within 30 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage Projects Completed on Schedule and Within Budget	80% Annually	97% within Budget			
			97% within Schedule			
			74% Change Order < 3% Cost Increase			
Streamline Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of Scheduled Projects Advertised within the Reporting Year	75% Advertised within the Reporting Year	88% Performance			
	Percentage of Advertised & Awarded Projects within Established Construction Cost Estimate Range	75% Delivered within Established Cost Estimate Range	29% (Oct. Est)			
			47% (Eng. Est)			
Streamline Permitting Process (15)	Percentage Encroachment Permits Processed within 45 days	95% Annual	95.4% Processed within 45 Days			
Assets						
Maintain State Highway Pavement (8)	State Roadways Maintained at "Fair or Better" Condition (Road category definition in report)	Category 1: 95%	98.2%			
		Category 2: 95%	94.2%			
		Category 3: 95%	96.5%			
		Category 4: 95%	81.3%			
		Category 5: 95%	49.0%			
Maintain NDOT Fleet (9)	Percentage Mobile Equipment in Need of Replacement	1% Annual Decrease	10.6% Increase			
	Percentage Fleet in Compliance with Condition Criteria	1% Increase	1.8% Increase			
Maintain NDOT Facilities (10)	Percentage of Facilities Assessments & Condition	2% Annual Increase	3% Increase			
Maintain State Bridges (14)	Annual Reduction in Structurally Deficient (SD) Bridges	Replace or Rehabilitate at least 1 SD Bridge Per Year	1 Bridge replaced			

Performance Management Plan and Performance Measures

Performance Measures Overview

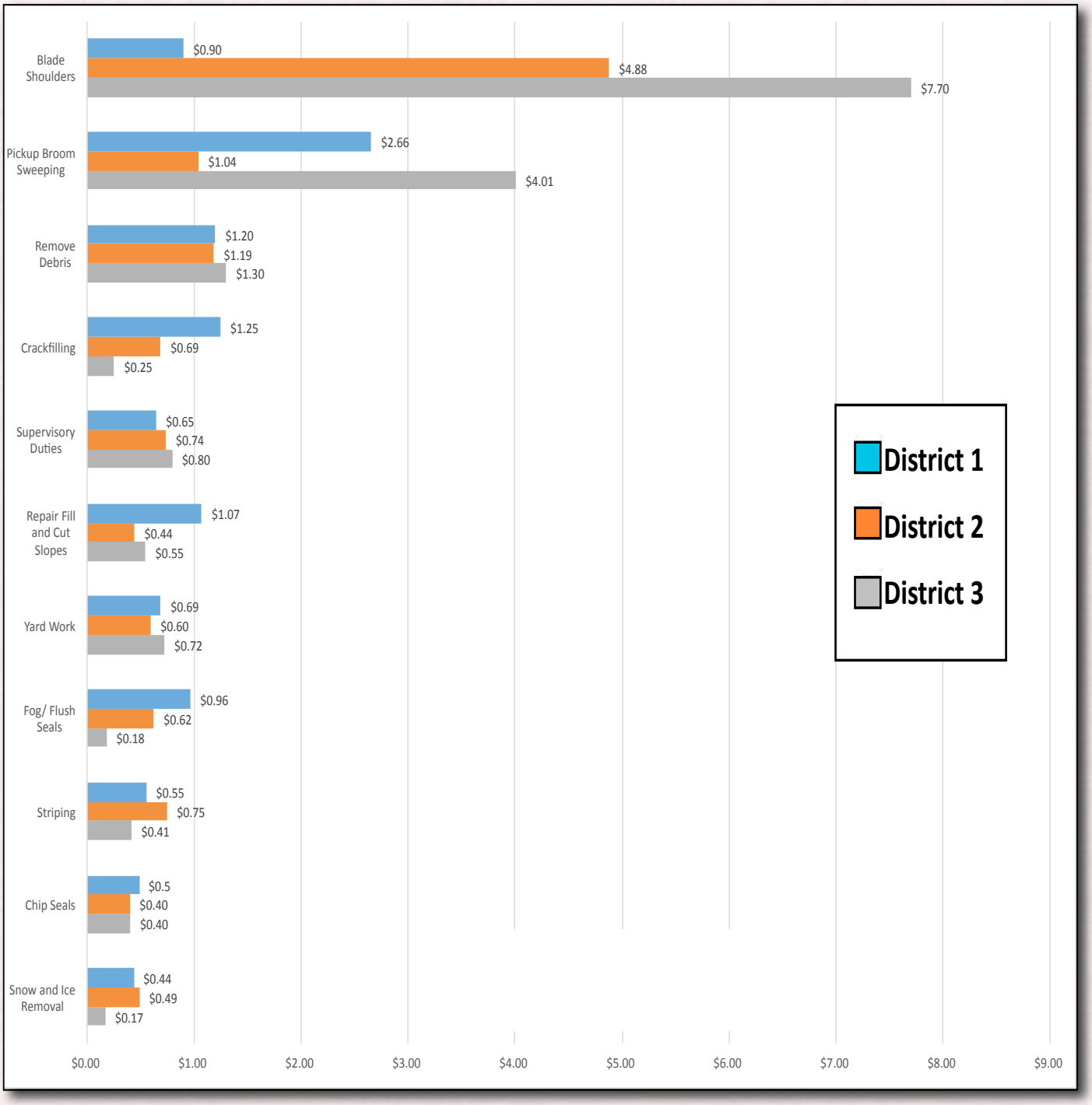
Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of Emergency Management Plans Implemented	100% Annually	87.5% Compliance			
Reduce Fatal Crashes (12)	Number of Traffic Fatalities	Reduce five year avg. traffic fatalities by 3.1% annually	3.5% Increase			
	Number of Serious Traffic Injuries	Reduce five year rolling avg. of serious injuries by 3.1% annually	3.3% Decrease			
	Number of Traffic Fatalities per 100M VMT	Reduce five year rolling avg. of fatalities per 100M VMT by 3.1% annually	1% Increase			
	Number of Serious Traffic Injuries per 100M VMT	Reduce five year rolling avg. of serious injuries per 100M VMT by 3.1% annually	7.4% Decrease			
Our Partners						
Improve Customer and Public Outreach (5)	Customer Satisfaction & Public Outreach	Annual Increase in Social Media Goals (Facebook likes, Twitter followers & retweets, YouTube views)	39.5% Average Increase above set targets			
Reduce and Maintain Congestion Levels on the State Maintained Roadway System (6)	Percent Interstate providing for reliable travel time	90%	95.80%			
	Percent Non-Interstate NHS providing for reliable travel time	90%	92.00%			
	Percent Urban Interstate where Peak-Hour Travel Time meets expectation	Pending	NA	NA		
	Percent Urban Non-Interstate NHS where Peak-Hour Travel Time meets expectation	Pending	NA	NA		

Zero Fatalities

Drive Safe Nevada

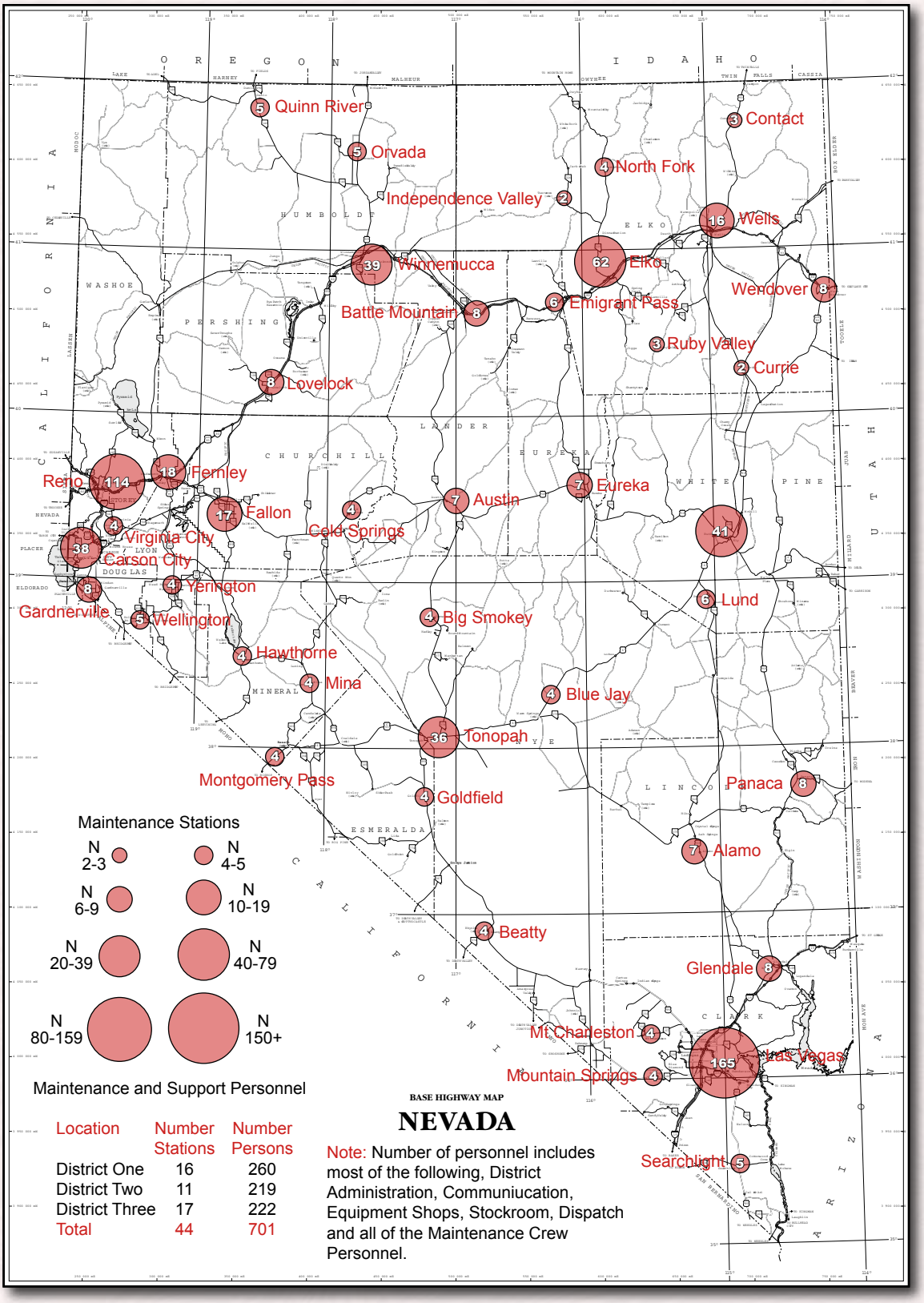
Every life saved adds about $5 million to future economic earning power.

Maintenance Activities
Based on Fiscal Year 2016 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

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

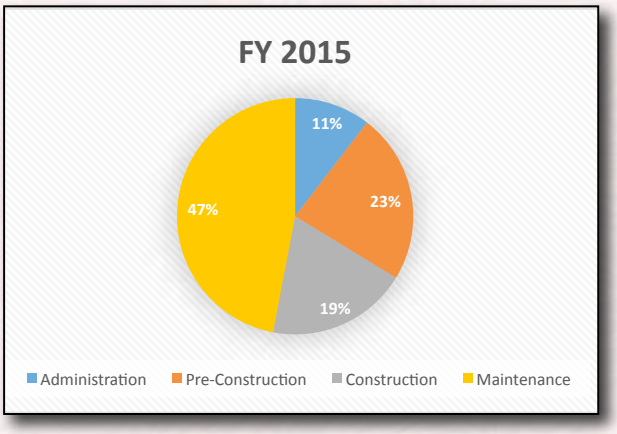
Department Personnel

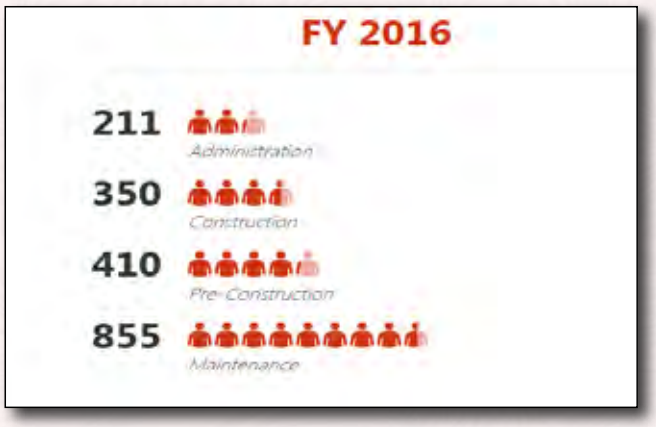
It takes dedication and expertise to administer, construct and maintain a road and bridge system that has continually been named one of the nation's best. Whether in administration, construction or maintenance, NDOT's dedicated, expert employees are the driving force behind Nevada's top transportation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

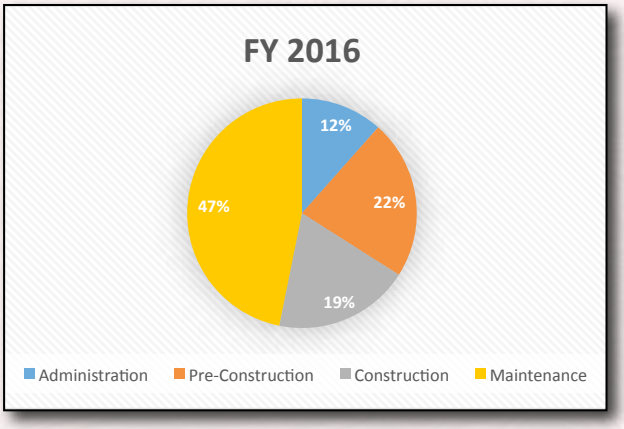
Rapid population growth of past years and spikes in commodity movement have greatly increased traffic on Nevada highways. With staff overseeing ever-increasing transportation needs and ever more complex projects and programs, NDOT looks to innovation, partnership and increasing efficiency to successfully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







Traffic Incident Management (TIM)

Effective traffic incident management is vital to the successful operation of our highway systems in Nevada. The Traffic Incident Management (TIM) Coalition is a multi-agency program that improves safety by implementing ways to quickly and safely clear crashes on our Nevada roads. Through training, incident debriefings and forum discussions, the TIM Coalition has developed multiagency policies and procedures that have proven to make a difference in roadway clearance times, safety and decreasing the number of crashes, even fatalities.

Nevada Freight Plan

More than 150 million tons of freight are moved in and out of Nevada each year, generating millions of dollars in revenue for our state. Getting products where they need to go quickly and efficiently is vital to our economy and a top priority for NDOT. The Nevada State Freight Plan, Nevada's first comprehensive multimodal plan, was developed to help pave the way for future freight and transportation enhancements and enhance Nevada's economic competitiveness. The freight plan includes strategies and projects to help further integrate freight carried by trucks, trains, airplanes and pipelines. Some of those projects could be funded by the federal transportation funding law, or FAST ACT, which appropriated nearly $60 million to qualifying freight projects over five years. Projects being looked at, such as the future Interstate 11 corridor, must be carefully prioritized and outlined in the statewide freight plan. Other ideas in the freight plan include enhanced truck parking, highway improvements, emerging technologies such as Hyperloop high-speed transportation systems, and automated trucks as well as making alternate routes available in case of emergencies.

NDOT Builds Stormwater Division and Launches New Stormwater Program, "Love NV Waters"

(www.nevadadot.com/stormwater)

2016 has been a busy and successful year for the Nevada Department of Transportation Stormwater Division. The NDOT, working together with the NDEP, Governor's Office and the EPA, reached agreement of settlement terms and a consent decree was finalized. With the passage of Senate Bill 324, NDOT was provided with the necessary resources and authority to build a robust stormwater program to meet the requirements set forth by the Clean Water Act.

To meet the requirements, the Stormwater Division has hired staff for program development, planning and design, operations and maintenance, compliance and enforcement, technology, training and outreach. New stormwater equipment has been purchased and delivered statewide to allow NDOT field teams to successfully protect Nevada's waters from potential stormwater runoff pollution.

To help manage and maintain stormwater assets and components, 43,000 pipes, 14,000 drop inlets, 4,000 manholes, and 600 channels to date have been mapped and uploaded to the GIS map for data sharing, maintenance scheduling and future planning.

The NDOT continues to design and test new technologies, such as the stormwater treatment filters in vaults under SR 431 that trap and absorb pollutants, thus helping to protect and preserve the water quality and clarity of Lake Tahoe.

The NDOT is improving outdated maintenance yards, such as the Reno and Carson yards, with improved drainage, new pavement, water treatment systems and more efficient vehicle wash stations. NDOT will continue to identify and make improvement needs in maintenance yards statewide.

The NDOT projects statewide continue to focus on water quality improvements, like the SR 28 Shared Use Path Project at Lake Tahoe, which includes stormwater management improvements and new technology like the EPIC stormwater filter system, in parking lots, which will further help to protect and preserve the clarity of the lake. The Carson City Freeway and 95/215 Centennial Bowl projects are two examples featured in NDOT Stormwater YouTube videos explaining the use of temporary and permanent best management practices (BMP) to control stormwater runoff from NDOT work sites.

The new Stormwater Program, branded "Love NV Waters", has been connecting externally with the public and internally with NDOT team members through innovative measures. Social media platforms, videos, public service announcements, and event outreach are some of the avenues in which the program is creating awareness and providing knowledge and tools to promote change of behavior with the message that to love Nevada's waters means everyone has a part in helping to protect Nevada's waters.

The NDOT Stormwater Division is committed to promote stormwater stewardship as an essential element of all NDOT operations with a vision to be a leader in stormwater management and preserve Nevada's water quality for future generations.

Zero Fatalities

(www.zerofatalitiesnv.com)

The Zero Fatalities traffic safety program continues to make an impact with the overall goal of eliminating fatalities on our roadways. Once again this year, the NDOT worked together with our safety partners to update the Strategic Highway Safety Plan (SHSP) to establish statewide traffic safety goals. The road to Zero Fatalities focuses on six critical emphasis areas: always buckle up, don't drive impaired, focus on the road, stop on red, be pedestrian safe and ride safe. The Zero Fatalities has thus far reached 97% of Nevadans with a variety of educational tools including the new "don't be a phony" and "ePEDemic" campaigns that focus on distracted driving and pedestrian safety. Zero Fatalities also continues to educate young drivers about the importance of being safe behind the wheel. The campaign asks, why zero? Because every life matters.

Nevada Traffic Safety Summit

NDOT and the Department of Public Safety annually host the Nevada Traffic Safety Summit. The purpose is to gather safety partners from around the state to share best practices for implementing strategies and action steps to reach the ultimate goal of Zero Fatalities in Nevada. Attendees across the state participate in the summits, representing the four "E's" of transportation safety: engineering, enforcement, education and emergency medical services. Discussions range from motorcycle safety, legislative efforts, pedestrian safety, driver behavior, traffic incident management and much more.

Pedestrian Safety Improvements

Pedestrian safety is a top priority at NDOT. Unfortunately, pedestrian deaths are on the rise both nationally and here in Nevada. That's why we are dedicating ten million dollars in state highway funds each year for pedestrian safety improvements statewide. These important improvements include enhanced crosswalks, pedestrian-activated flashing beacons and improved lighting and signage on several projects throughout the state.

In Reno, pedestrian improvements are being implemented on Sun Valley Boulevard, North Virginia Street and Kietzke Lane. In Las Vegas, enhancements are being made to Lake Mead and Charleston Boulevards, Boulder Highway and Blue Diamond Road. And, in Lake Tahoe, State Route 28 received pedestrian improvements to Village Boulevard and Country Club Drive.

Complete Streets

Complete Streets design is an approach used within the transportation industry to promote safe roads for all users. Complete Streets are streets for everyone, designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, trucks and transit riders of all ages and abilities. With safety in mind, NDOT is using the Complete Street concept as we design and implement current and future road projects. Some "complete" ideas could include wider sidewalks to accommodate ADA requirements, enhanced pedestrian crossings, shared-use paths, bikeways, wide outside travel lanes, median islands, narrower travel lanes, special transit amenities and more. These important safety features are realized through in-depth analysis, travel conditions and land use as well as stakeholder outreach throughout the community. Areas currently being considered for Complete Street design are: Lake Mead Boulevard and Charleston Avenue in Las Vegas as well as Kietzke Lane in Reno.

Roundabouts

www.nevadadot.com/roundabout

NDOT is above all committed to the safety and mobility of our traveling public. In a continuing effort to enhance safety, NDOT has installed roundabouts in various locations throughout the state. Roundabouts are one-way circular intersections in which traffic flows around a center island without stop signs or signals. Because traffic enters and exits through right turns only, the occurrence of severe crashes in roundabouts is less than in many four-way intersections. Lower speeds, increased traffic capacity and decreased delays, congestion, fuel consumption and air pollution are other roundabout benefits. Currently NDOT is planning on installing roundabouts on two critical roadways: two in Pahrump on SR 372 and one where the USA Parkway (SR 439) extension will intersect with U.S. 50.

Landscape and Aesthetics

Metal Sculpture reflecting farming history of area, I 580 @ S. Virginia, Reno

NDOT strives to provide transportation design solutions that enhance the quality of life, emphasize safety, and preserve and protect environmental resources. Through its Landscape and Aesthetic Program, NDOT provides improvements that benefit Nevadans and visitors alike. It seeks to integrate community values and regional context into the design of Nevada transportation systems to ensure that NDOT's transportation facilities fit within the land and communities of Nevada.

Beautiful, site-appropriate highways contribute to Nevada's economic vitality and enhance the quality of life of its residents. NDOT's freeways and interchanges provide the welcome into our communities.

Landscape and aesthetics goes beyond the surface appearance of NDOT's roads. It also contributes to the preservation of natural resources by providing erosion control through roadside vegetation management and storm water management. It uses landforms to enhance water retention and native vegetation development.

Windmill Sculpture, water harvesting and landscape, I 580 @ S. Virginia, Reno

The addition of landscape and aesthetic features to our roadway projects helps to attain and reflect economic prosperity and is a strong contributor to the success of commercial development. These amenities also add to the state's economic development efforts by employing a wide variety of professionals from landscape architects to artists. Projects with landscape and aesthetic treatments create opportunities in many construction industry fields such as 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. Funding for landscape

Rock lined channel and farm equipment, I 580 @ S. Virginia, Reno

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

Slope Paving Painting on US 95, Las Vegas

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." The appropriate application of landscape and aesthetics relieves the monotony of driving long distances and promotes the safety of traffic by increasing drivers' attention and interest. For more details about the Landscape and Aesthetics Program, visit *www.nevadadot.com*.

Sound Walls on US 95, Las Vegas

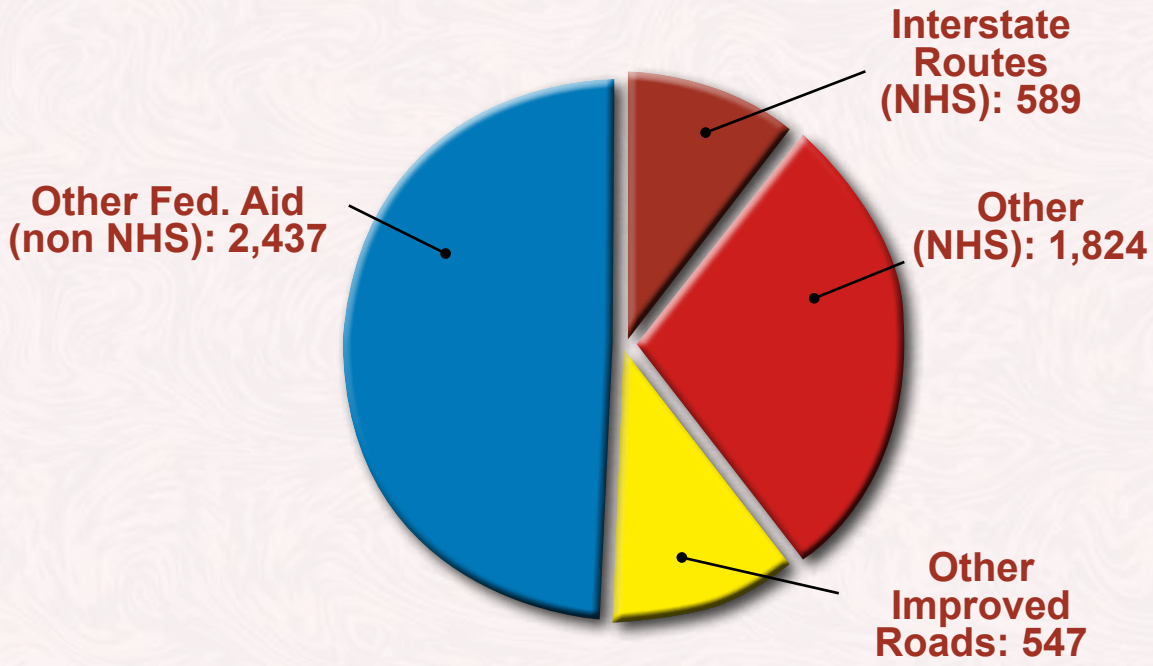
Metal and concrete sculptures on US 95, Las Vegas

Roadway System Mileage (Centerline Miles)

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

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,413	147	2,560
Non-NHS	2,437	7,972	10,409
Non-Federal Aid			
Other Improved	547	14,271	14,818
Unimproved	0	14,861	14,861
Total	5,397	37,251	42,648

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



FEDERAL AID PROGRAMS

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The National Highway Performance Program (NHPP) is the largest source of federal dollars the department receives and may be obligated only for a project on eligible faciities of the NHS. Projects that qualify for this fund source include improving infrastructure conditions, safety, improve mobility or freight movements. Any projects using federal funds must reflect accordingly in the Statewide Transportation Improvement Program (STIP), the Statewide Long Range Plan and the Metropolitan Trasportation Improvement Program (TIP).

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

This is the most flexible fund source available to DOTs across the nation, including NDOT. In general, the location of STBGP projects is not limited. However, STBGP 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. STBGP is also broken down by statewide, and various rural and large Metropolitan Planning Areas.

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ROAD DEFINITION

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.

NON-NHS ROADS

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

OTHER IMPROVED ROADS

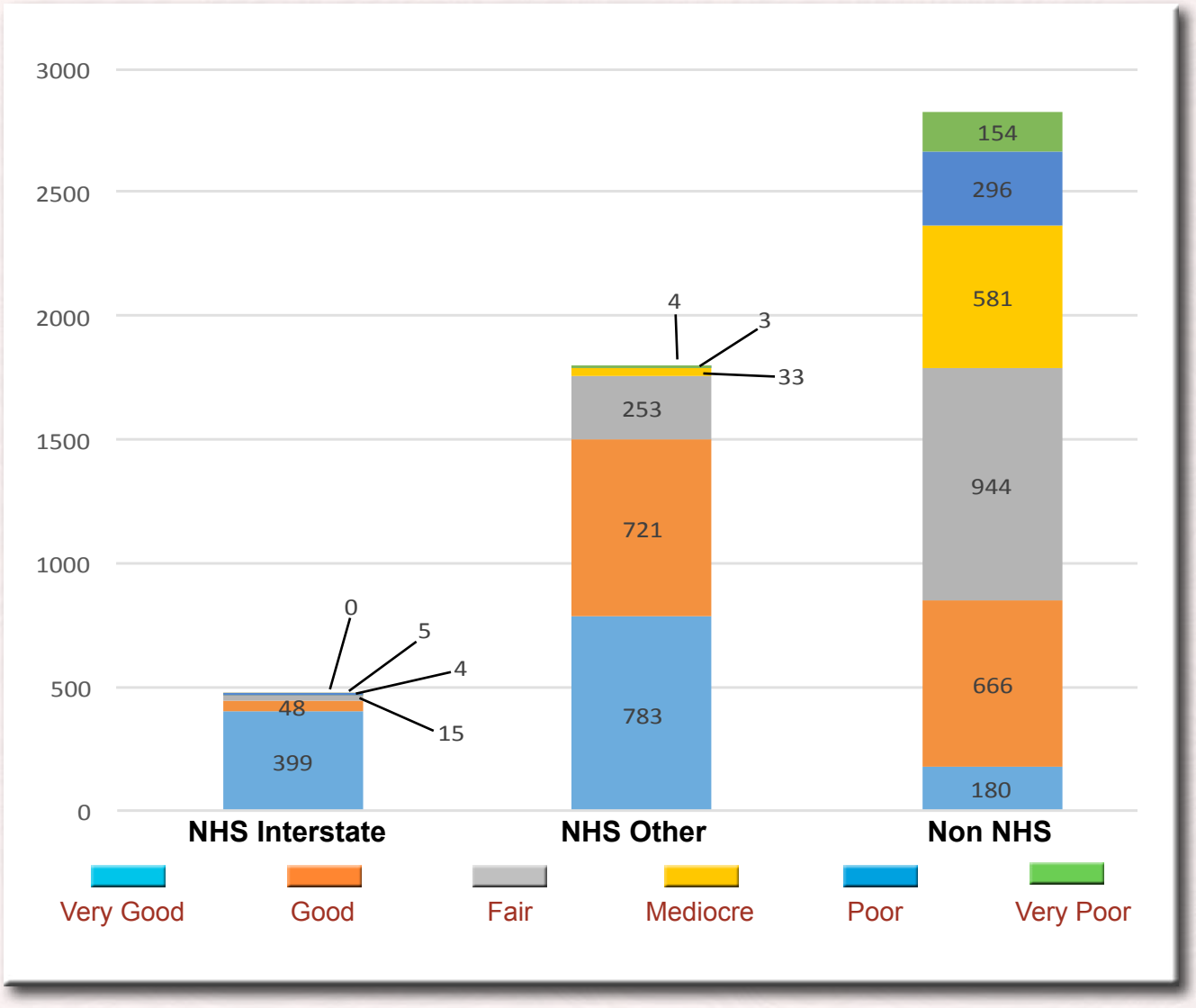
Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include 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 - 2015*

Condition (Required Treatment)



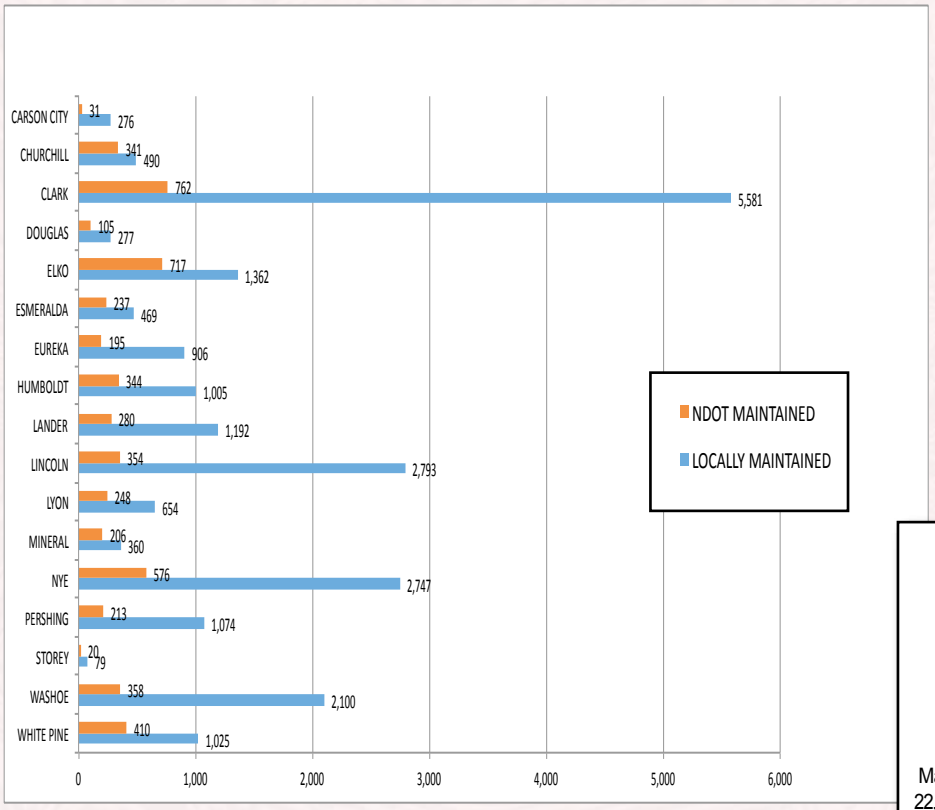
Highway System

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.

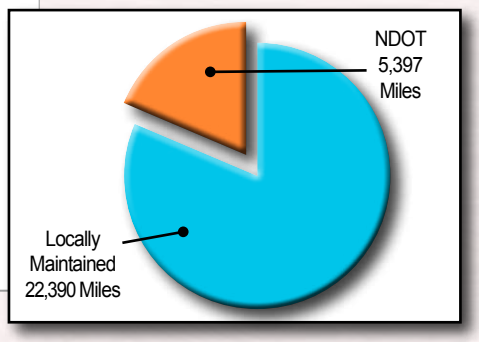
Vehicle Miles of Travel

2015 Miles of Improved Road By County

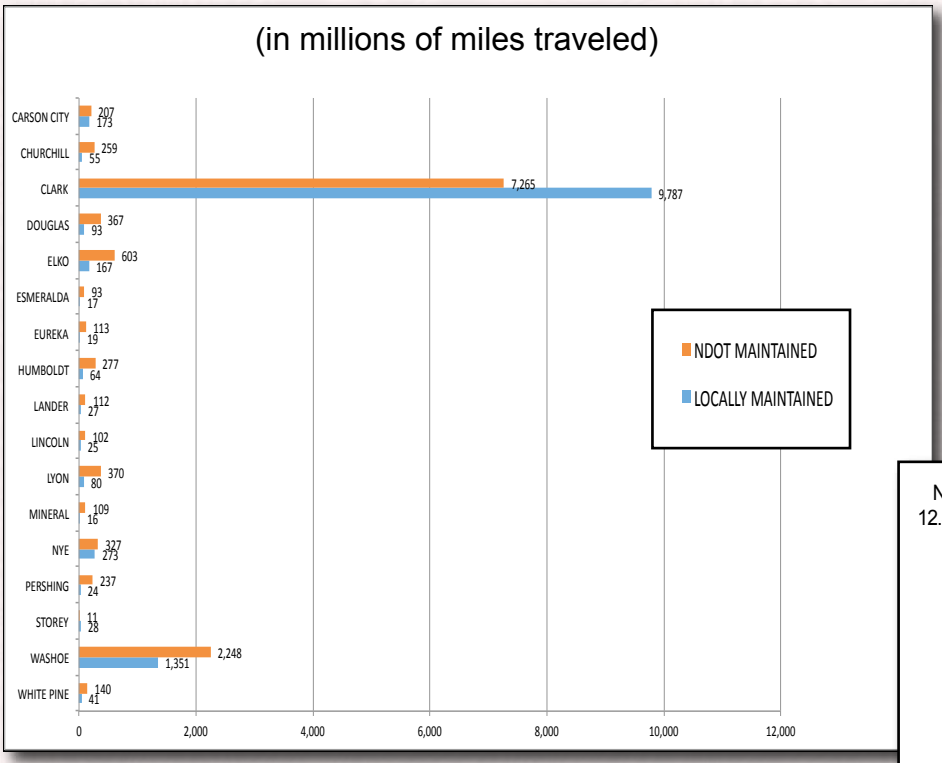


Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 51 percent of the total vehicle miles of travel. The remaining 49 percent of travel is on systems maintained by county, city or other governmental agencies. The vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 25.0 billion in 2015.

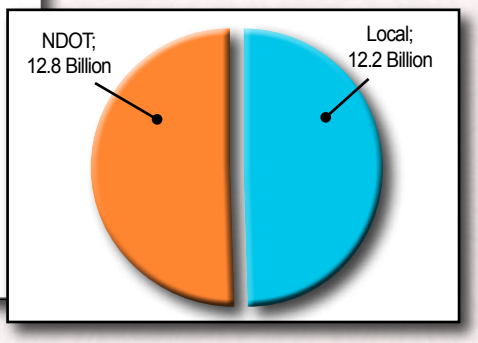
27,787 Total Miles Of Improved Road



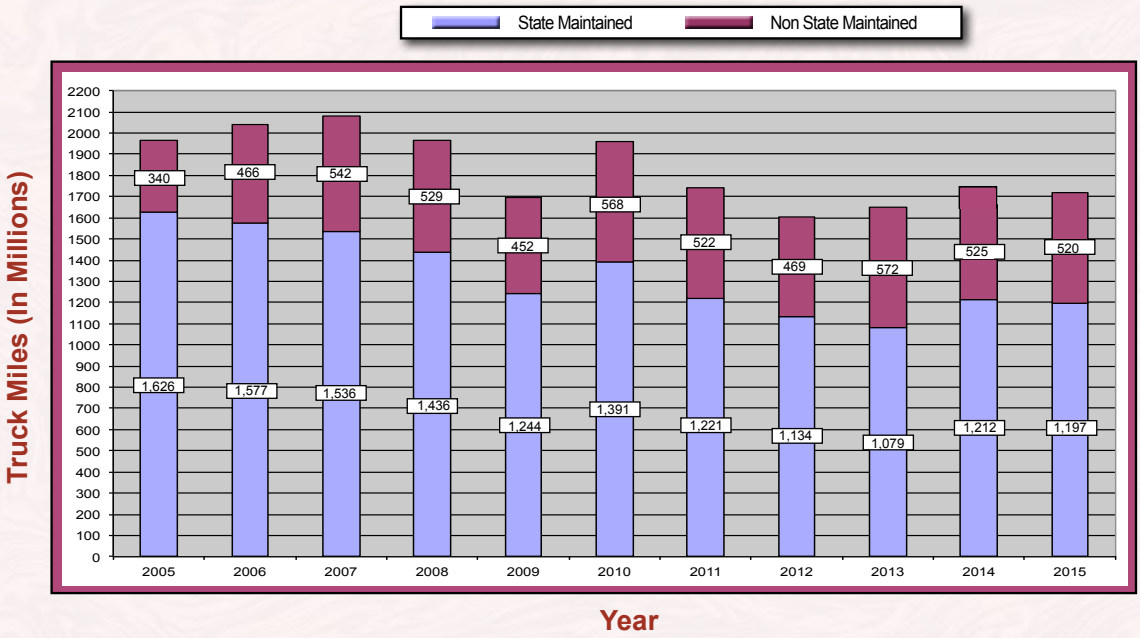
2015 Vehicle Miles of Travel by County



25.0 Billion Total Vehicle Miles Traveled



Truck Miles of Travel



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

*Any tractor trailer with 3 or more axles and greater than 52,000 lbs

Bridges

NDOT Maintained Bridges Needing Renovation by Deficiency

Seismic 82
Structural 12

A bridge is defined as an obstacle-spanning structure of 20 feet or more in length. Currently, there are 2,008 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 1,163 bridges; 834 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.

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.

CAPITAL ASSETS AND DEBT ADMINISTRATION

The State's capital assets for governmental and business-type activities as of June 30, 2015 amount to $7.4 billion, net of accumulated depreciation of $1.2 billion, leaving a net book value of $6.2 billion. This investment in capital assets includes land, buildings, improvements other than buildings, equipment, software costs, infrastructure, rights-of-way, and construction in progress. Infrastructure assets are items that are normally immovable, such as roads and bridges.

As allowed by GASB Statement NO. 34, the State has adopted and 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 than 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 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 roadway 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 2014 condition assessment	84%	71%	62%	33%	7%
Actual results of 2012 condition assessment	84%	85%	84%	32%	9%%
Actual results of 2011 condition assessment	56%	79%	67%	30%	9%

Condition Level of the Bridges

Percentage of substandard bridges

	2014	2012	2011
State Policy-maximum percentage	10%	10%	10%
Actual results condition assessment	4%	4%	4%

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amount of expense incurred for fiscal year 2015 by $56.4 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to approximately meet or exceed the target condition levels for the roadway category. Additional information on the State's infrastructure can be found in the Schedule of Infrastructure Condition and Maintenance Data in the Required Supplementary Information section to the financial statement.

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 FAST Act passed in 2015, and annual appropriation bills. HTF is the main source of funding for most of the programs in the FAST Act passed in 2015. 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.

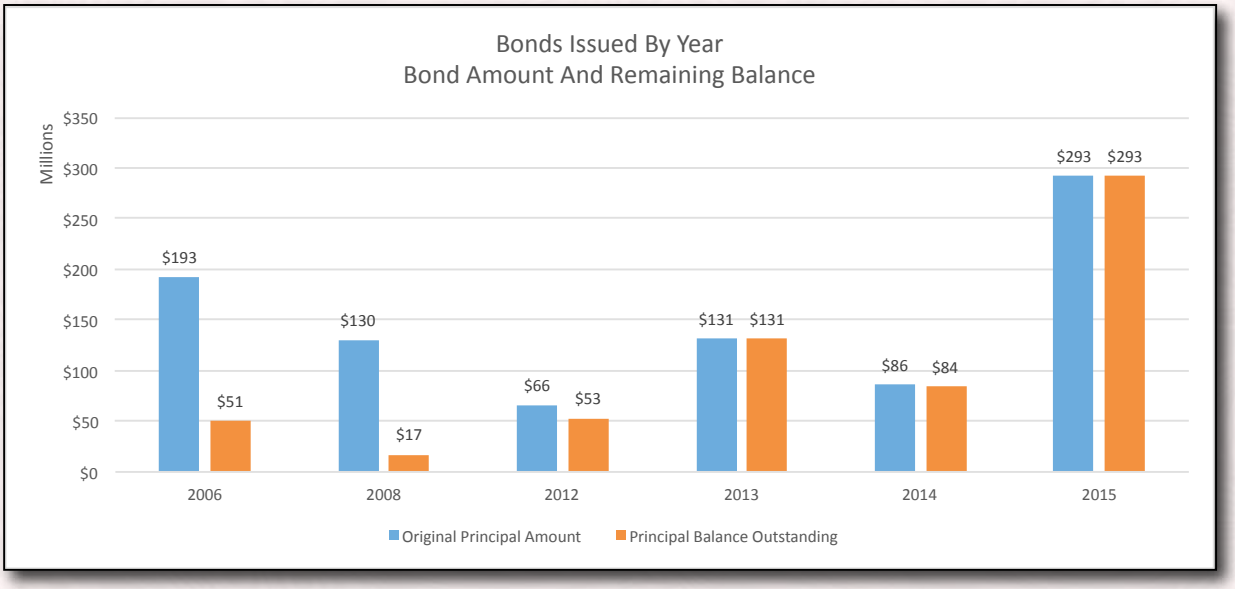
State Highway Fund

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, 2016

"Highway Revenue Bonds"	"Original Principal Amount"	"Principal Balance Outstanding"
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2006	$192,730,000	$9,065,000
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2008	$129,970,000	$17,415,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2012	$66,490,000	$52,865,000
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	$83,905,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2015	$292,600,000	$292,600,000
Total	**$899,055,000**	**$587,095,000**



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

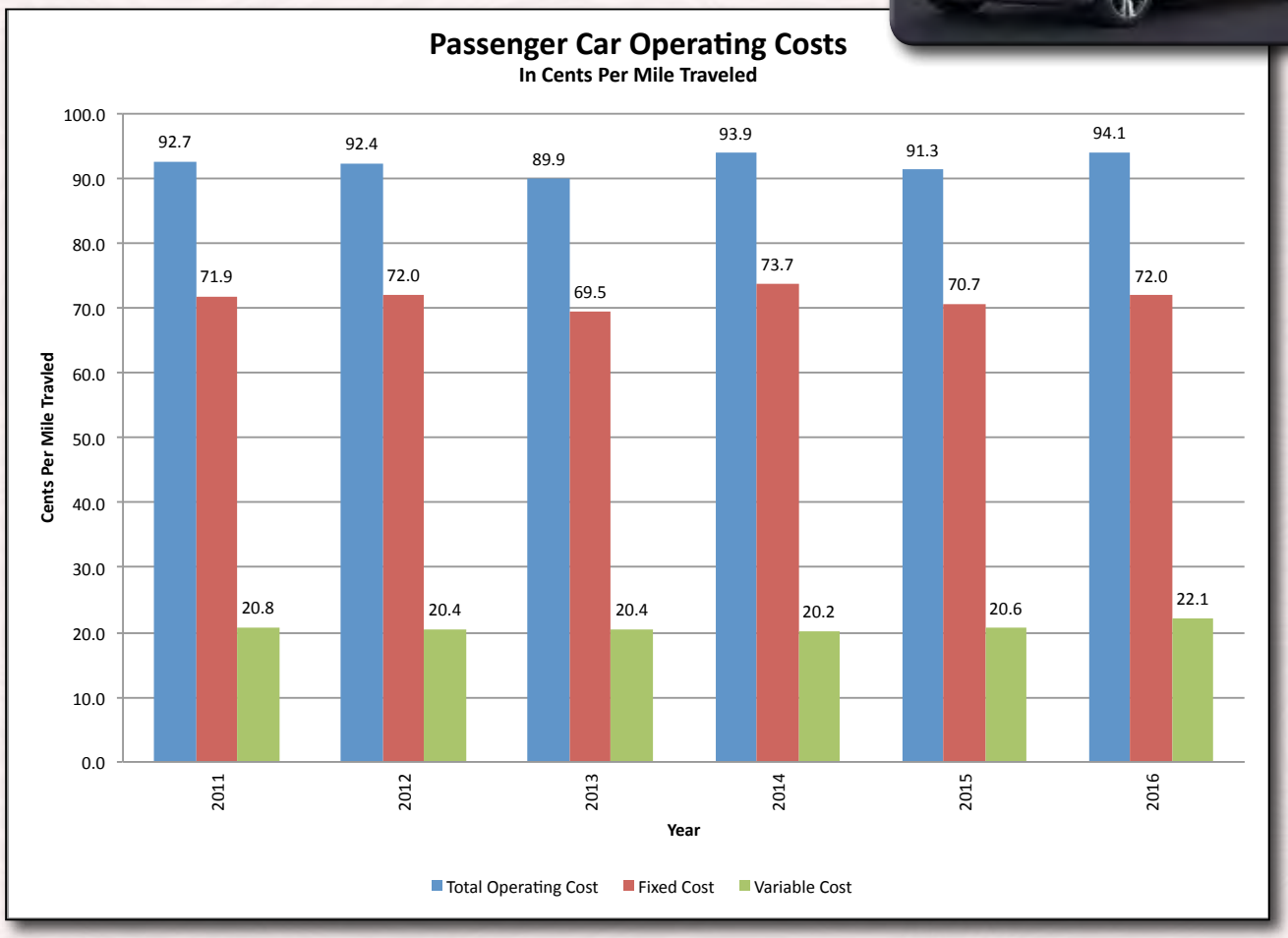
2016 model year, large sedan with V-6 which gets 24 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.71 per gallon. Based on Nevada's gas tax and licensing fees.

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

Variable Costs: 22.13¢ per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed Costs: 71.95¢ per mile traveled.
Includes depreciation, insurance, finance and licensing fees

Total Operating Costs: 94.08¢ per mile traveled



Source: American Automobile Association's "Your Driving Costs 2016" and *www.fueleconomy.gov*

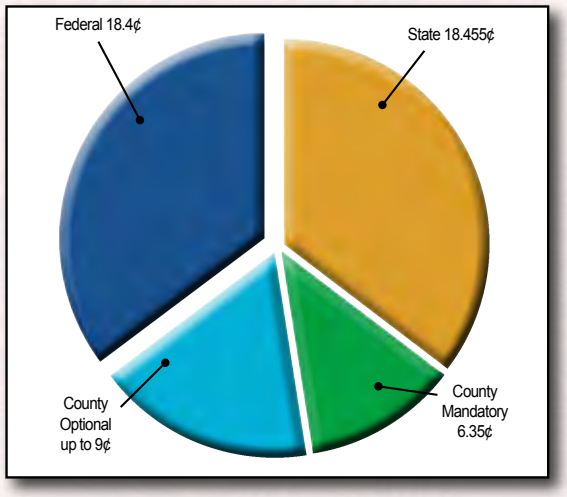
Gas Tax (Per Gallon)

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, Douglas, Elko, Eureka, Humboldt, Lander, Lyon, Mineral, Nye, Pershing, Washoe, and White Pine;

4¢ Esmeralda, Lincoln, and Storey

Inflation Indexing

Nevada Revised Statutes (N.R.S. i.e. Nevada law) prior to 2015 allow counties within certain population criteria to index fuel taxes to offset the effects of inflation on spending power for construction and maintenance of highways. (N.R.S. 373.065, 373.066, 373.0663). AB191, signed by the governor in 2015, required all counties except Washoe and Clark to include a question for the voters on fuel tax indexing. Only Clark County voters voted in favor. Washoe County already has in place fuel tax indexing authority.

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 mopeds, automobiles, RV's and Motor Homes
$39	for motorcycles
$27	for travel trailers
$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is $1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.
$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

(8-year renewable)

$42.00 for operating passenger cars

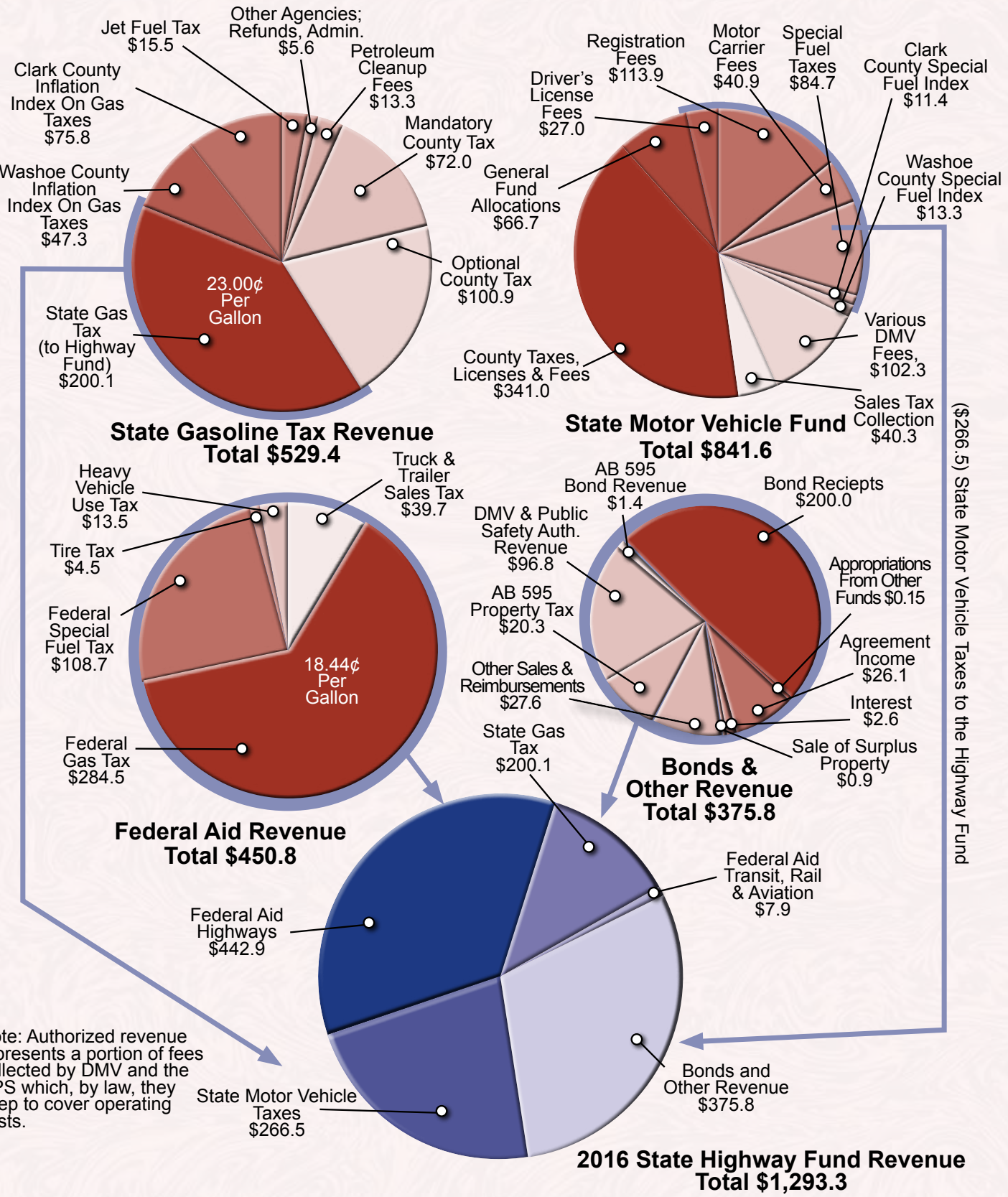
TITLE FEE

(one-time fee)

$29.25 all vehicles (new title)

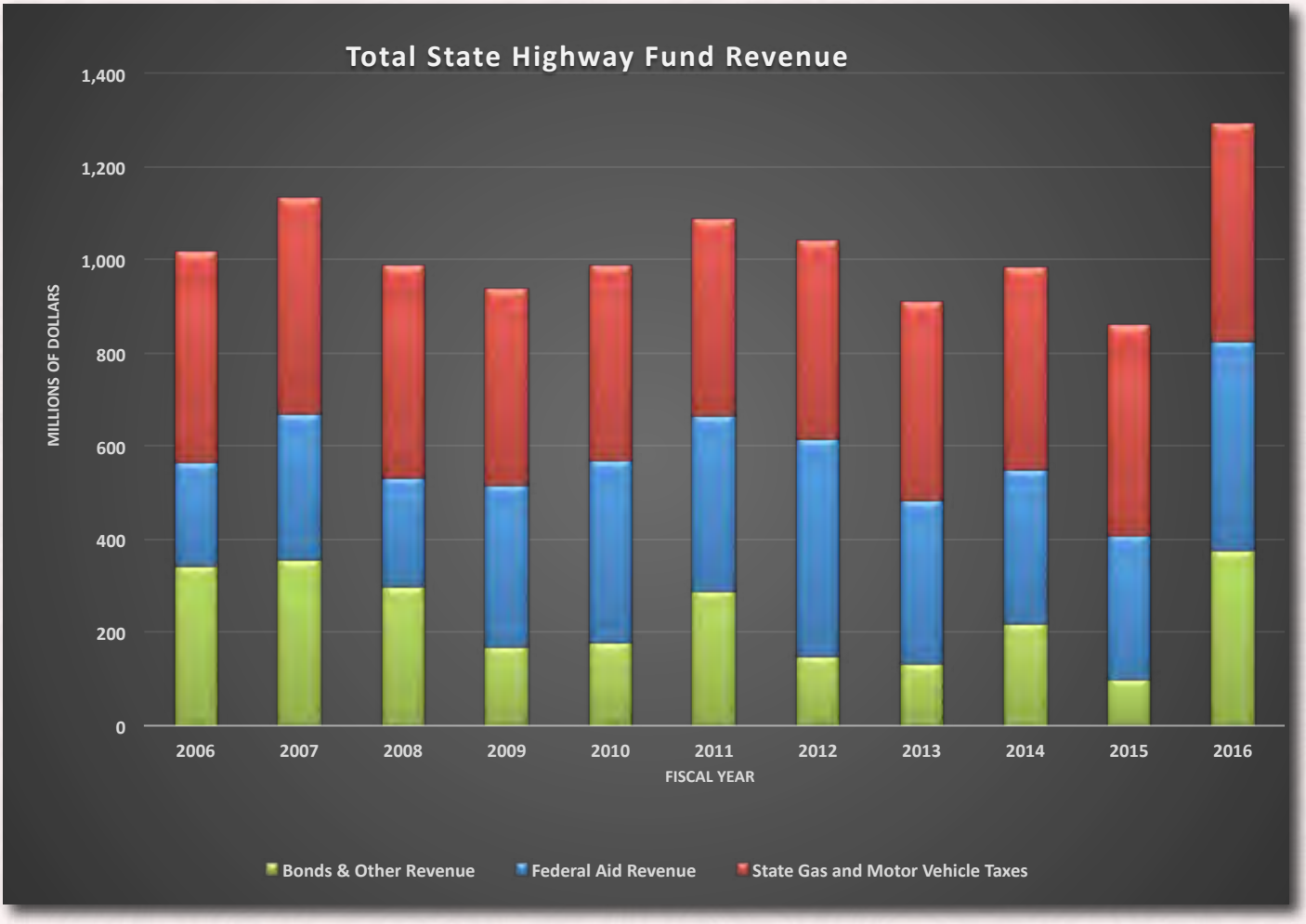
State Highway Fund Revenue Sources

2016 Revenue (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.

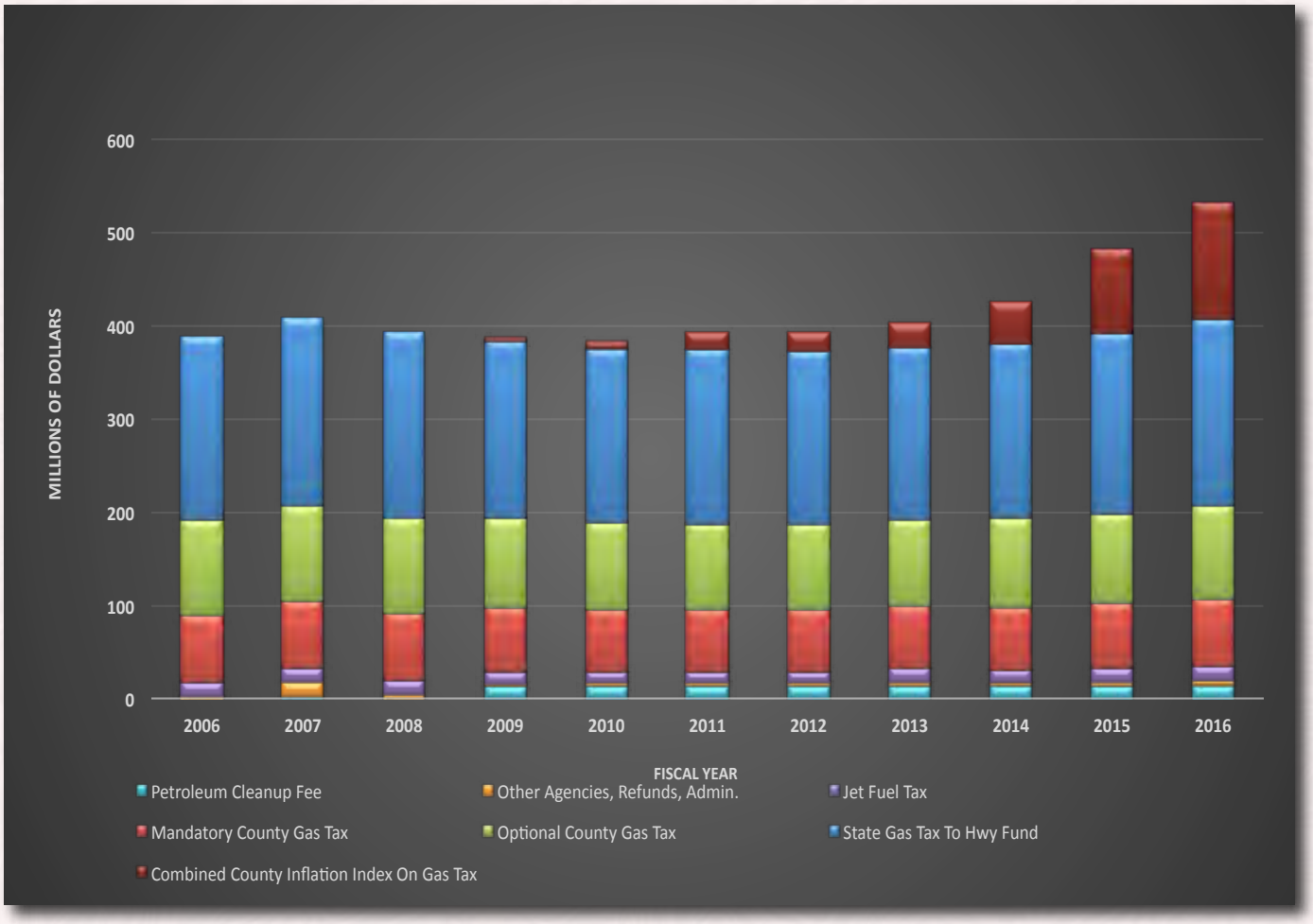
Total State Highway Fund Revenue
(In Millions)



Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
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	861.1
2016	450.8	466.6	375.8	1.293.2

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)

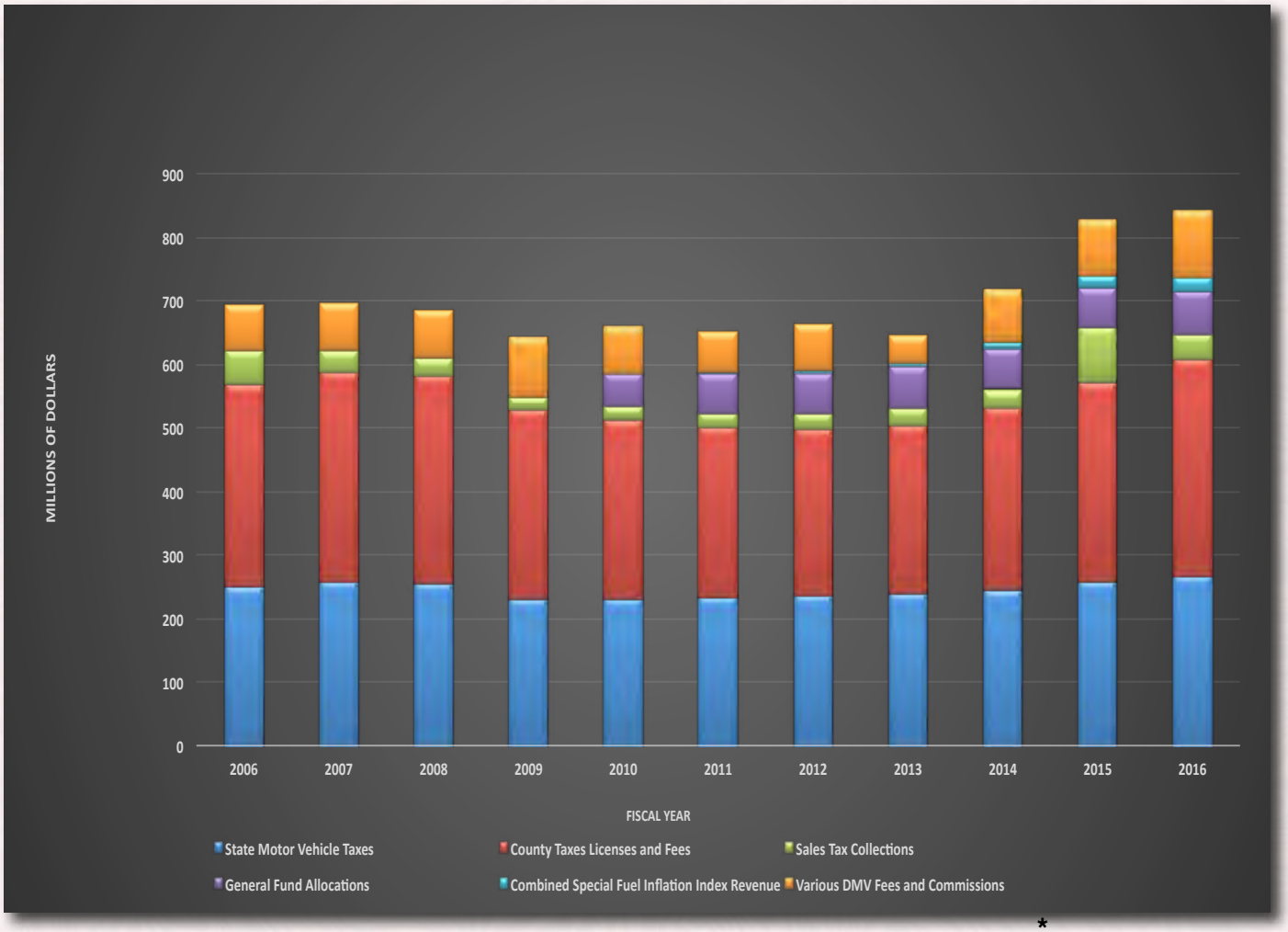


Fiscal Year	State Gas Tax To Hwy Fund	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other* Agencies Refunds Admin.	Total
2006	197.7	72.3	100.9		14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	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	424.8
2015	193.4	69.5	96.6	89.9	14.4	13.0	5.3	482.1
2016	200.1	72.0	100.9	123.1	15.5	13.3	5.6	530.5

*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)

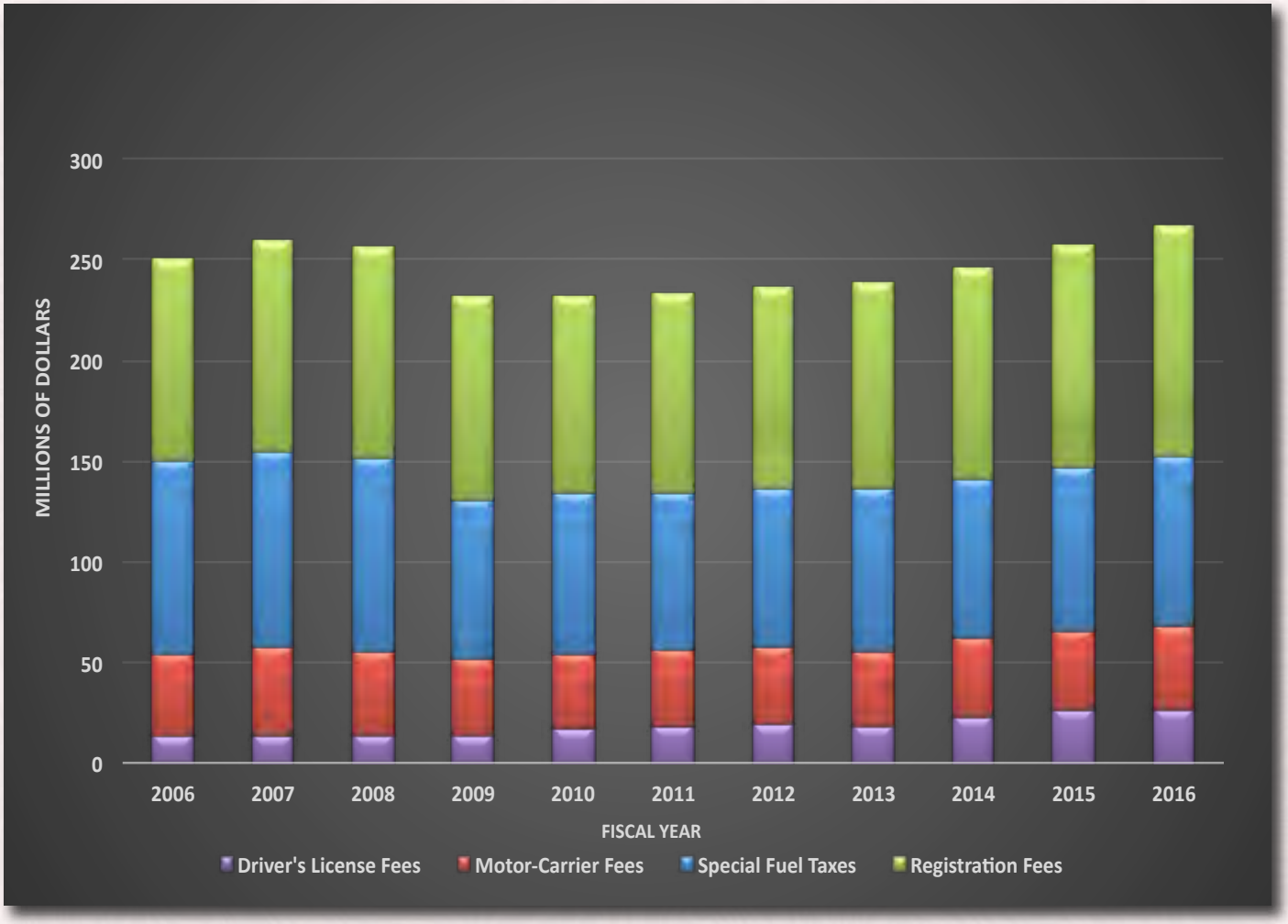


*

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 and Commissions	Total
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
2016	266.5	341.0	40.3	66.7	24.8	102.3	841.6

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

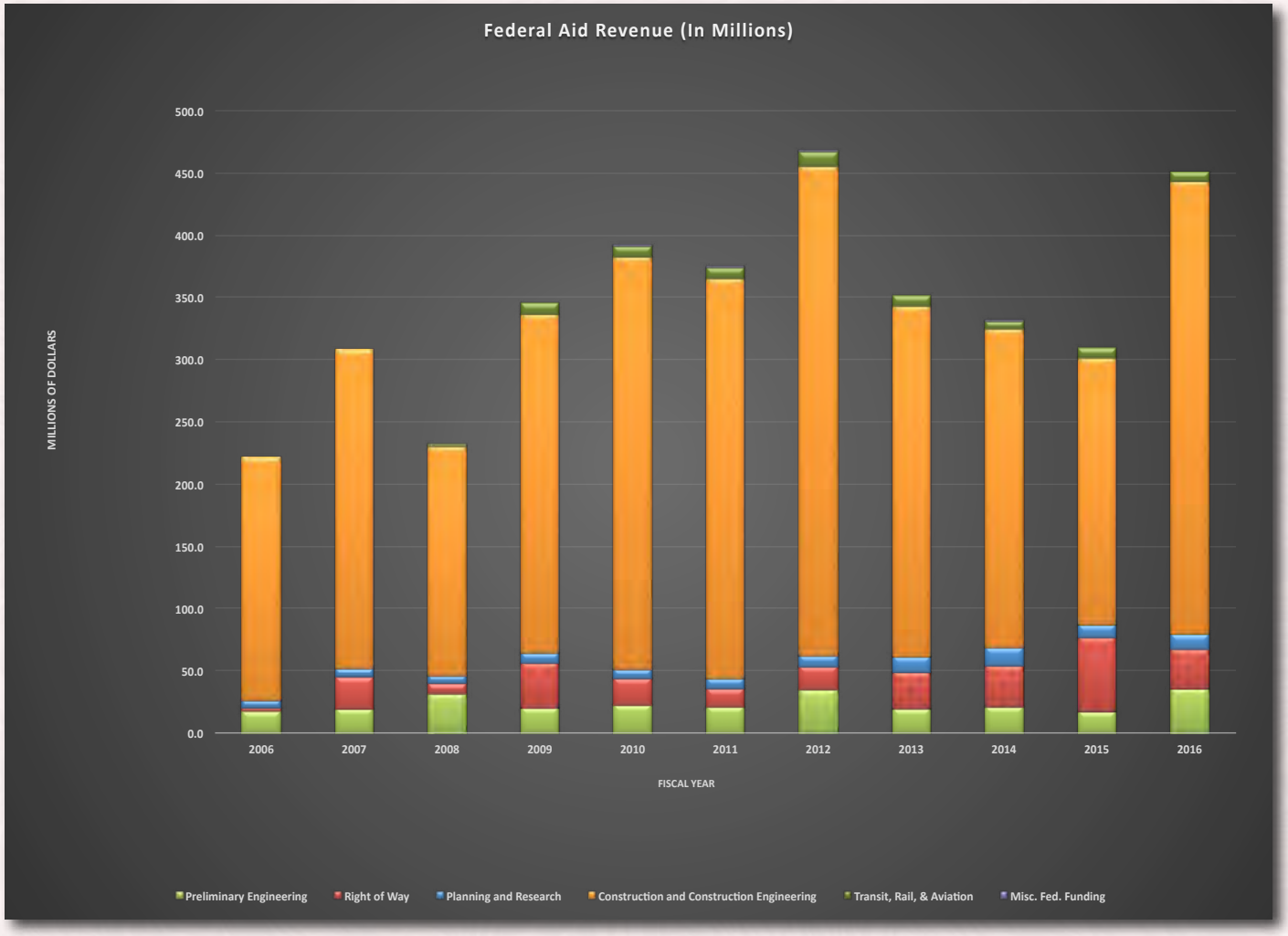
State Motor Vehicle Taxes to Highway Fund
(Derived From the State Motor Vehicle Fund) (In Millions)



Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fee	Total
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	236.5
2013	80.9	36.7	102.1	18.7	238.4
2014	79.1	39.0	104.7	23.1	245.9
2015	81.1	40.2	110.3	26.2	257.8
2016	84.7	40.9	113.9	27.0	266.5

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

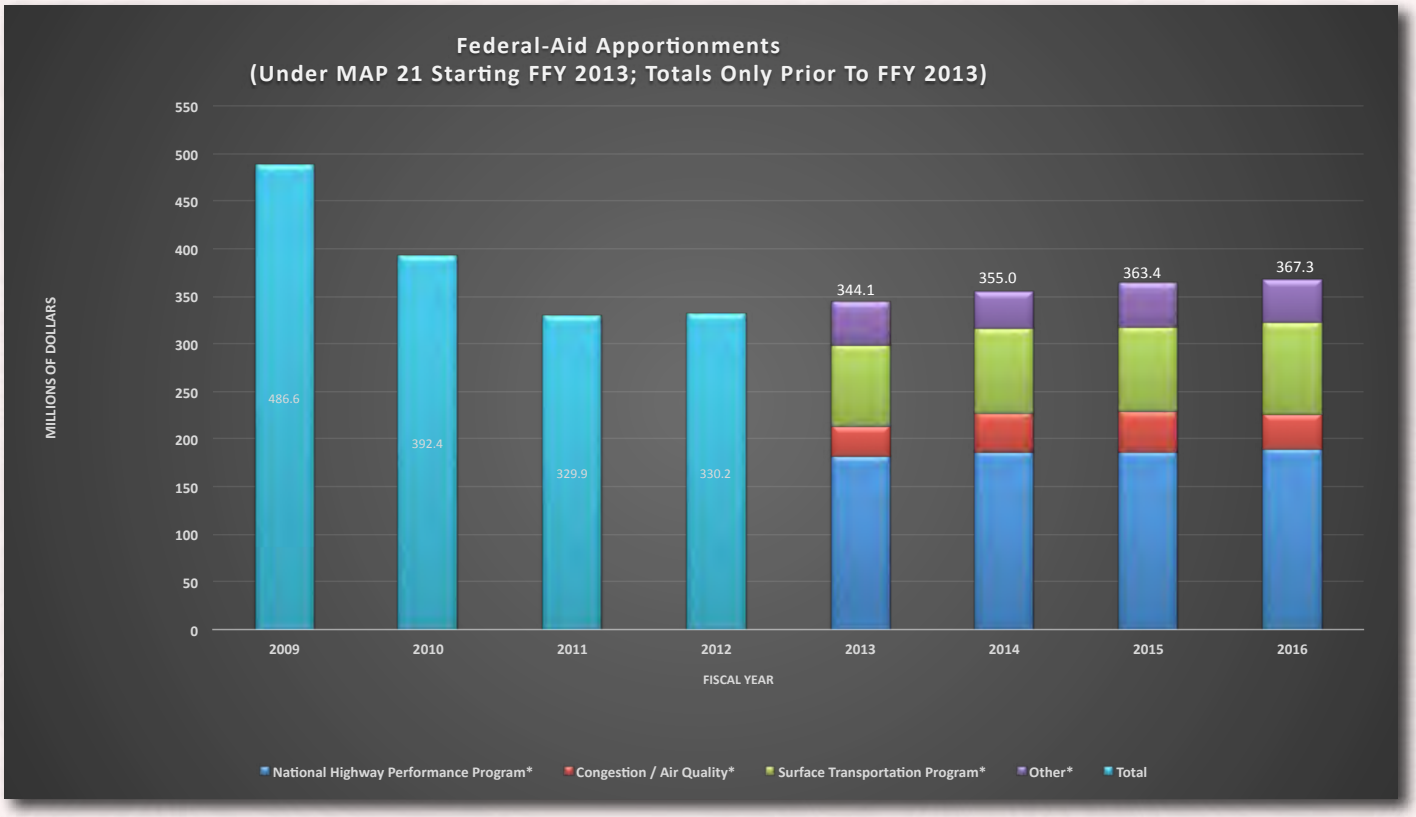
Federal-Aid Revenue
(In Millions)



Fiscal Year	Planning & Research	Right of Way	Preliminary Engineering	Construction & Construction Engineering	Transit, Rail, & Aviation	Misc. Fed Funding	Total
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	466.5
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	330.7
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7
2016	11.5	32.1	35.6	363.7	7.9	0.0	450.8

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

Federal-Aid Apportionments
(Under MAP 21 Starting FFY 2013; Totals Only Prior To FFY 2013)



Federal-Aid Apportionments (Under SAFETEA-LU From FFY 2007 To FFY 2012)

Fiscal year	Interstate Maintenance	National Hway System	Congestion/ Air Quality	Surface Transportation Program	Other	ARRA	Total
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 & FAST ACT Starting FFY 2013)

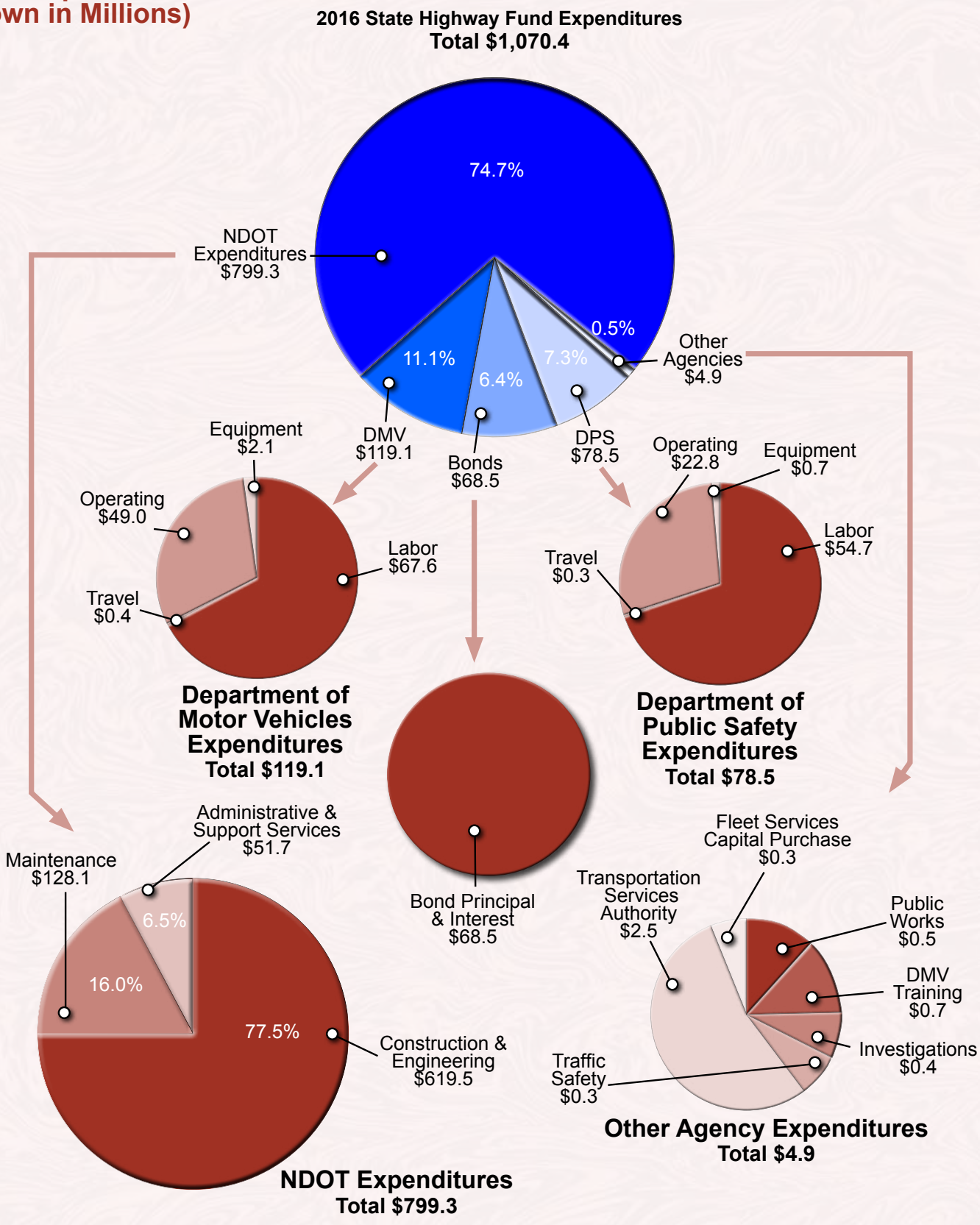
Fiscal Year	National Highway Performance Program*	Congestion/ Air Quality*	Surface Transportation Block Grant Program*	Other*	Total
2013	182.0	31.3	86.4	44.4	344.1
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.5	88.7	45.0	363.4
2016	190.2	36.6	96.8	43.7	367.3

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

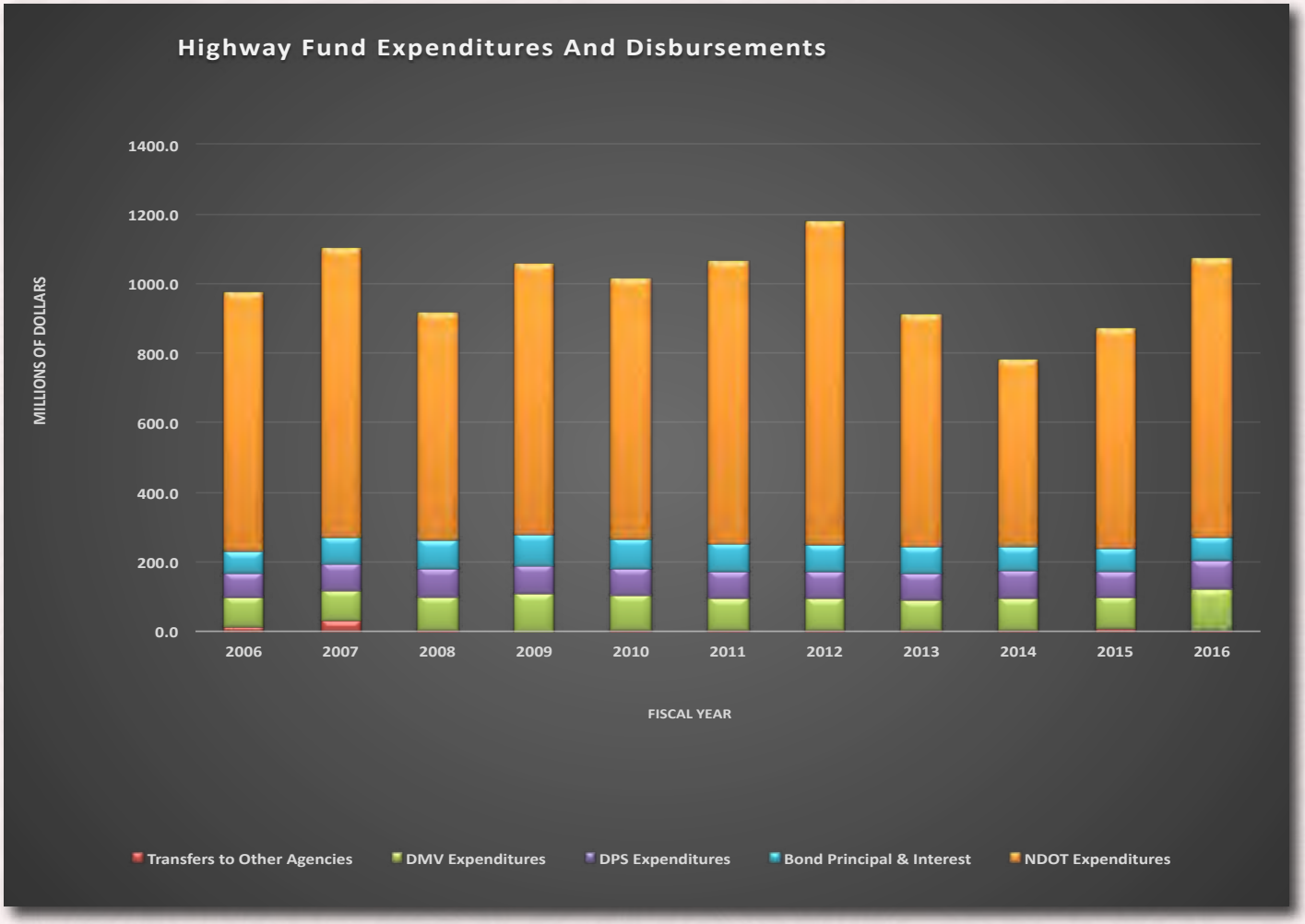
FFY 2013* *MAP 21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board recission.

State Highway Fund Expenditures and Disbursements (In Millions)

(2016 Expenditures Shown in Millions)



State Highway Fund Expenditures and Disbursements (In Millions)

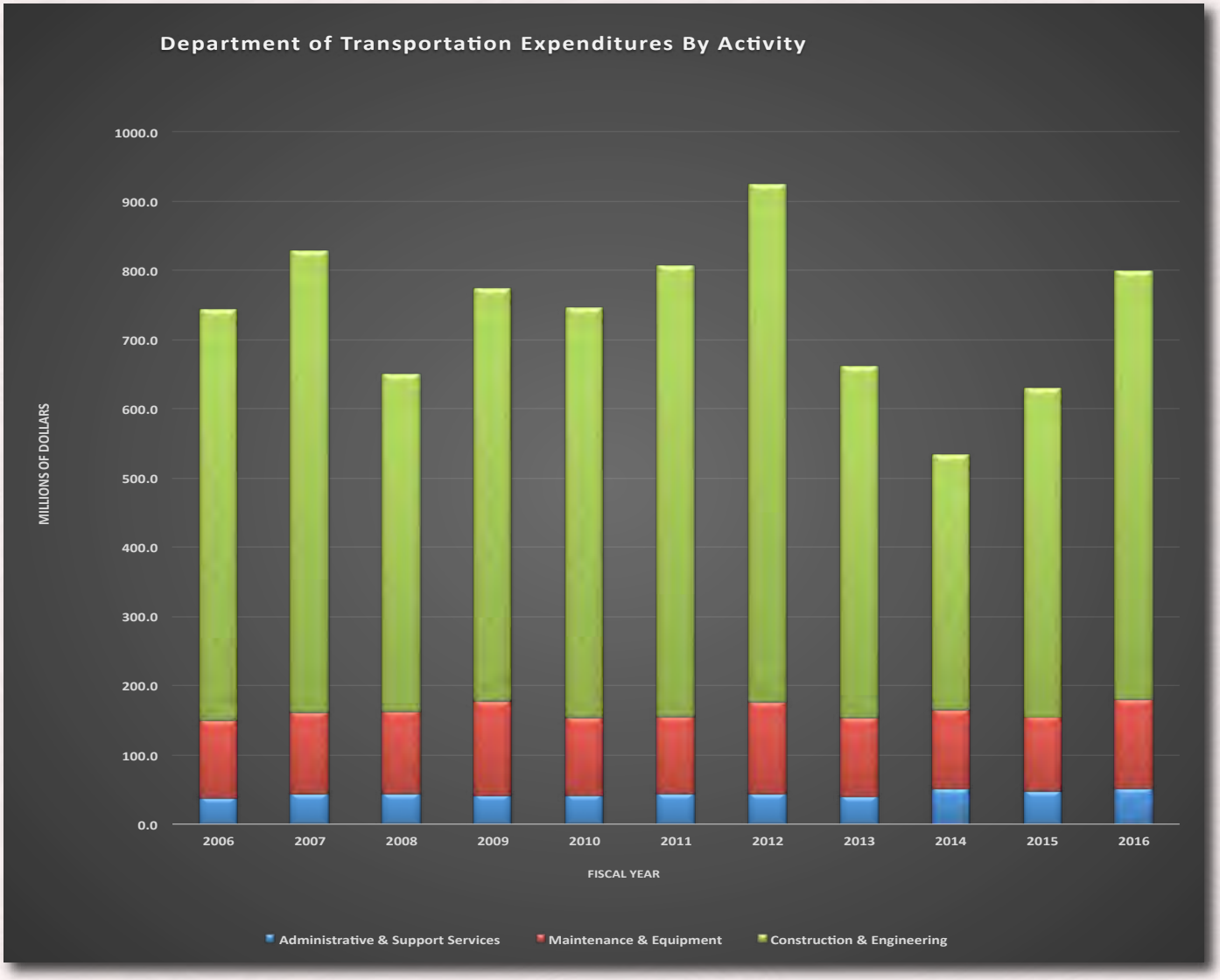


Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.8	108.0	81.1	89.0	772.4	1,052.3
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	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	907.0
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,070.3

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

DMV stands for Department of Motor Vehicles.

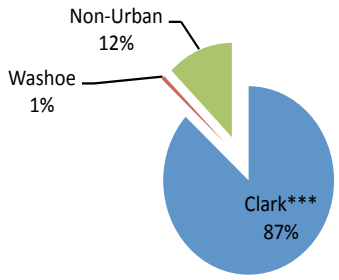
NDOT Expenditures By Activity (In Millions)



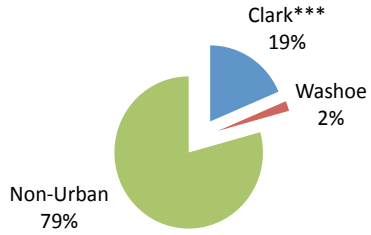
Fiscal Year	Adiministrative & Support services	Maintenance & Equipment	Construction & Engineering	Total
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.2	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.2
2015	47.5	109.2	472.2	628.9
2016	51.7	128.1	619.5	799.3

Project Obligations In Urban And Rural Areas

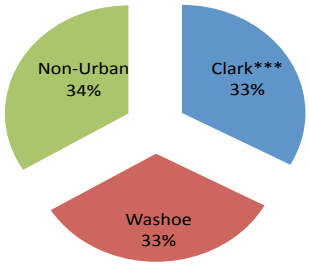
FY 2016 Capacity Projects ($754.1 Million)



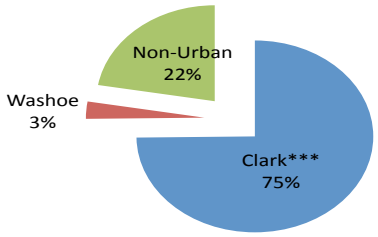
FY 2016 Preservation Project Obligations ($117.9 Million)



FY 2016 Other Project Obligations ($57.8 Million)



FY 2016 Total Project Obligations ($929.8 Million)

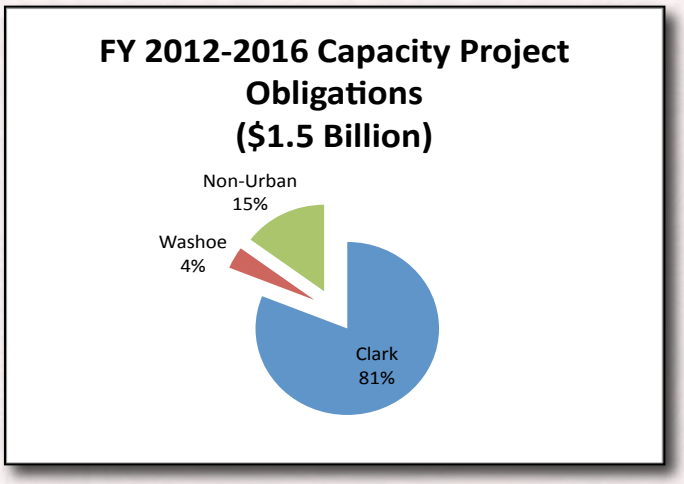


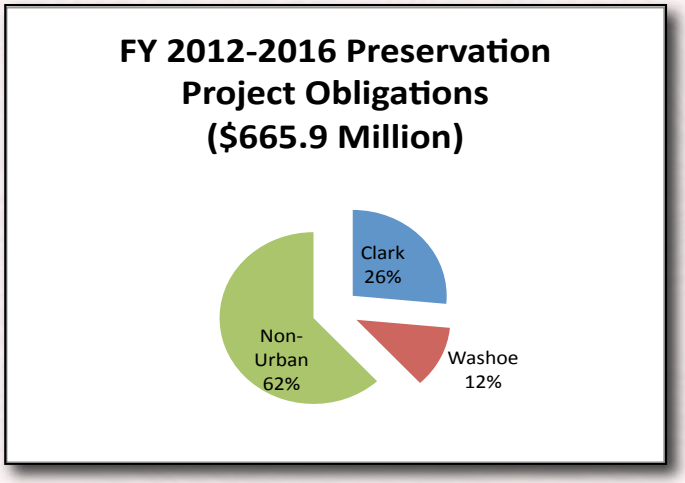
FFY 2016 Projects*

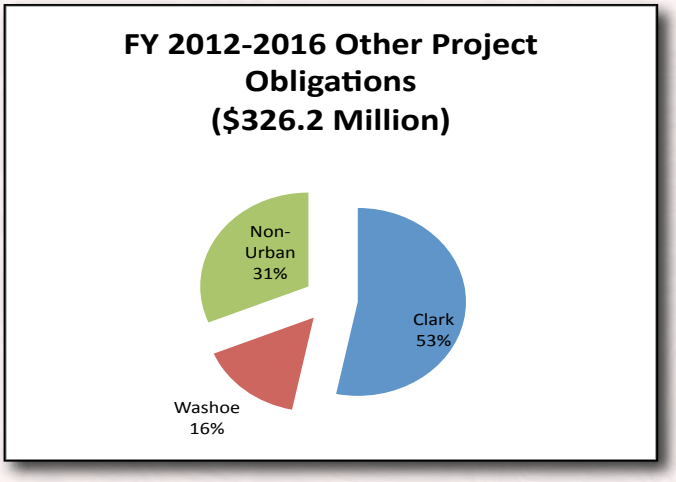
	Capacity	Preservation	Other**	Total
Clark***	$654,572,171	$21,915,960	$19,048,724	$695,536,854
Washoe	$5,212,079	$2,485,240	$19,249,949	$26,947,268
Non-Urban	$94,342,821	$93,476,846	$19,495,446	$207,315,113
Total	$754,127,071	$117,878,045	$57,794,119	$929,799,235
Percent	81%	13%	6%	100%

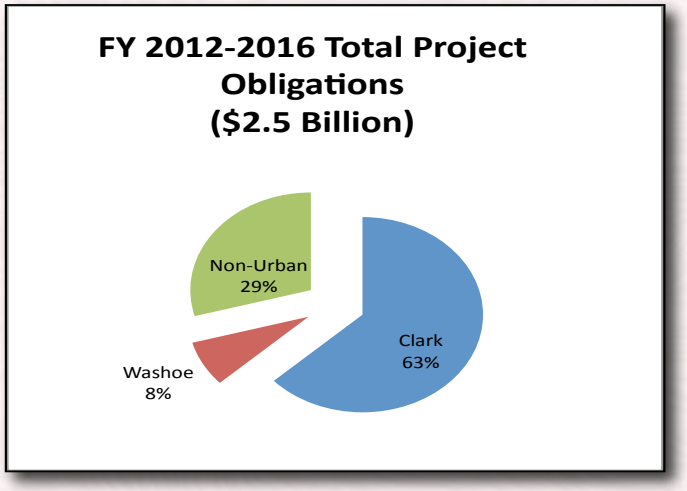
*Note: Does not include design, ROW, in-house projects or work by other agencies
Illustrative use only, based on Federal Fiscal Year
**Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.
***Includes Project NEON Design-Build $610,370,303

Project Obligations In Urban And Rural Areas







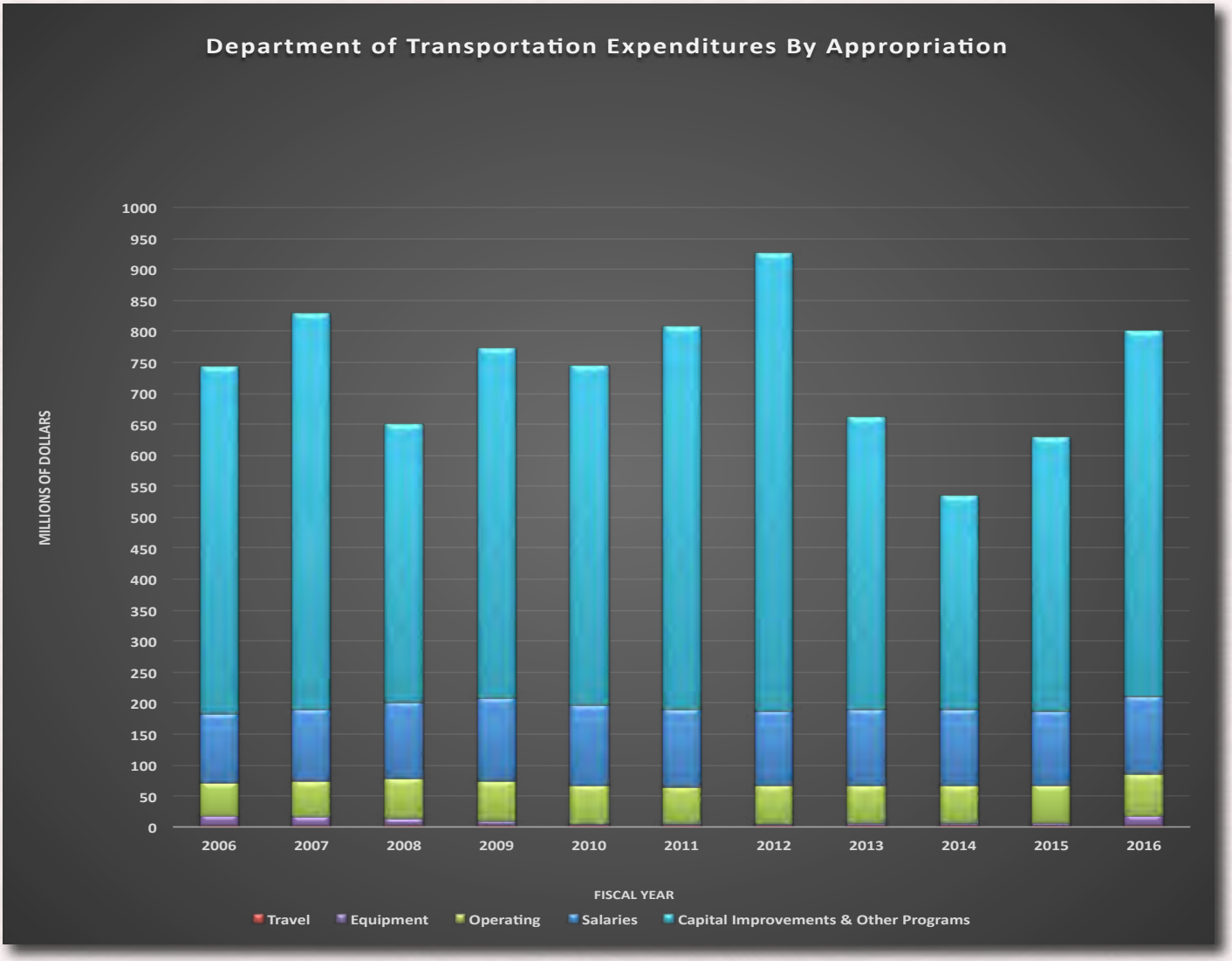


FFY 2012-2016 Total Distribution of Project Funding*

	Capacity	Preservation	Other**	Total
Clark	$1,250,649,543	$176,456,974	$173,553,157	$1,600,659,674
Washoe	$63,086,757	$77,656,353	$50,667,510	$191,410,620
Non-Urban	$228,664,514	$411,835,081	$101,935,251	$742,434,846
Total	$1,542,400,813	$665,948,408	$326,155,918	$2,534,505,140
Percent	61%	26%	13%	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 & Other Programs	Total
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	924.9
2013	123.8	1.9	60.8	4.9	469.7	661.1
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.8
2016	124.3	2.6	67.6	16.9	587.9	799.3

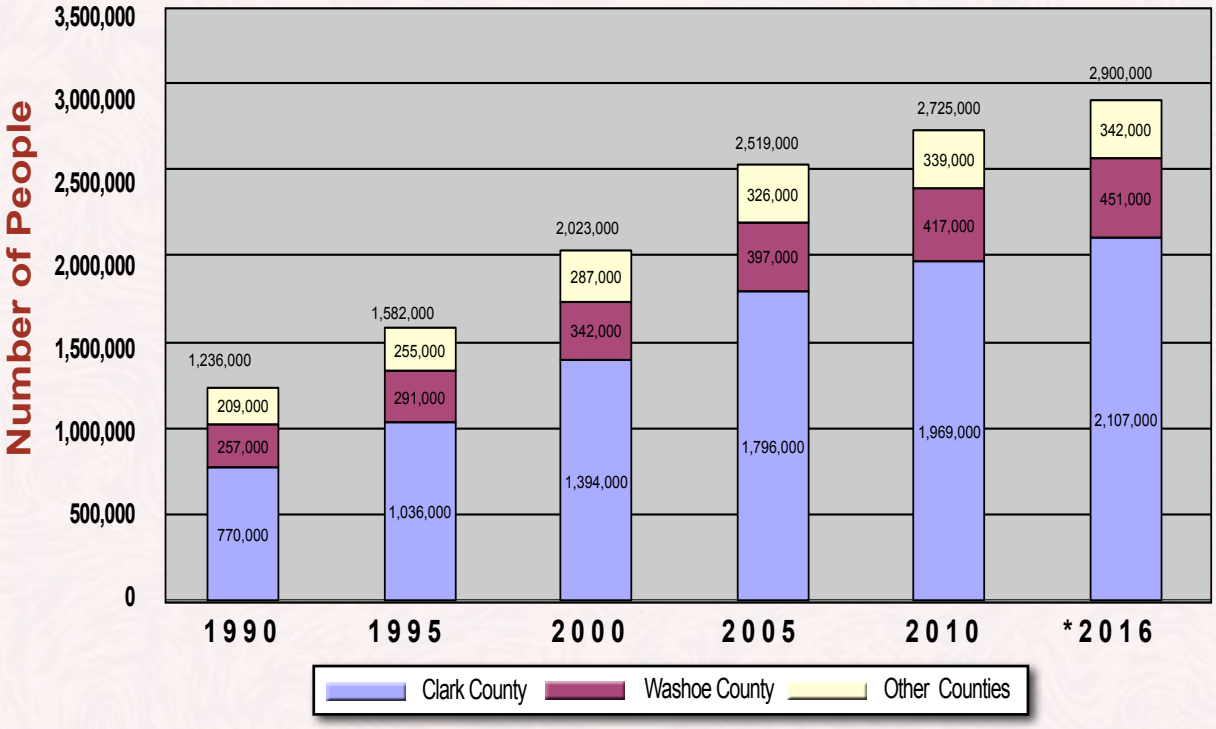
LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	**1995**	**1,072,376**
	2016	**1,835,512**
Passenger Vehicles	**1995**	**1,130,278**
	2016	**2,084,089**

Nevada has experienced tremendous population growth for over 30 years with little slow down until the last few years. The State's population has more than tripled since 1985 to over 2.9 million residents. The majority of the growth has been in the major urban areas.

Population Of Major Areas Of Nevada

*2016 Projections



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 FUNDED THROUGH NDOT BY COUNTY

Rural Transit Program***

2015*

County	Total Riders**
White Pine	55,614
Washoe	418,023
Storey	0
Pershing	149,967
Nye	177,259
Mineral	17,379
Lyon	40,431
Lincoln	16,366
Lander	0
Humboldt	11,718
Eureka	1,379
Esmeralda	84,793
Elko	141,742
Douglas	1,541,665
Clark	1,384,456
Churchill	92,432
Carson City	237,804
Total	**4,371,028**

*Calendar year January through December 2015.

**This includes elderly, disabled and the general public.

***Note: Large urban area transit funded directly by FTA

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.

The Nevada State Freight Plan is the state's first comprehensive multimodal plan approved by the Governor and the Transportation Board that identifies specific recommendations to improve the state's freight infrastructure and distribution, with the ultimate goal of creating a competitive advantage for Nevada that will result in a growing and diversifying economy.

The Freight Plan (2016) builds on previous work completed by the state of Nevada in assessing and planning its freight infrastructure. Integral to this planning process was the initiation of an ongoing dialog with key industry leaders and local and state agency stakeholders with the formation of the Freight Advisory Committee and through one-on-one meetings with additional key stakeholders and interested parties.

1) Identifies strategic goals, objectives, and performance measures
2) Provides a competitive market analysis identifying critical issues, trends, and economic drivers
3) Outlines the vision and framework to improve the movement and distribution of goods
4) Recommends strategies and actions to achieve goals and implement the Plan
5) Describes the funding, financing, and partnerships needed to achieve the Plan

- 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 exam line 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.

COMMODITY FLOWS: Nevada's economy is dependent on the daily distribution of millions of tons of goods shipped by a multimodal network of highways, railways, airports, ports, and pipelines

Existing Freight Flows

Currently, Nevada is primarily a consuming economy. Goods received from external sources (inbound flows) exceed the output of goods created or distributed (outbound flows) from within

Nevada at a ratio of 2:1. The majority of top commodities by tonnage belong to resource-based industries (mining, construction) and are moved within the state, while the majority of top commodities by value belong to consumer goods industries (retail, food, beverage) and are inbound to the state

Inbound flows exceed outbound flows 2:1

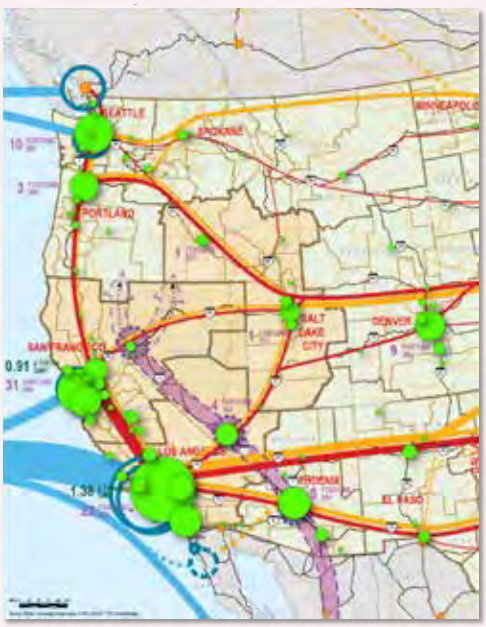
Forecasted Growth in Freight

Population-related factors will drive growth in freight demand for consumer goods both nationally and at the state level, creating opportunities for investments in the trade, transportation, and freight logistics industry in Nevada. Forecasts indicate that freight demand in these industries will have rapid growth in Nevada's metros, while the freight demand in resource-based industries across Nevada will have slow growth. Through implementation of the Freight Plan, Nevada could become a major Western freight hub for the distribution of consumer goods.

Future Opportunities

However, the urban and economic growth in Nevada combined with its proximity to the increasingly congested gateway hubs in California is changing the nature of goods movements within Nevada, and increasing the potential for a new relationship to domestic and global trading hubs.

Growing congestion, significantly larger deepwater ships, and increasing use of short haul rail lines in California surrounding the major metropolitan areas of Los Angeles and San Francisco, major global sea and air hubs, are driving new development further inland. Northern and southern Nevada have the ability to capture a significant amount of this growth with a strategic plan that responds to the needs of the freight industry – bringing regional economic benefits not only to Nevada, but to the western U.S. freight industry. Infrastructure and distribution space can be thought of as a pull factor that draws economic activity to the state from nearby regions



Economic Regions and Trade Corridors

Corridors provide access in only two directions, limiting market access, while crossroads provide multidirectional access, making the region more attractive to freight-related industries and businesses. Transform Nevada's major metros from stops with single corridor access into hubs with multidirectional access by road and rail to large California and continental markets.

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.

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.*

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.

Freight Rail

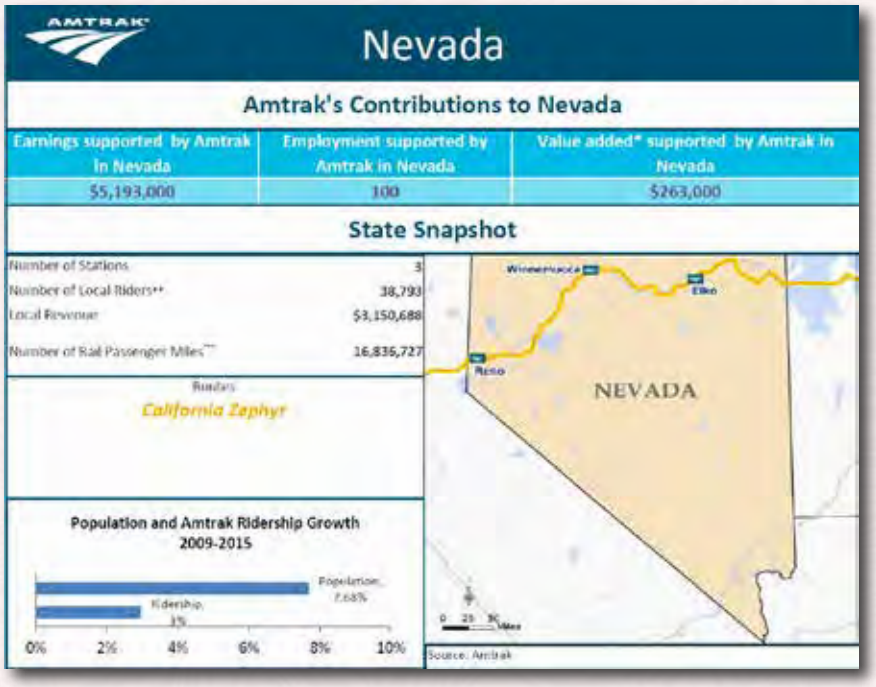
Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single – and 62 miles of double-track). BNSF has track operating rights on 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.

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.

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 Pacifc Railroad. Since 1949, the line experienced various route and name changes until Amtrak created the current alignments in 1983.



At the end of FY15, Amtrak employed 24 Nevada residents. Total wages of Amtrak employees living in Nevada were $2,260,739 during FY15. Amtrak spent $300,650 on goods and services in Nevada in FY15, most of it in Reno.

Fiscal Year 2015 Station Usage in Nevada

City	Boardings & Alightings
Elko	8,050
Reno	56,696
Winnemucca	3,617
Total	68,363 (down 19.2% from FY 2015)

Source: http://www.amtrak.com/pdf/factsheets/NEVADA15.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, 4 Commercial Service 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 125 registered facilities, 76 are privately-owned airports and heliports, and 49 are publically-owned. Included are 26 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 2016 Nevada was listed as having 6,167 registered pilots with 4,717 active general aviation aircraft listed as based within the state. Recently, the FAA renewed Nevada's national test sites status to conduct research vital to integrating UAS into the nation's airspace. Recent U.S. Department of Transportation regulation to register Unmanned Aerial Systems / Unmanned Aerial Vehicles (UAS/UAV) as well as the certification of operators in the state will allow Nevada to continue its leadership in the national aerospace flight testing center as it has for more than 70 years in a safe and efficient manner. UAS/UAV pilot training, testing, and certification programs have started at the state's universities and private schools. The nations' first Droneport was opened in Boulder City and several airports have begun drone flight programs and testing. Congress recently asked the FAA to expand the State Block Grant Program from 10 to 20 state

participants, and NDOT Aviation has expressed official interest in joining that program to provide direct funding of General Aviation Airports and Rural Airport projects statewide.

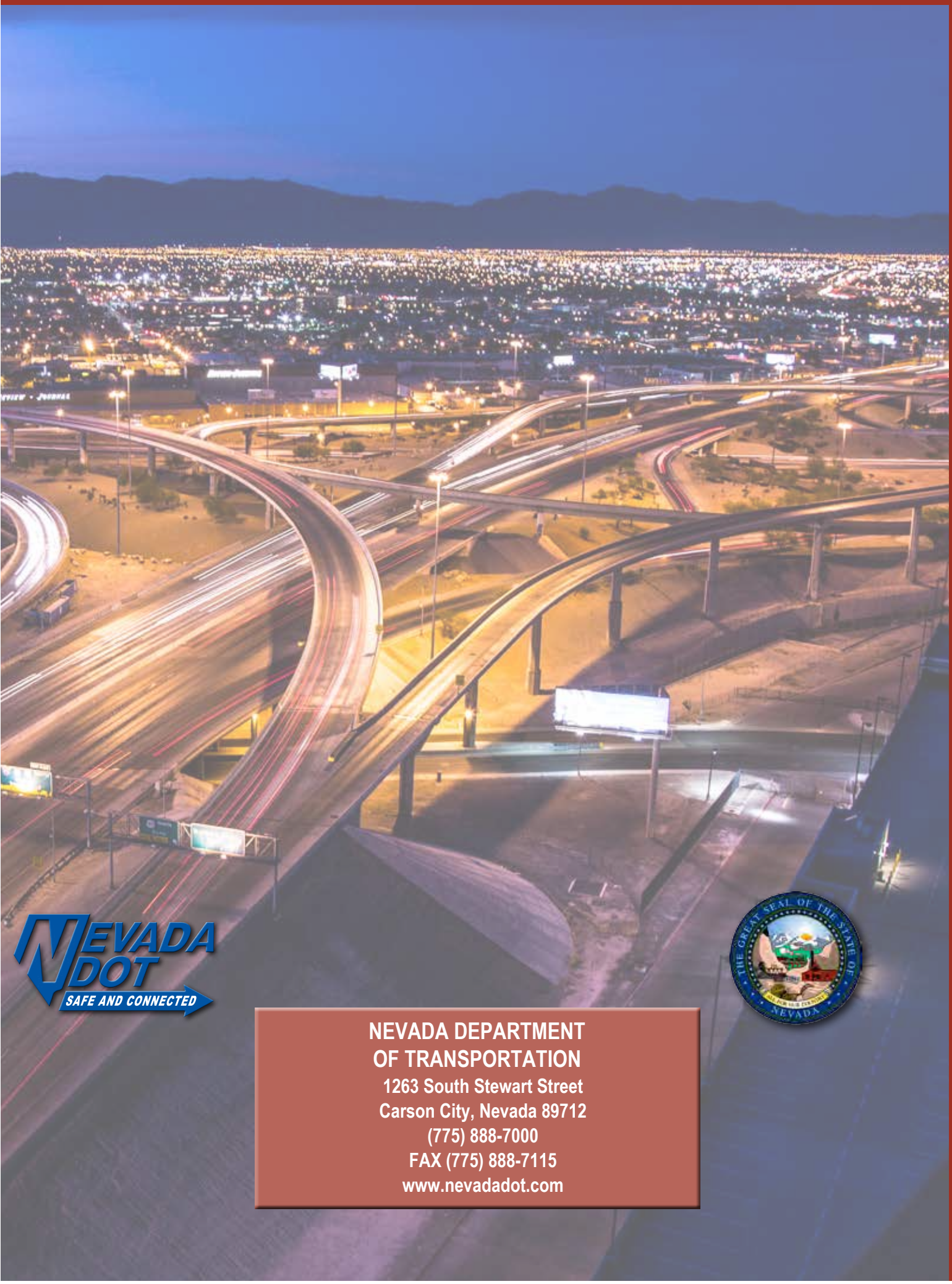
According to the FAA, Nevada is home to 48 public-use airports which support over 70,000 jobs and over $80 million in payroll. There are 4 commercial airports with over $8 million payroll and a total economic impact of over $27 billion. Civil aviation contributes to 12.1 percent of the state's GDP and 14.1 percent of all jobs in the state.

Nevada's Airport Activity Levels

Airport Classification Type	Airport Name	Community Location	2015 Passenger Enplanements	2015 Airport Operations
International	McCarran International	Las Vegas	21,824,231	576,374
	Reno-Tahoe International	Reno	1,669,863	87,358
Commercial	Elko Regional	Elko	13,697	20,151
	Ely- Yelland	Ely	18	7,494
	North Las Vegas	No. Las Vegas	15,427	155,121
Primary	Henderson Executive	Las Vegas	38,487	91,004
	Boulder City	Boulder City	388,773	98,762
Totals			**23,950,496**	**1,036,264**

NEVADA DOT
SAFE AND CONNECTED

2016 NEVADA TRANSPORTATION FACTS AND FIGURES



NEVADA DOT
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