NEVADA DEPARTMENT OF TRANSPORTATION

2020 QUICK FACTS & FIGURES

NEVADA DOT
SAFE AND CONNECTED

Governor
Steve Sisolak

Director
Kristina Swallow, P.E.

Prepared by: NDOT Executive Leadership Team

www.nevadadot.com

Table of Contents

Quick Facts

NDOT Employees
1,870

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

1,221
NDOT Bridges

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

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

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

27.9
Billion
Vehicle
Miles Traveled

Registered
Active Vehicles
2,428,338

Nevada Population
3,165,507
(2020 Estimate)

NDOT
Staffed Maintenance
Stations
45

NDOT
Heavy Equipment
2,019
Pieces

685
Miles of
Urban Hwy

Truck Miles Traveled
1.85
Billion Miles (2019 Data)

695
NDOT Vehicles

Quick Facts

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

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

Engineering Districts & Major Maintenance Stations

District 1
LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mario Gomez, P.E.
District Engineer

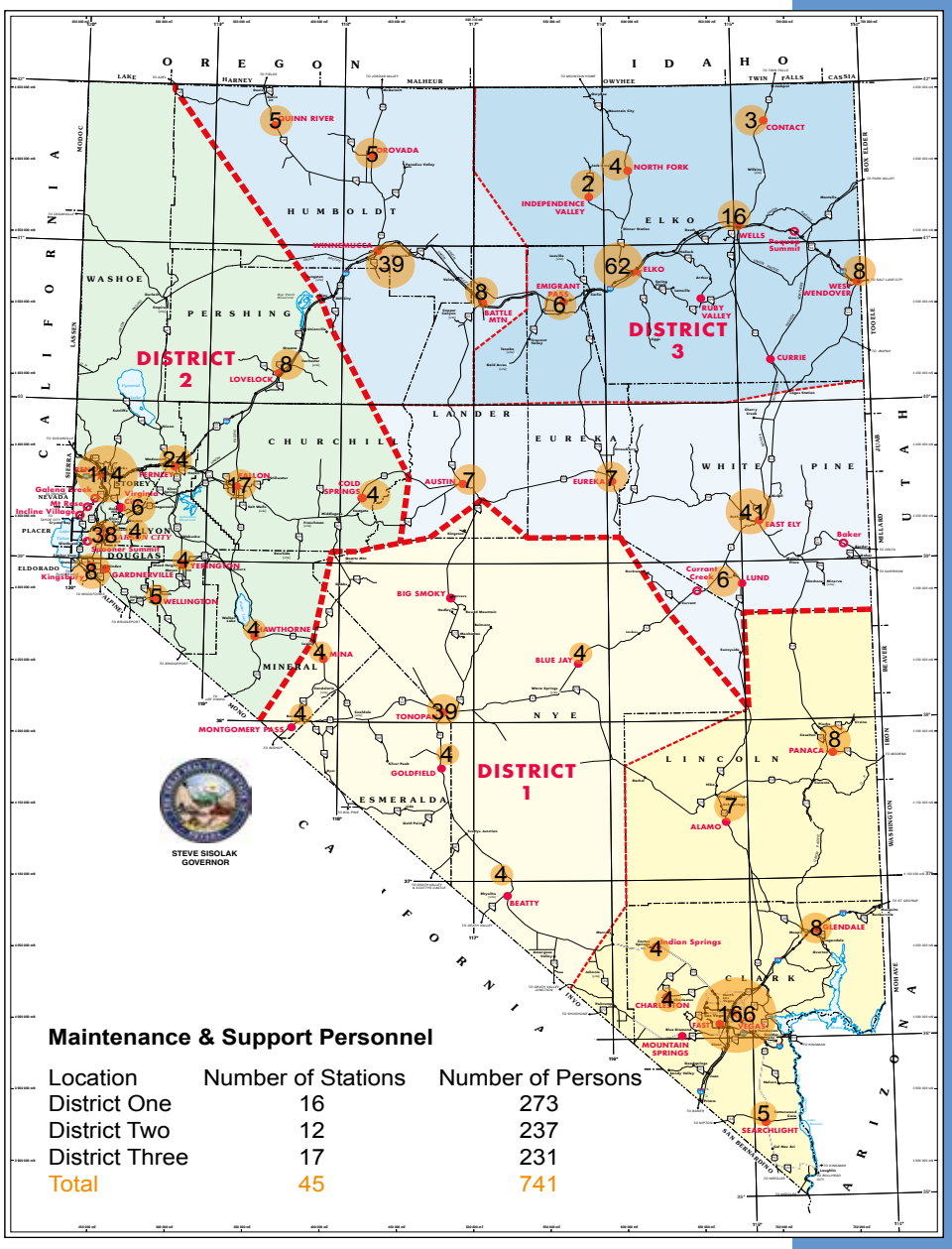
Major Maintenance Station
TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Erie/Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

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

Major Maintenance Station
WINNEMUCCA
(775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada
89445
David Schwartz, P.E.
Asst. District Engineer

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

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



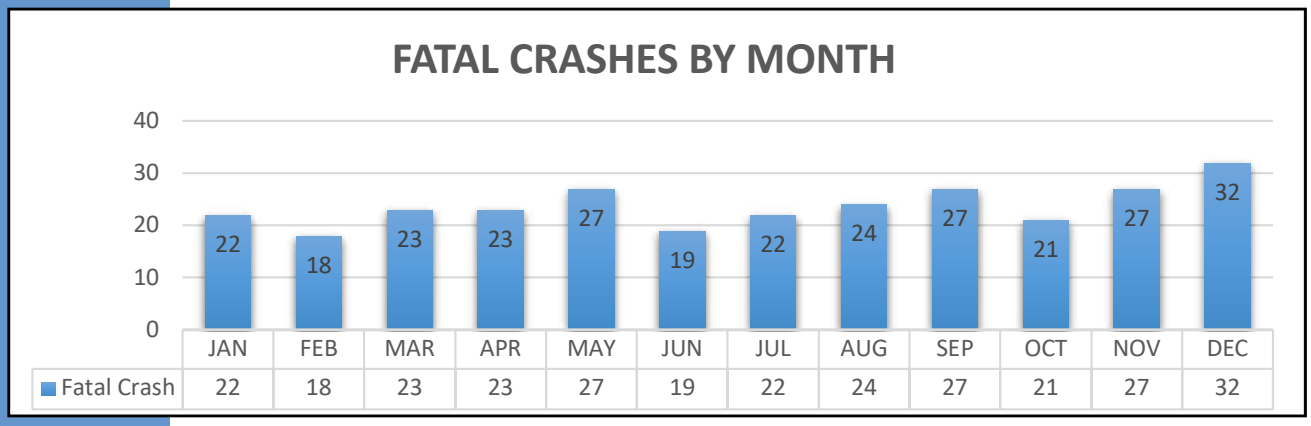
Year		Annual Crashes
2019		56,384
2018		52,440
2017		54,021
2016		52,588
2015		41,422

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

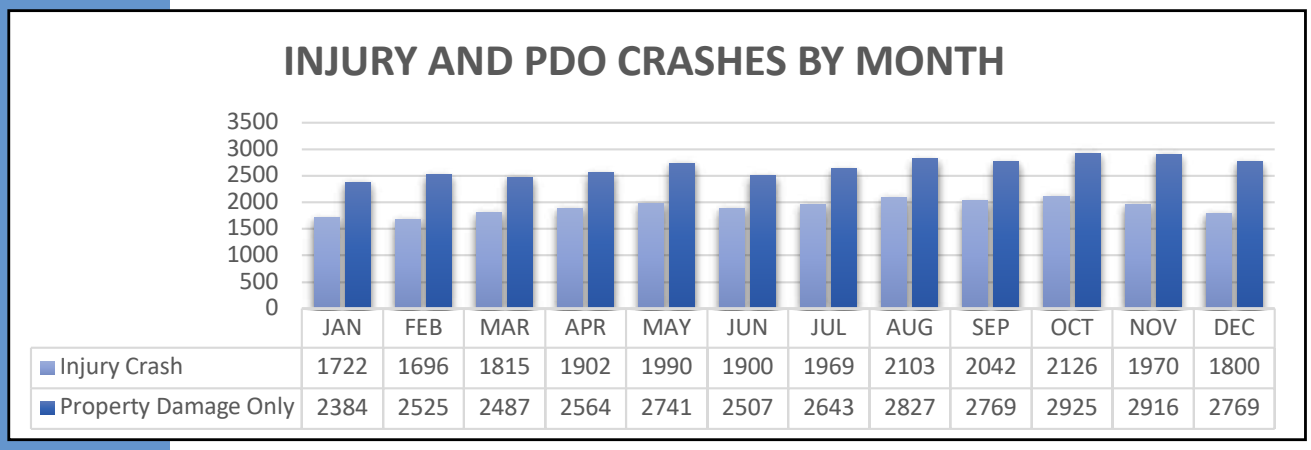
41.6% of Nevada's crashes resulted in an **injury**

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

Highway Safety Statistics

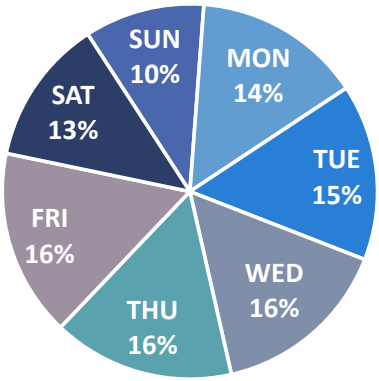


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Fatal Crash	22	18	23	23	27	19	22	24	27	21	27	32



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

CRASHES BY DAY OF THE WEEK



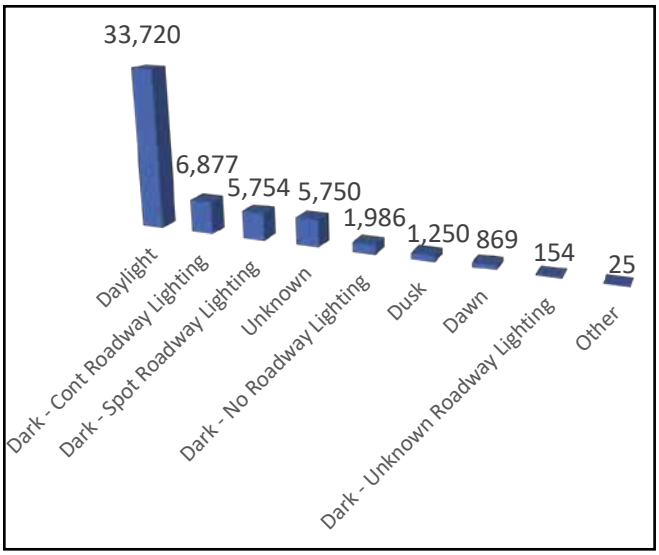
In 2019, the largest number of crashes occurred between the hours of 3:00 PM and 6:00 PM.

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

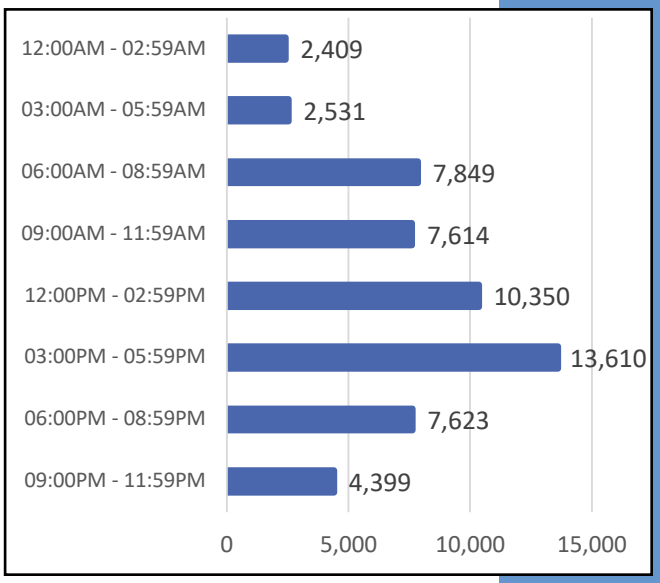
October saw the highest amount of crashes in 2019 with 5,072, January the least with 4,128.

Highway Safety Statistics

CRASHES BY LIGHTING CONDITIONS



CRASH HOUR RANGE

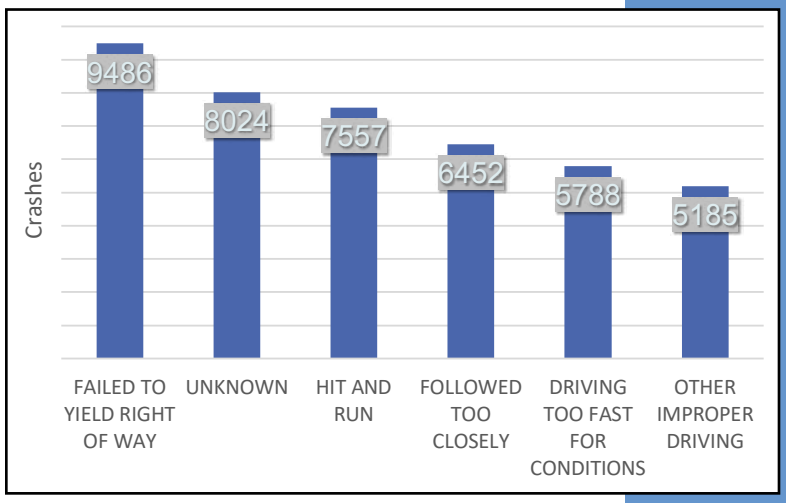


2% of crashes involved a Motorcycle.

10% of crashes involved a Lane Departure.

55% of crashes occurred at an Intersection.

TOP CONTRIBUTING FACTORS



Performance Management Plan & Performance Measures

NDOT uses 16 performance measures to link projects to the core vision, mission, and goals of the Department, to ensure investment accountability and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development.
For a complete look at Department performance measures, go to http://www.nevadadot.com/documents, and then click on “Annual Performance Management Report”. The following are the performance measures organized by major areas:

Performance Management Plan & Performance Measures

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per100 employees	2% Annual Reduction	1.3% Increase			
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual Reduction	0.2% Increase			
Provide Employee Training (2)	Percentage employees trained according to requirements	83% Compliance Annually	Average 90% Compliance			
Improve Employee Satisfaction (3)	Percentage employees satisfied with NDOT	75% Annually	75% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage agreements processed within 20 days	90% Annually	99.4% Processed within 20 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage projects completed on schedule and within budget	80% Annually	98% within Budget			
			100% within Schedule			
			74% Change Order < 3% Cost Increase			
Streamline Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of scheduled projects advertised within the reporting year	80% Advertised within the Reporting Year	63% Performance			
	Percentage of advertised & awarded projects within established construction cost estimate range	80% Delivered within Established Cost Estimate Range	55% (Oct. vs Award)			
			31% (Eng. vs Award)			
Streamline Permitting Process (15)	Percentage encroachment permits processed within 45 days	95% Annual	95.2% Processed within 45 Days			
Assets						
Maintain State Highway Pavement (8)	State roadways maintained at "fair or better" condition (Road category definition in report)	Category 1: 95%	96.0%			
		Category 2: 90%	88.3%			
		Category 3: 85%	94.4%			
		Category 4: 75%	75.0%			
		Category 5: 50%	44.4%			
Maintain NDOT Fleet (9)	Percentage mobile equipment in need of replacement	1% Annual Decrease	4.2% Annual Decrease			
	Percentage fleet in compliance with condition criteria	1% Annual Increase	2.3% Annual Decrease			
Maintain NDOT Facilities (10)	Percentage of facilities assessments & condition	2% Annual Increase	0%			
Maintain State Bridges (14)	Percentage bridges on the NHS in good condition	35% or greater	41%			
	Percentage bridges on the NHS in poor condition	7% or less	1%			
	Percentage bridges on the Non-NHS in good condition	35% or greater	44%			
	Percentage bridges on the Non-NHS in poor condition	7% or less	0.9%			

Performance Management Plan & Performance Measures

Performance Measures Overview

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of emergency management plans implemented	100% Annually	100% Compliance			▲
Reduce Fatal & Serious Injury Crashes (12)	Number of traffic fatalities	Reduction in the # of traffic fatalities compared to the trend value of 330.4	319.2			▼
	Number of serious traffic injuries	Reduction in the # of serious injuries compared to the trend value of 1,214.4	1,186.4			▼
	Number of traffic fatalities per 100M VMT	Reduction in the rate of fatalities per 100M VMT compared to the trend value of 1.24	1.21			▼
	Number of serious traffic injuries per 100M VMT	Reduction in the rate of serious injuries per 100M VMT compared to the trend value of 4.97	4.51			▼
	Number of non-motorized fatalities and serious injuries	Reduction in the # of non-motorized fatalities & serious injuries compared to the trend value of 312.2	299.1			▼
Our Partners						
Improve Customer and Public Outreach (5)	Customer satisfaction & public outreach	75% Positive satisfaction Level (Annual customer satisfaction survey)	75%			▲
Reduce and Maintain Congestion Levels on the State Roadway System (6)	Percent of person-miles traveled on Nevada interstate that are reliable	86.8% or higher	85.1%			▲
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	70% or higher	86.3%			▲
	Annual hours of peak-hour excessive delay per capita (Urbanized Areas)	12 hrs or less	7.4 hrs			▼
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	21.3% or higher	21.4%			▲
	Freight trip reliability Index	1.28 or less	1.28			▼
Reduce Greenhouse Gas Emissions	Percent reduction in greenhouse gas emissions	In alignment with state's goal (2005 baseline)	28% reduction by 2025 and 45% reduction by 2030	N/A (Being developed)		▼

Department Personnel

Administration:
Office of The Director, Public Information, Internal Civil Rights, Performance Analysis, Audit Services, Multimedia, Financial Management, Flight Operations, Accounting, Information Technology, Administrative Services, Reproduction & Graphic Arts, Buildings & Grounds, Records Management, Human Resources, Training, Industrial Safety, Stormwater Training, Stormwater Administration, Stormwater Inspection, Rotating Engineers, Permits, Road Operation Centers, and Headquarters Stockroom.

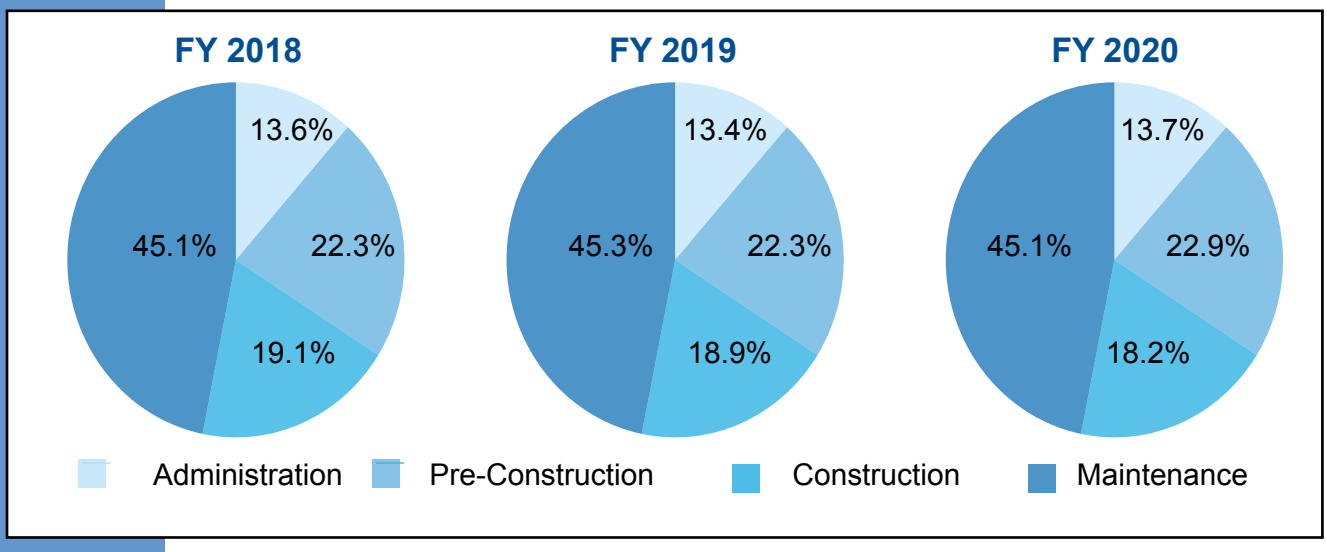
Pre-Construction:
Specifications, Design, Structures, Environmental Services, Project Management, Traffic Operations, Location, Right of Way Divisions, Planning Divisions, Research, Program Development, and Roadway Systems.

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

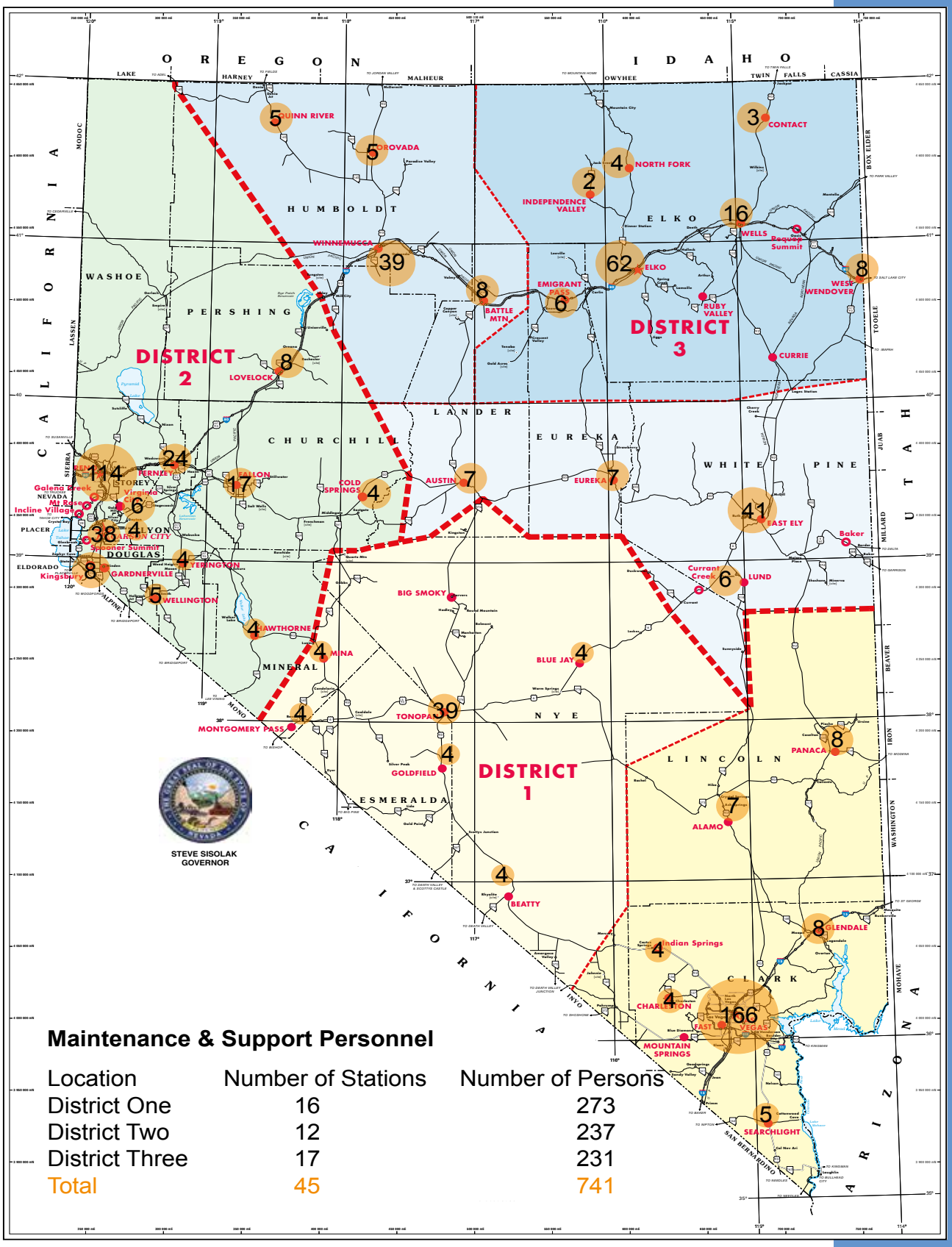
Maintenance:
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions &

The numbers of employees in each function are as follows:

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



Maintenance Stations and Personnel

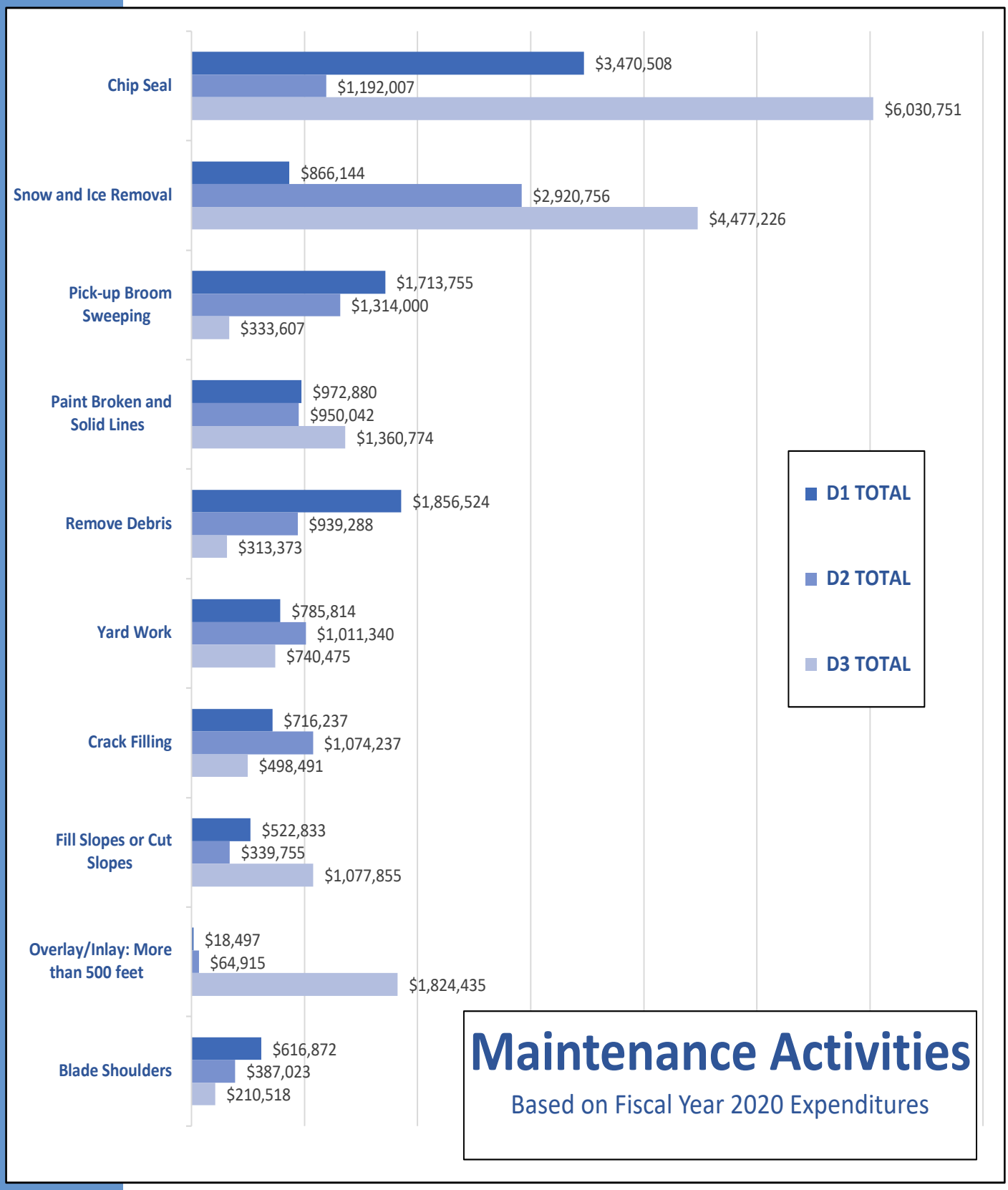


Maintenance & Support Personnel

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

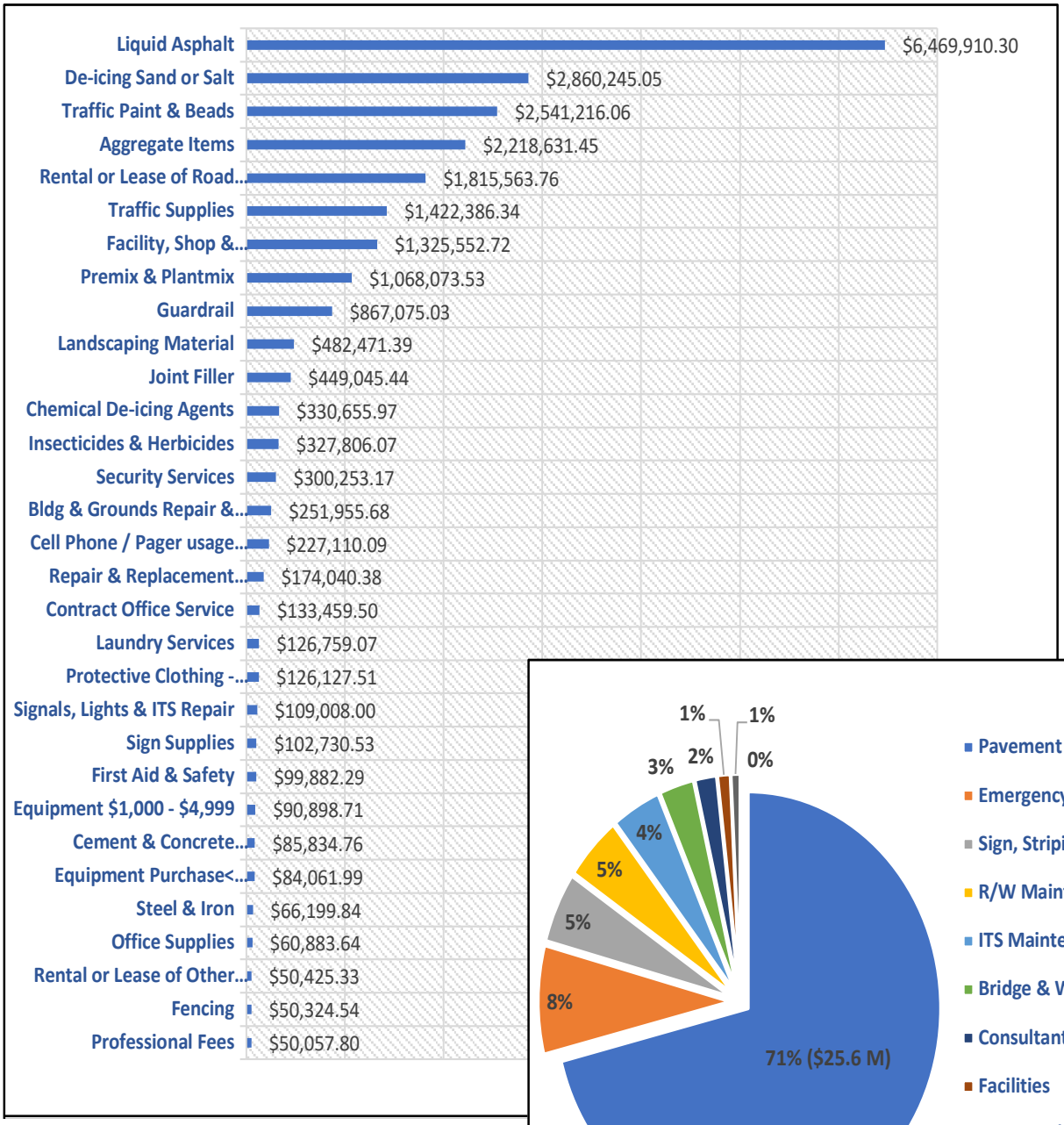
Note: Number of Personnel includes of the following; District Administration, Communications, Equipment Shops, Stockroom, Dispatch and all of the Maintenance Crew Personnel.

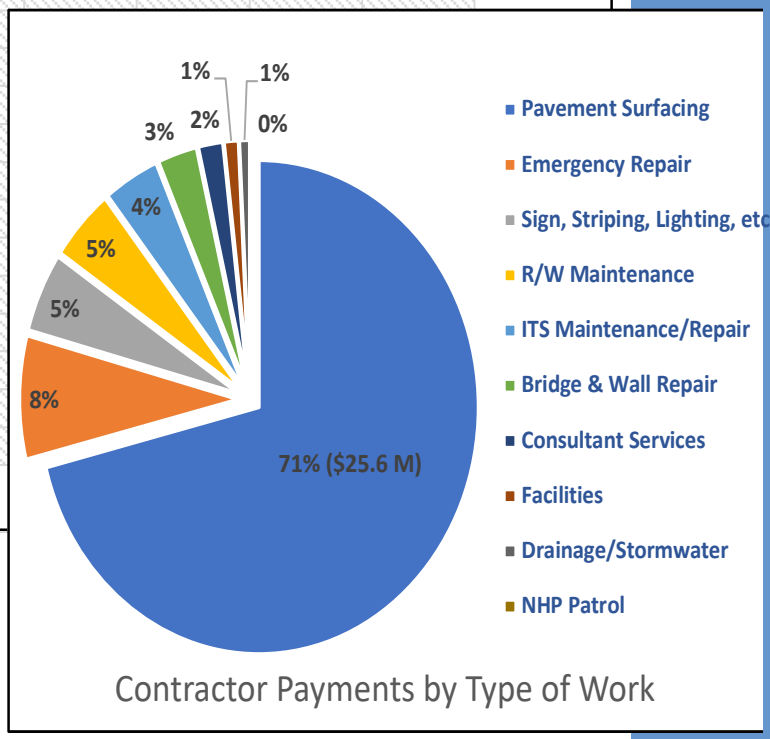
Maintenance Costs and Activities



Maintenance Costs and Activities

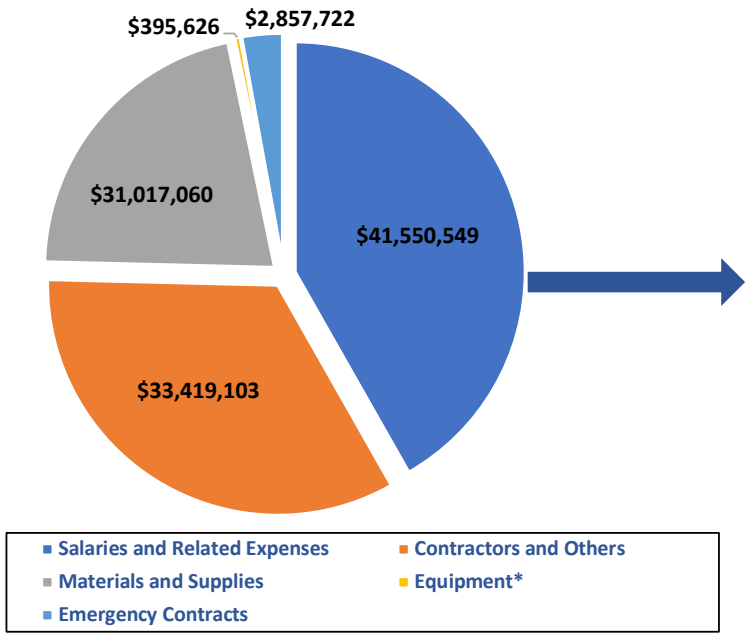
Fiscal Year 2020 Expenditures for Materials and Supplies

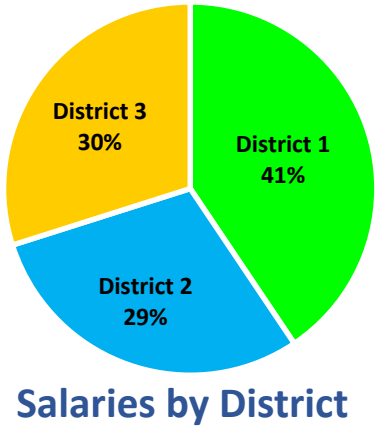




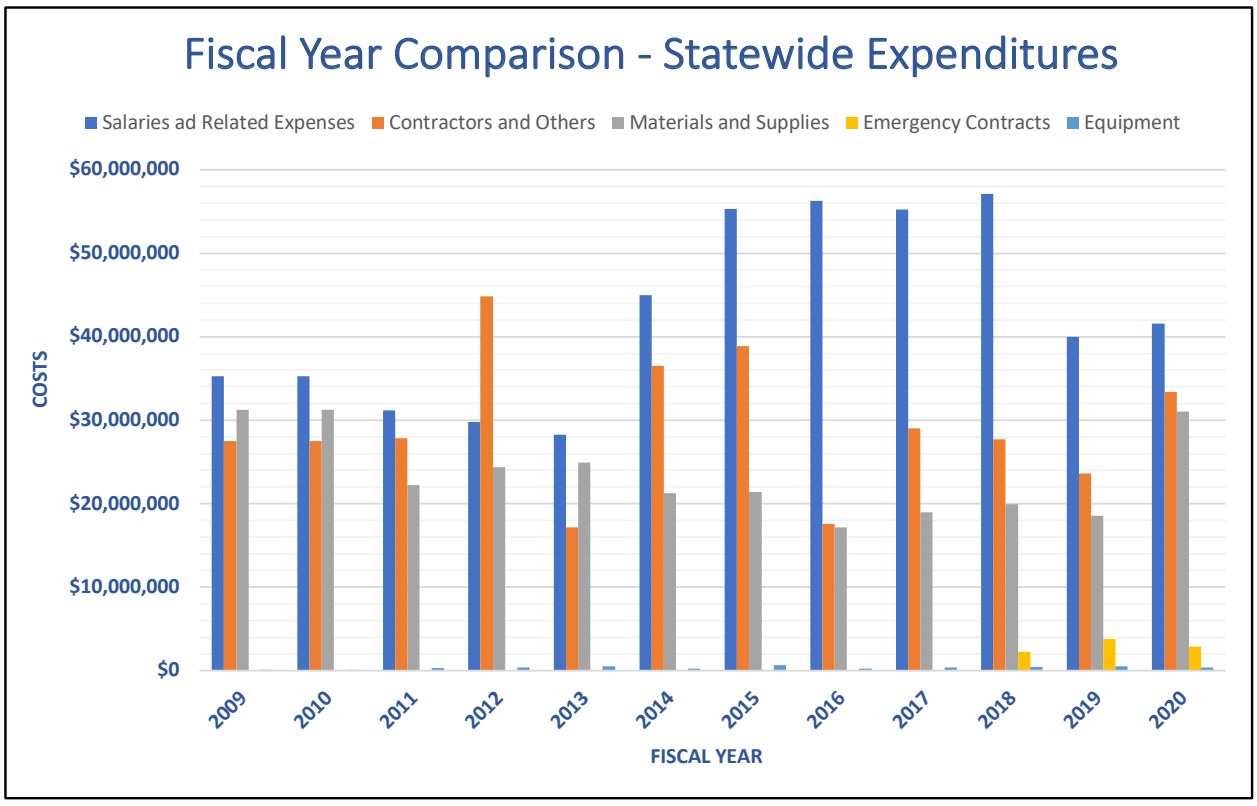
Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2020 Expenditures





Salaries by District



Freeway Service Patrol

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

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

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

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

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

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

Table 1: General Information

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

Freeway Service Patrol

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

Table 2: Mitigation Data

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

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

Table 3: Incident Clearance Times

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

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

Freeway Service Patrol

Table 4: Mitigation Data

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

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

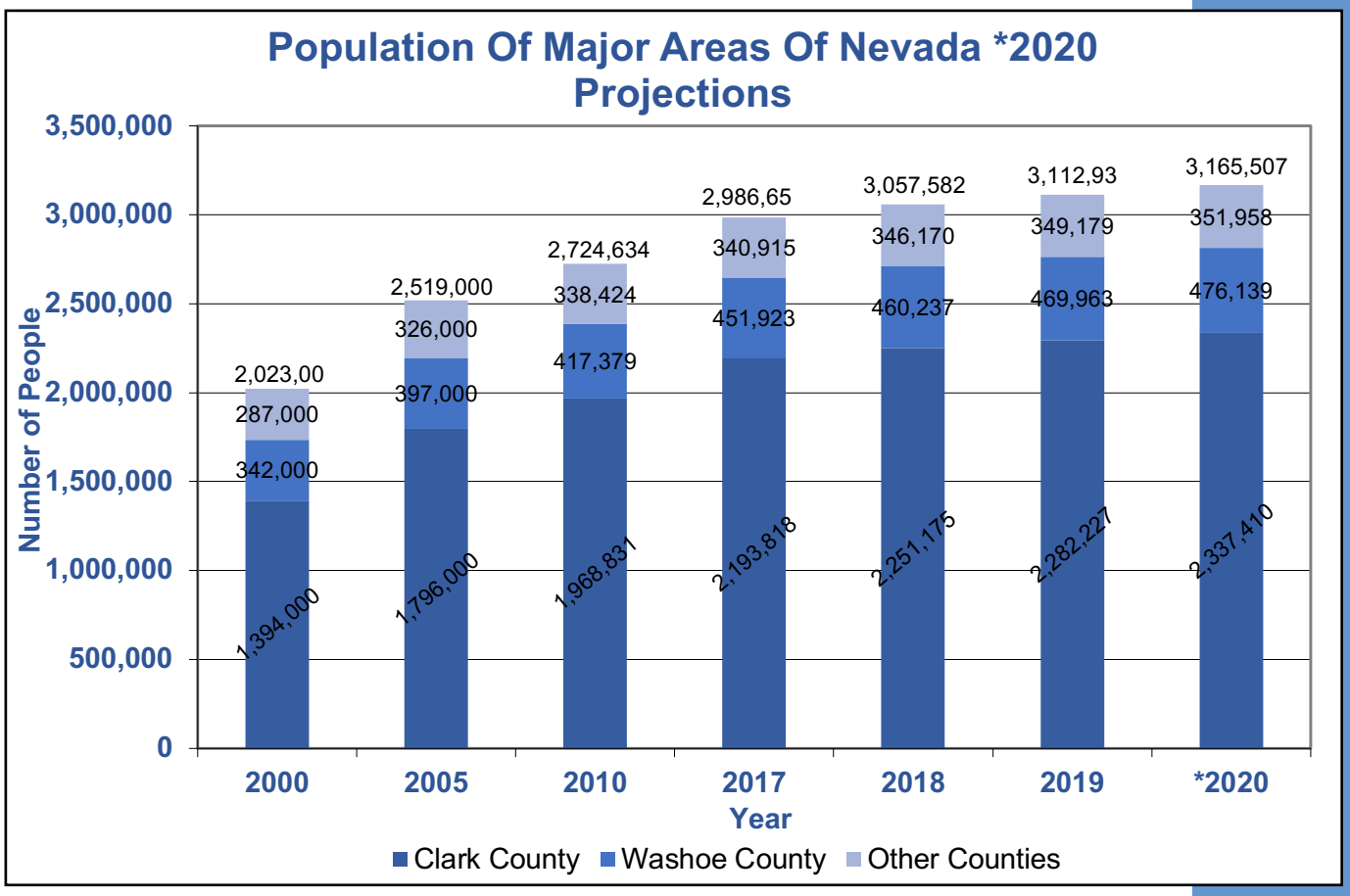
In the next reporting period, strategies for congestion improvement may include the Towing and Recovery Incentive (TRIP) Program. The Department is currently evaluating the feasibility of implementing the TRIP Program as a pilot project in Southern Nevada to compliment the FSP Program by providing a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

Nevada Population Statistics

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

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

Nevada has experienced tremendous population growth for over 30 years with little slow down until the last few years. The state's population has more than tripled since 1985 to over 3.1 million residents. The majority of the growth has been in the major urban areas.



Roadway System Centerline Mileage

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

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

ROAD DEFINITION

NATIONAL HIGHWAY SYSTEM (NHS) (Federal-Aid)

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

NON-NHS ROADS (Other Federal Aid)

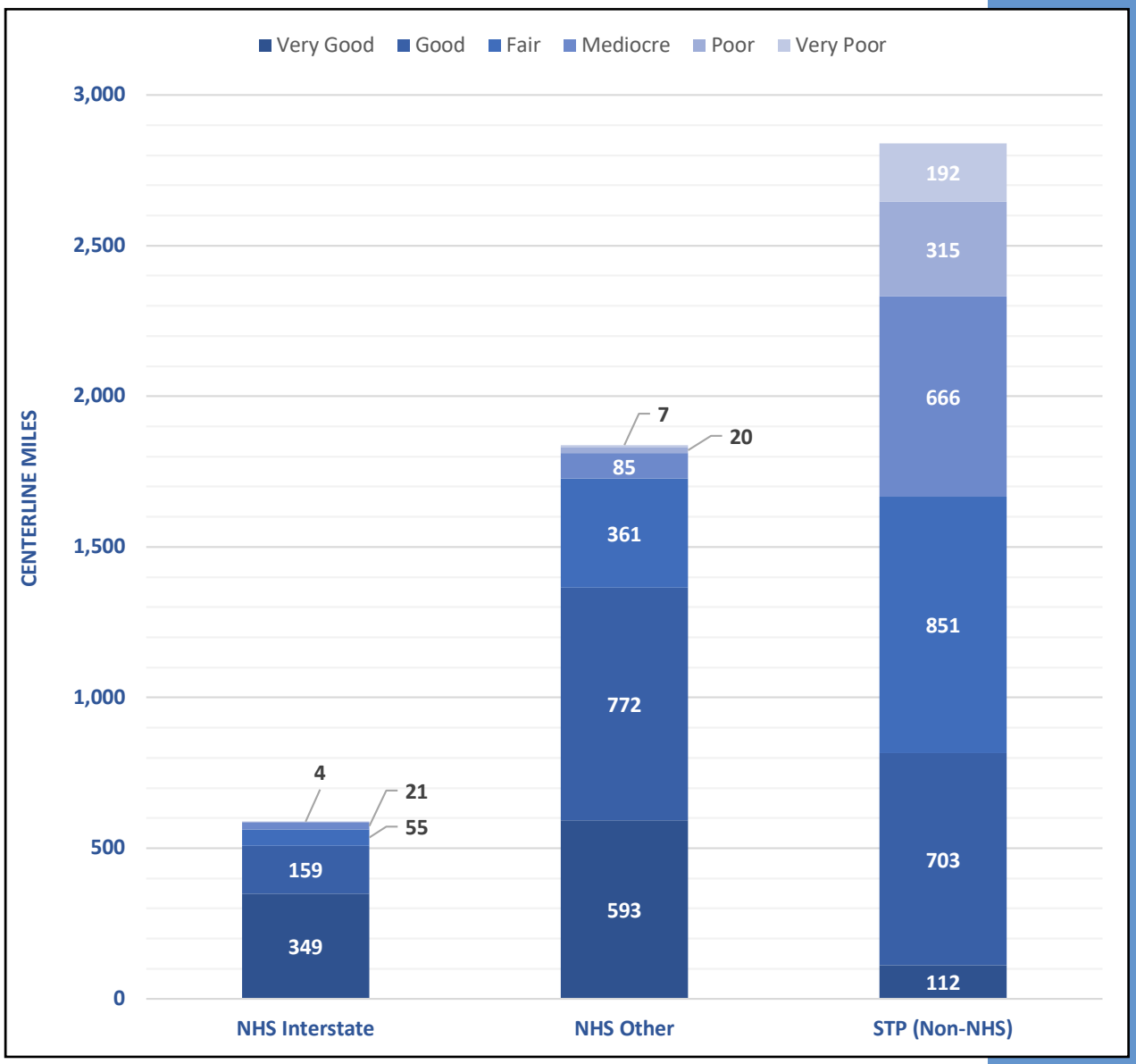
This is a system of roads that is not part of the NHS system but is funded through federal-aid programs. The system is not considered to be strategic to national defense but do play some role in connectivity and accessibility.

Non-Federal Aid

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

NDOT Maintained Pavement Condition

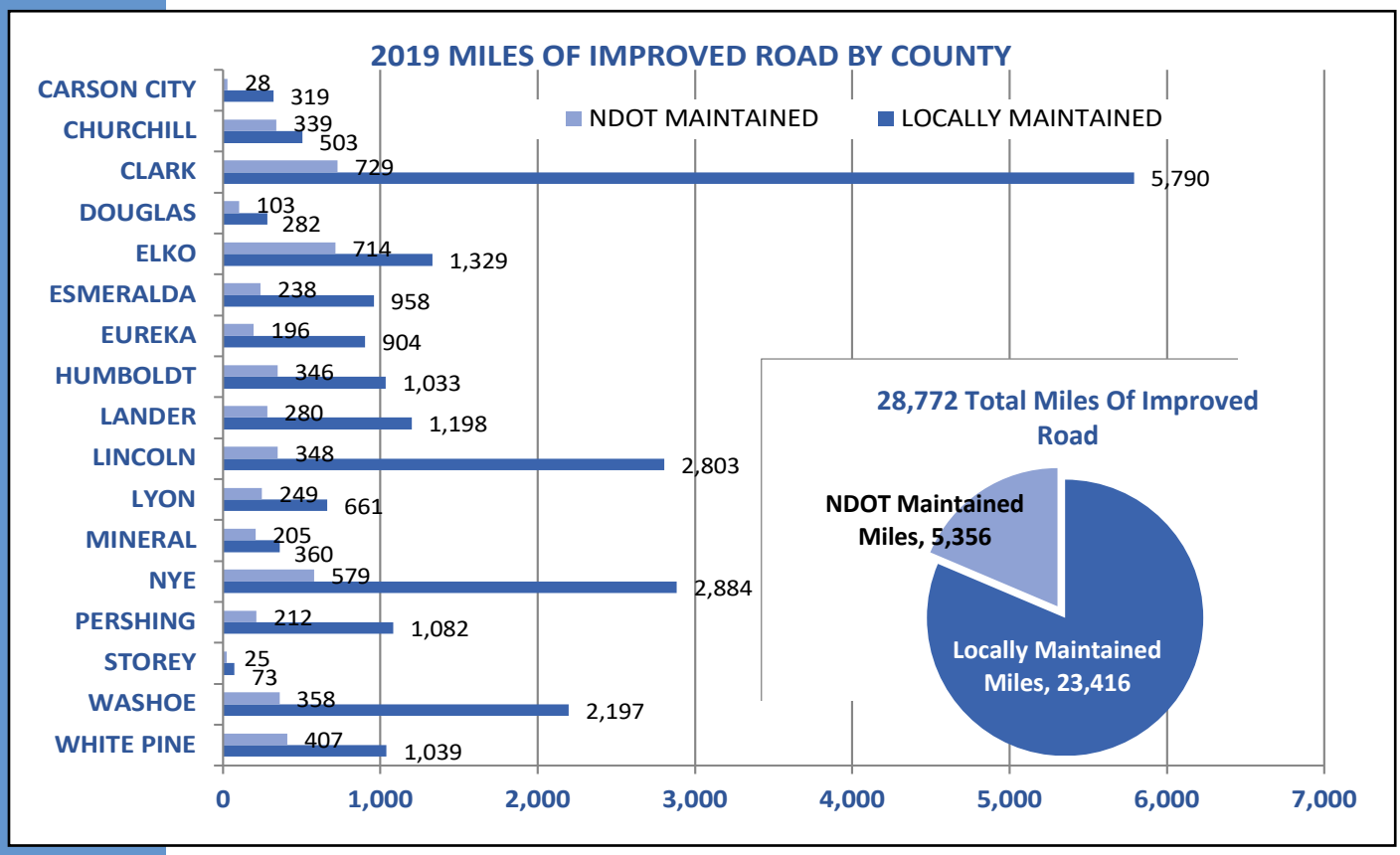
Centerline Miles by System – 2019*
Condition (Present Serviceability Index)

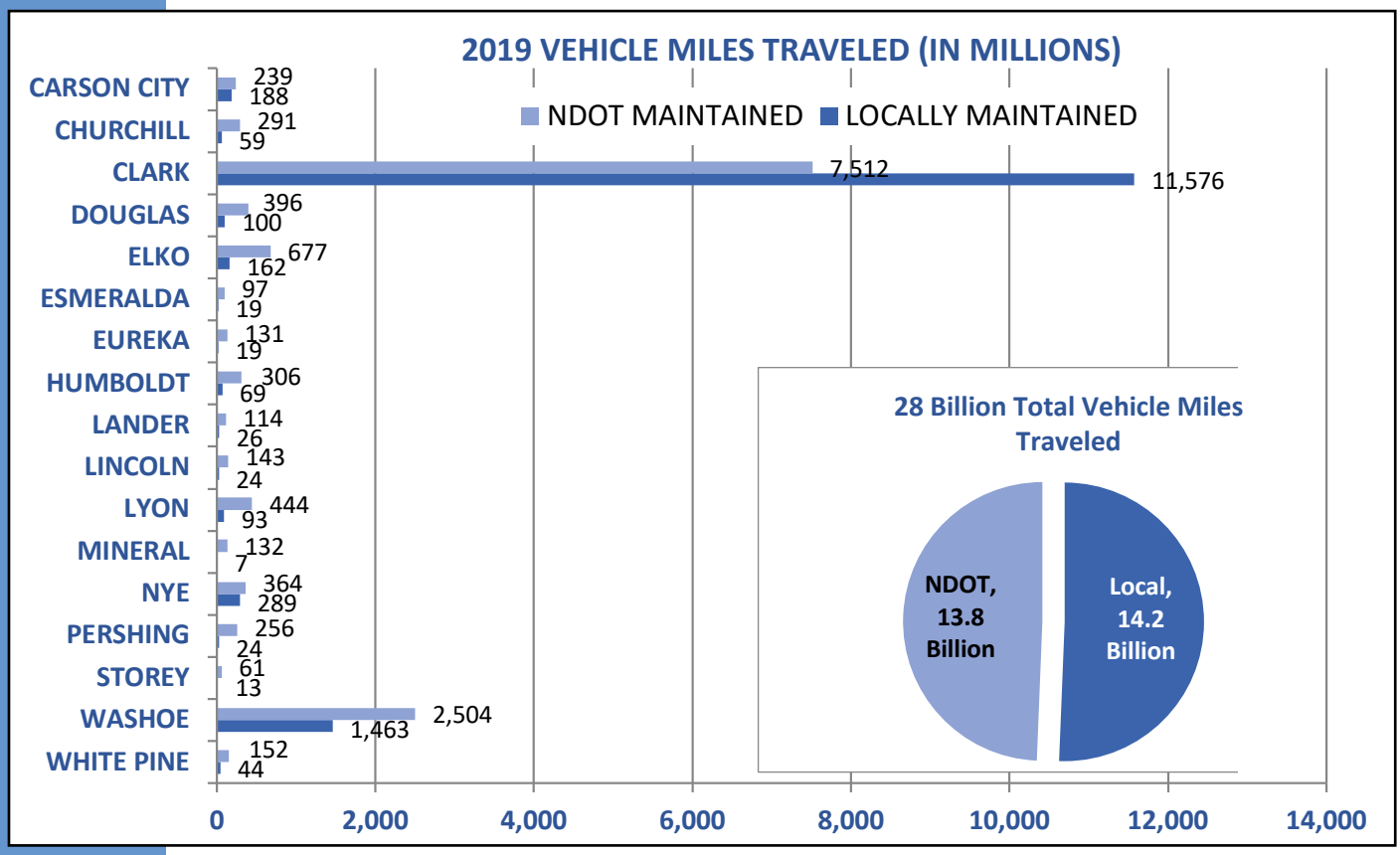


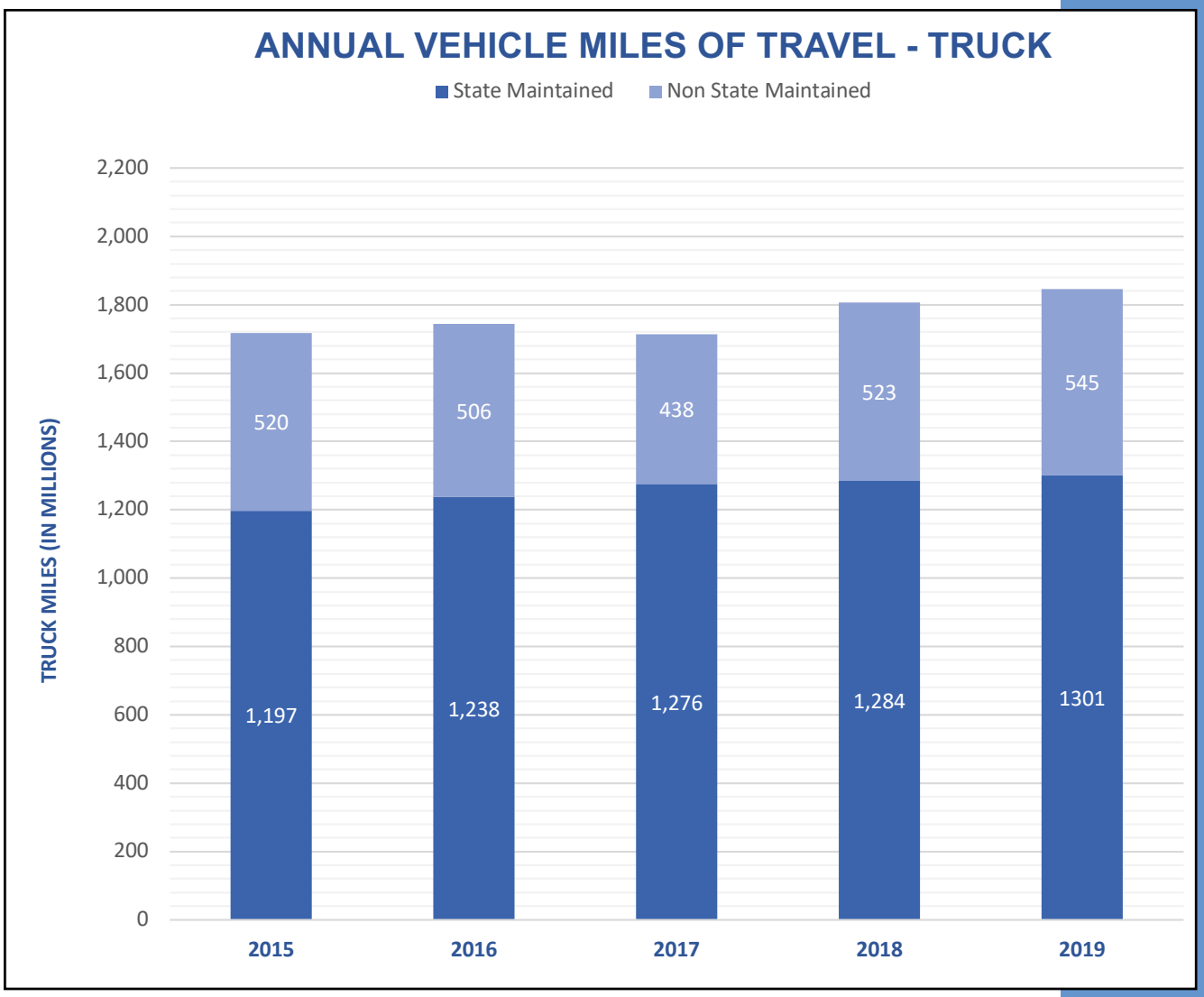
Note: System miles above may not match those on page 46 because not all roads have had their condition rated.

Note: Data is collected every two years

Vehicle Miles of Travel







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

NDOT Maintained Deficient Bridges Needing Renovation

Seismic 78

Structural 12

Currently, there are 2,107 bridges inspected by the Nevada Department of Transportation (NDOT) in the interest of public safety. Federally-owned bridges are inspected by the respective Federal agencies (i.e. USFS, BLM). NDOT maintains 1,221 bridges; 875 bridges are maintained by county, city, other local agencies, railroad and other state agencies; and 11 bridges are privately maintained.

Transportation Asset Condition

CAPITAL ASSETS AND DEBT ADMINISTRATION

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

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

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

Condition Level of the Roadways
Percentage of roadways with an IRI of 95 or less

	Category				
	I	II	III	IV	V
State Policy – minimum percentage	**70%**	**65%**	**60%**	**40%**	**10%**
Actual results of 2019 condition assessment	91%	86%	88%	57%	28%
Actual results of 2018 condition assessment	90%	88%	91%	58%	25%
Actual results of 2017 condition assessment	90%	85%	90%	61%	25%

Condition Level of the Bridges
Percentage of substandard bridges

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

Transportation Asset Condition

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

The most recent condition assessment shows a slight decline in the condition level of the roadways. However, the results of the three most recent condition assessments provide reasonable assurance that the condition level of the roadways is being preserved above the condition level established for all road categories.

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amounts of expense incurred for fiscal year 2019 by $4.6 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to continue to exceed the target condition levels for the roadway category. Additional information on the state's infrastructure can be found in the Schedule of Infrastructure Condition and Maintenance Data in the Required Supplementary Information section to the financial statements in the Comprehensive Annual Financial Report.

Transportation Funding & Financing

General

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

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government are placed in the Federal Highway Trust Fund (HTF). Congress allocates these funds to the states per provisions in the Fixing Americas Surface Transportation Act (FAST) passed in 2015, and annual appropriation bills. The HTF is the main source of funding for most of the programs in the FAST Act. The Fast Act, originally set to expire on September 30, 2020 was recently extended through September 30, 2021. Federal funds are available only for reimbursements of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay (match) 5 to 20% of the project's cost, with the majority of Nevada's funding requiring only a 5% match due to the large amount of federal lands in the state.

State Constitutional Provisions

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

State Highway Fund

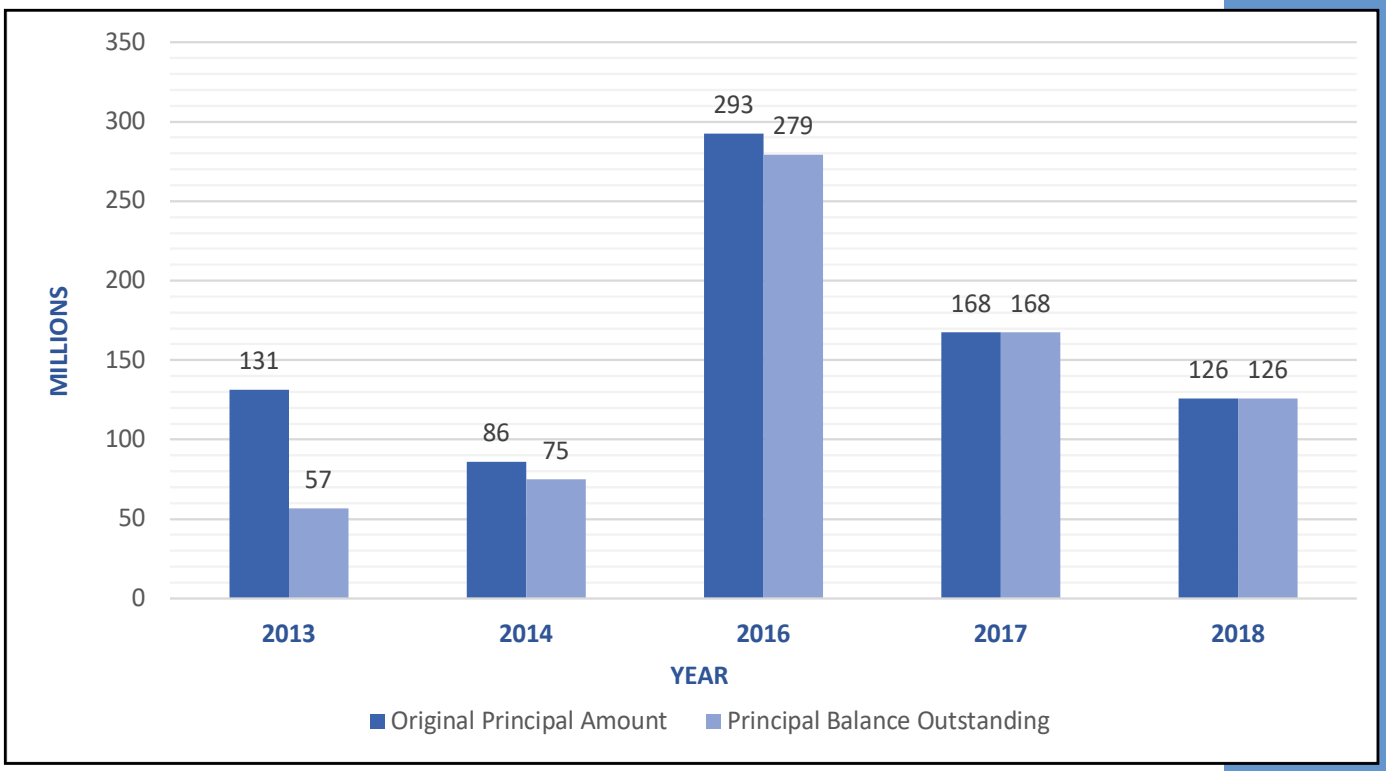
The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to ac- count for the receipt and expenditure of dedicated high- way-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, a significant amount of the operating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

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

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

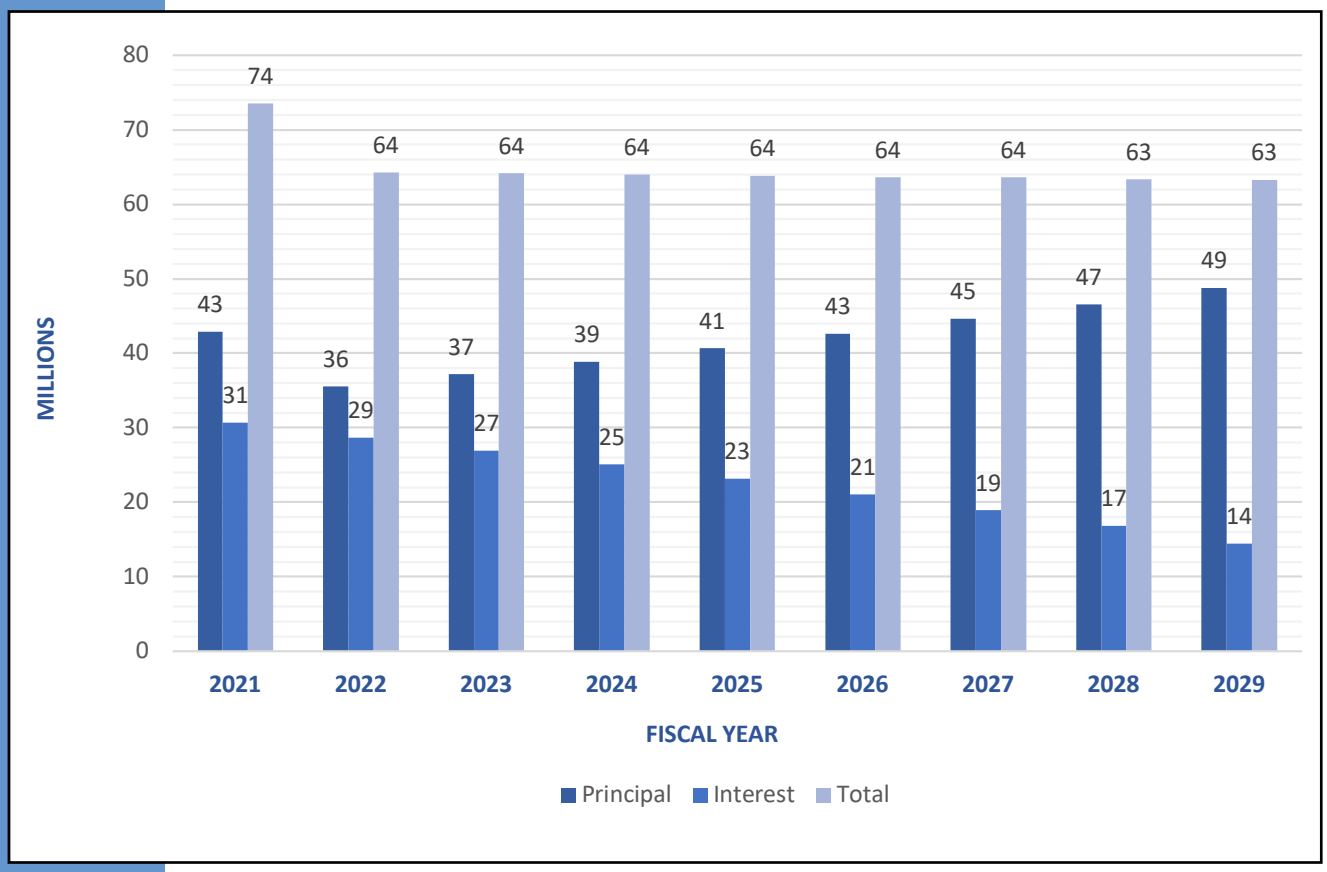
Existing Parity Securities	Original Principal Amount	Principal Balance Outstanding
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000	56,570,0
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2014	86,020,000	75,100,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	292,600,000	279,220,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2017	167,665,000	167,665,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2018	125,905,000	125,905,000
Totals	**$803,435,000**	**$704,460,000**

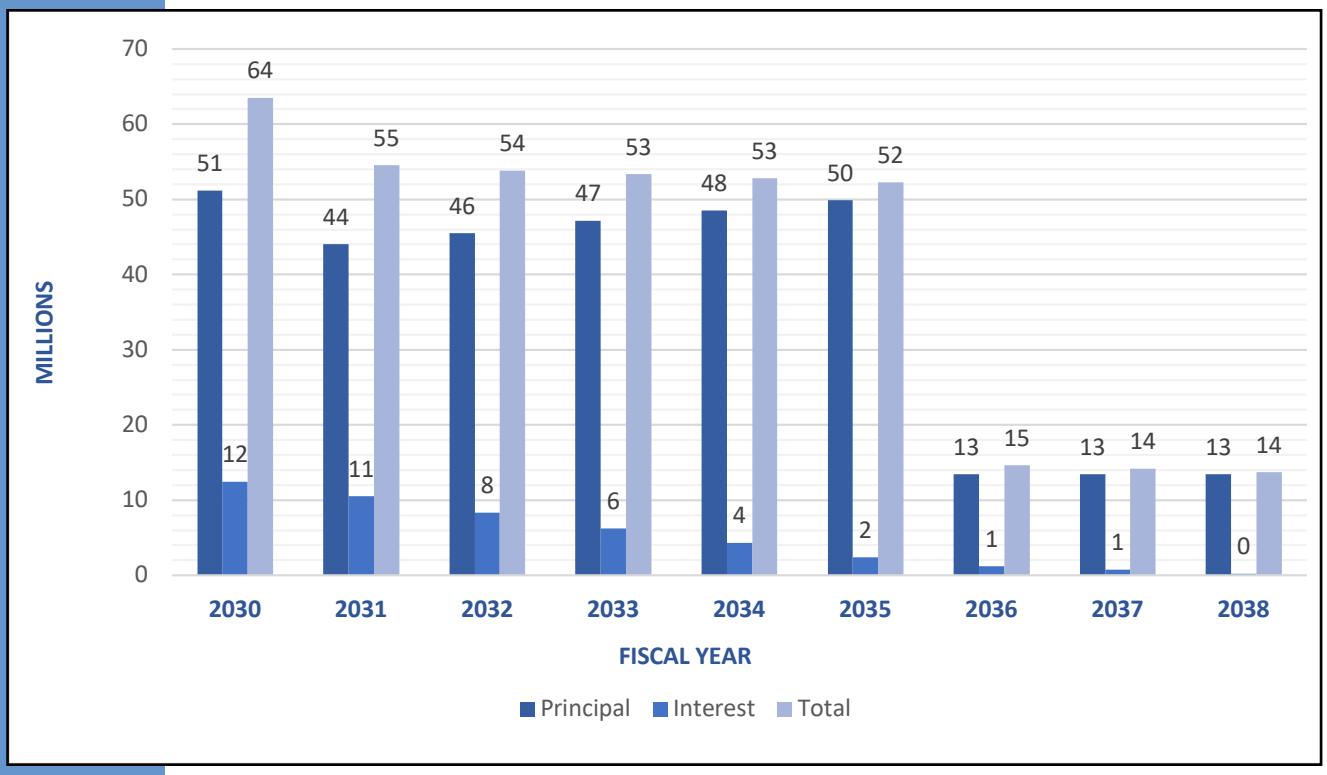
Bonds Issued by Year, Bond Amount, and Remaining Balance



Transportation Funding & Financing

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





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

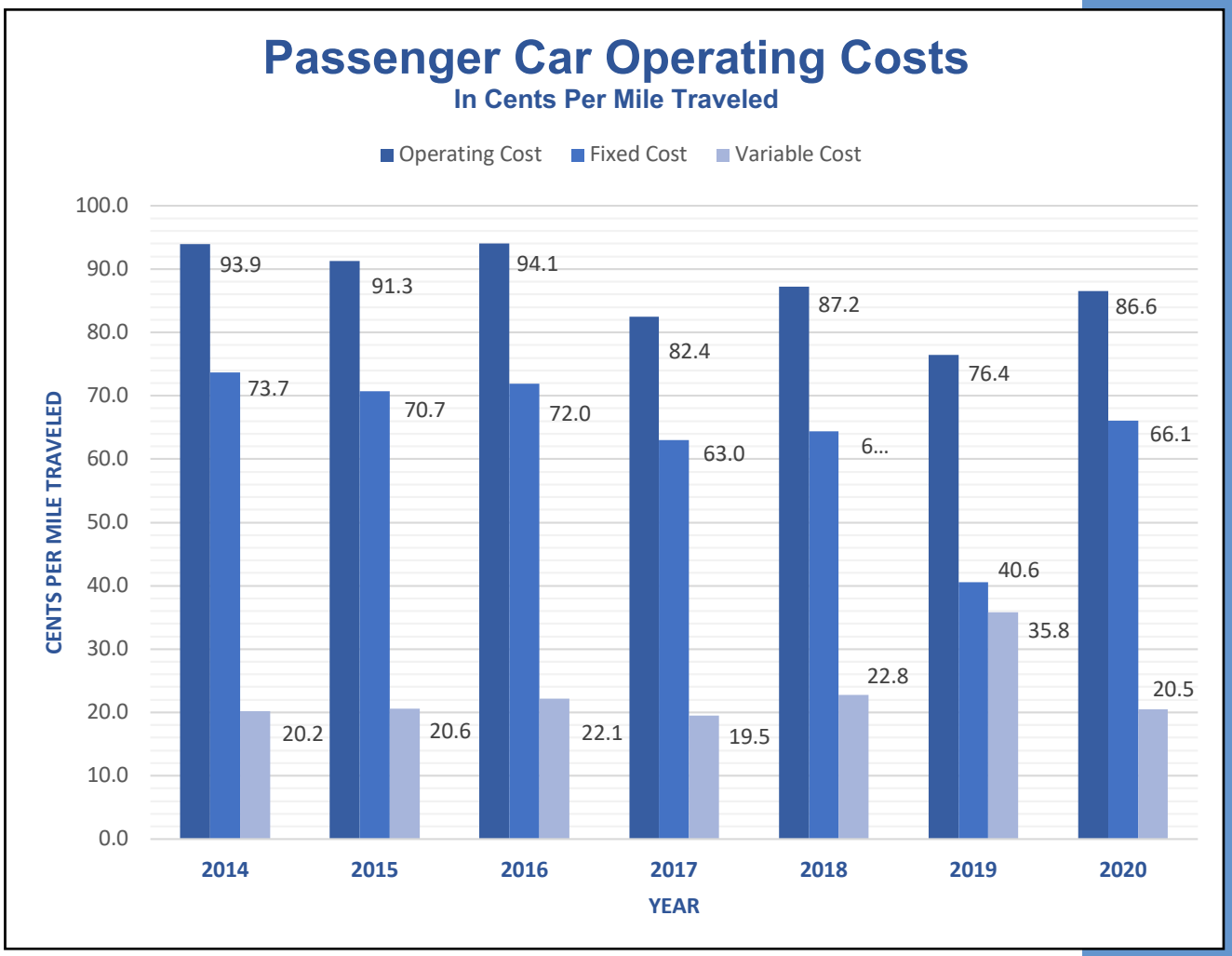
Assumptions: 2020 model year, large sedan with V-6 which gets 26 MPG. Vehicle travels 10,000 miles annually. Gas price used was $2.86 per gallon averagely in 2019. Based on Nevada's gas tax and licensing fees.

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

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

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

Total Operating Cost: 86.6¢ per mile traveled.

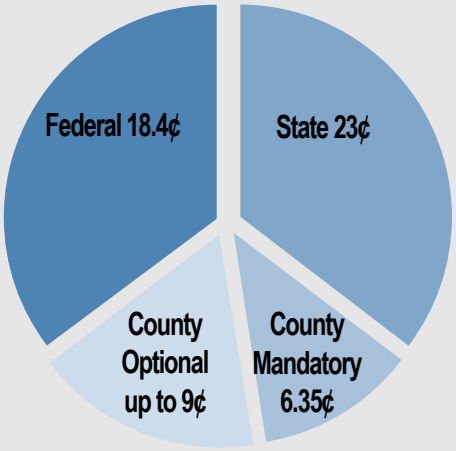


Source: American Automobile Association's "Your Driving Costs 2019" and www.fueleconomy.gov

Gas Tax
(Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statutes

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



1. Federal

15.44¢	To Federal Highway Trust Fund for highways
2.86¢	To Federal Highway Trust Fund for transit
0.1¢	Leaking underground storage tank trust fund
18.4¢	**Total Federal Gasoline Tax**

2. State

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

3. County Mandatory

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

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission the rate in each county is shown below.

9¢ Carson City, Churchill, Clark, Douglas, Elko, Humboldt, Lander, Lyon, Mineral, Nye, Pershing, Washoe, and White Pine.

4¢ Esmeralda, Lincoln, Storey, and Eureka.

1¢ County other (NRS 365.195)

		Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
1)-	1955	6.05¢		4.55¢	1.5¢	(Clark & Washoe Co. only) (Extended to all Counties w/RTC)			
	1965	6.05¢	1.0¢	4.55¢	1.5¢			1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢			1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	9.0¢	* * 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	9.0¢	* * 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	9.0¢	* * * 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	>9.0¢	* * * 18.455¢	6.35¢	3) varies		9.0¢	

Fuel Tax Inflation Indexing

Nevada Revised Statutes (N.R.S., i.e. Nevada law) prior to 2015 allow counties within certain population criteria to index fuel taxes to offset the effects of inflation. (N.R.S. 373.066, 373.0663).

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

SB201 took effect Jan 1, 2010 allowing all motor fuels and special fuels delivered in Washoe County be subjected to fuel tax indexing (PPI) in addition to the previous CPI.

AB413 took effect Jan 1, 2014 allowing Clark County to start indexing all fuel types including special fuel but excluding jet and aviation fuels using PPI.

AB191 signed by the governor in 2015, required counties to include a question for voters in the November 8, 2016 ballot on fuel tax indexing. Only Clark County voters favored the tax. Washoe County already had fuel tax indexing authority.

Motor Fuel Indexed Taxes

County	Gross Tax Rate	Net Tax Rate*	Authority
Clark County Index - PPI	14.8¢	14.5¢	AB413, NRS 373.0663
Washoe County Index - CPI	2.7¢	2.6¢	AB516, NRS 373.065
Washoe County Index - PPI	35.1¢	34.4¢	SB201, NRS 373.066

**Net Tax rates are calculated by taking the gross tax rate less 2% collection allowance. Charge customers gross rate, remit net rate to Department. Note that state tax is indexed in Clark County.*

Special Fuel Tax
(Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

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

Distribution (Cents Per Gallon)

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

History

Year	Total Tax	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢
2009	Inflation index based on lesser of 7.8 percent or PPI for Street & Highway Construction imposed in Clark and Washoe Counties only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.	

** 0.60¢ to petroleum clean-up fund*

*** 0.75¢ to petroleum clean-up fund*

Special Fuel Tax
(Per Gallon)

Special Fuels and Indexed Taxes

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

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

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

Vehicle Registration and Permit Fees

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

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

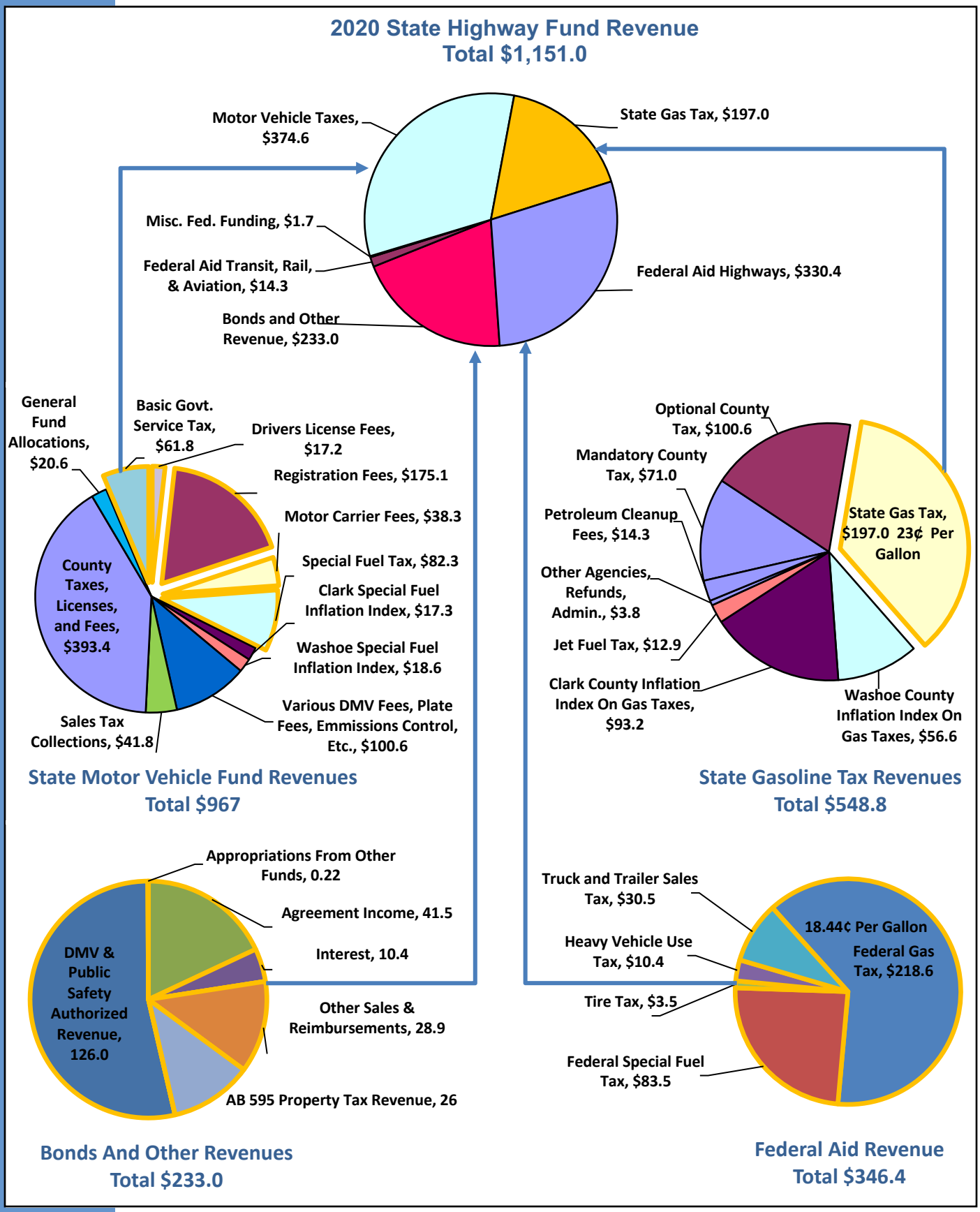
Motortruck, truck or bus

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

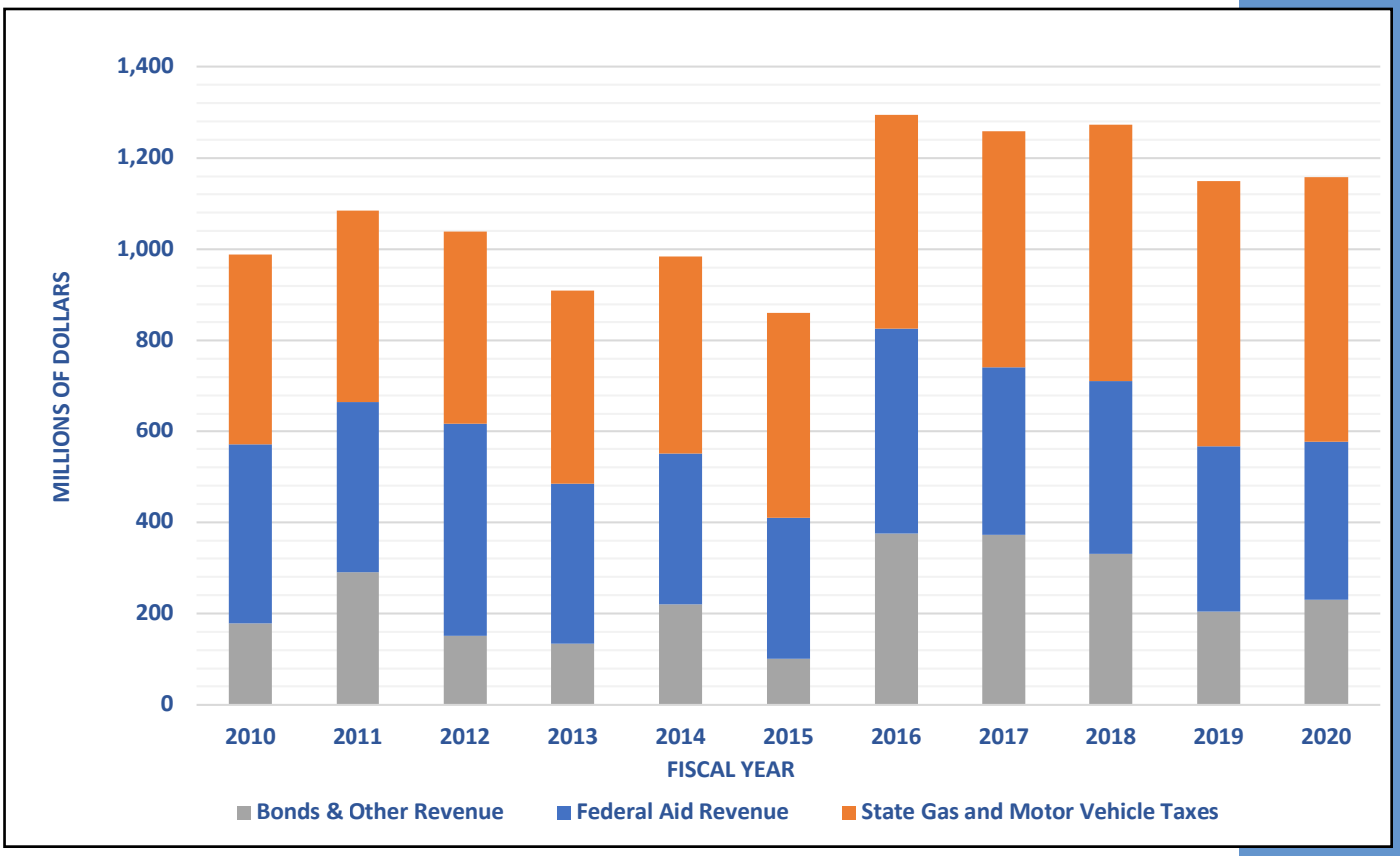
Note: A $1.00 Technology fee has been associated to each fee above.
Reference: https://dmvnv.com/pdfforms/regtitle.pdf

State Highway Fund Revenue Sources

2020 Revenue (in millions)



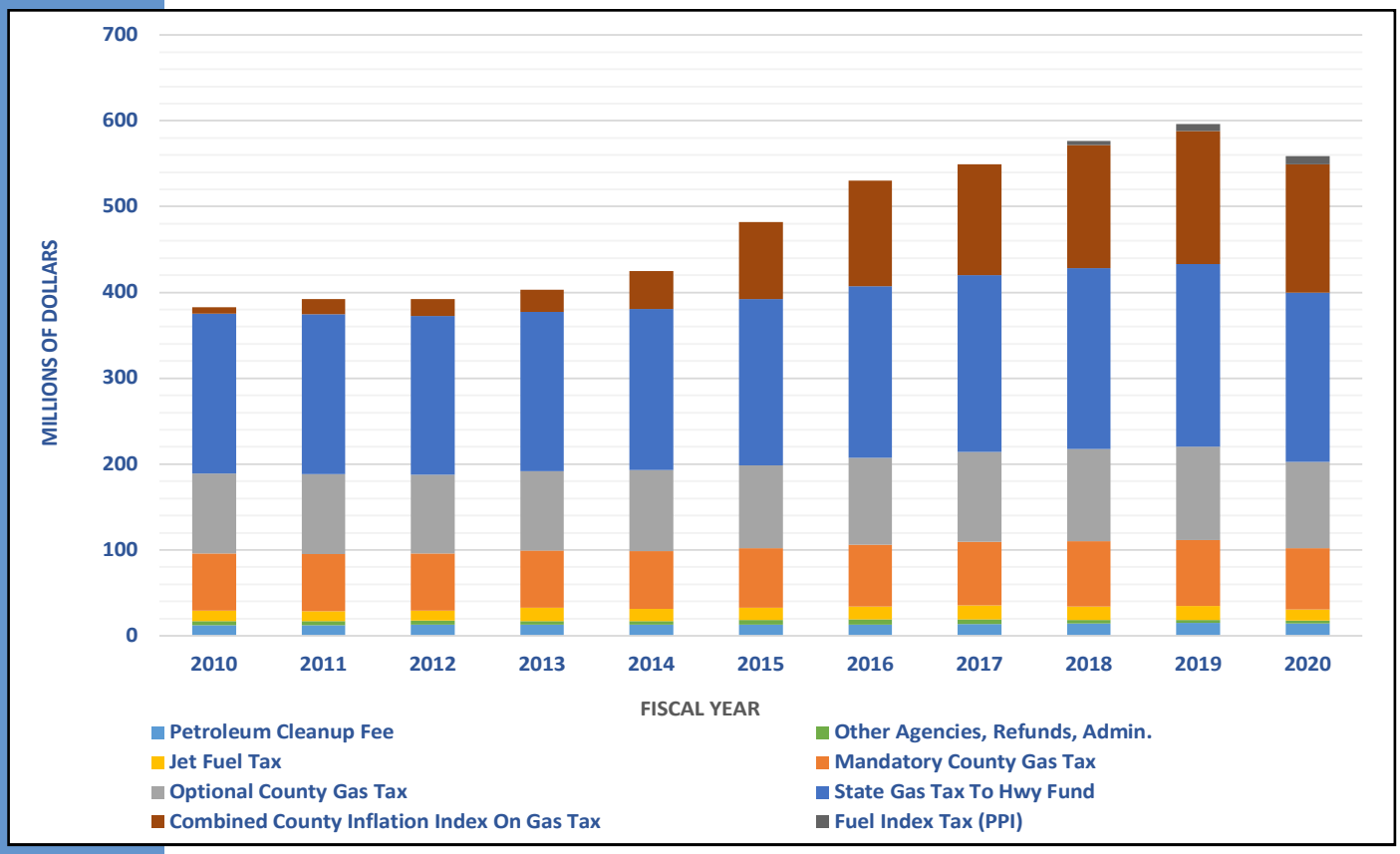
Total State Highway Fund Revenue
(in millions)



Fiscal Year	Federal Reimbursements	State Gas & Motor Vehicle Taxes	Bonds & Other Revenue	Totals
2010	391.5	418.2	179.0	988.7
2011	374.2	418.8	291.2	1,084.2
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2
2016	450.8	467.6	375.8	1,294.3
2017	368.6	516.9	372.7	1,258.3
2018	380.8	564.4	331.0	1,271.2
2019	361.5	587.9	204.4	1,146.2
2020	346.4	580.8	233.0	1,151.0

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

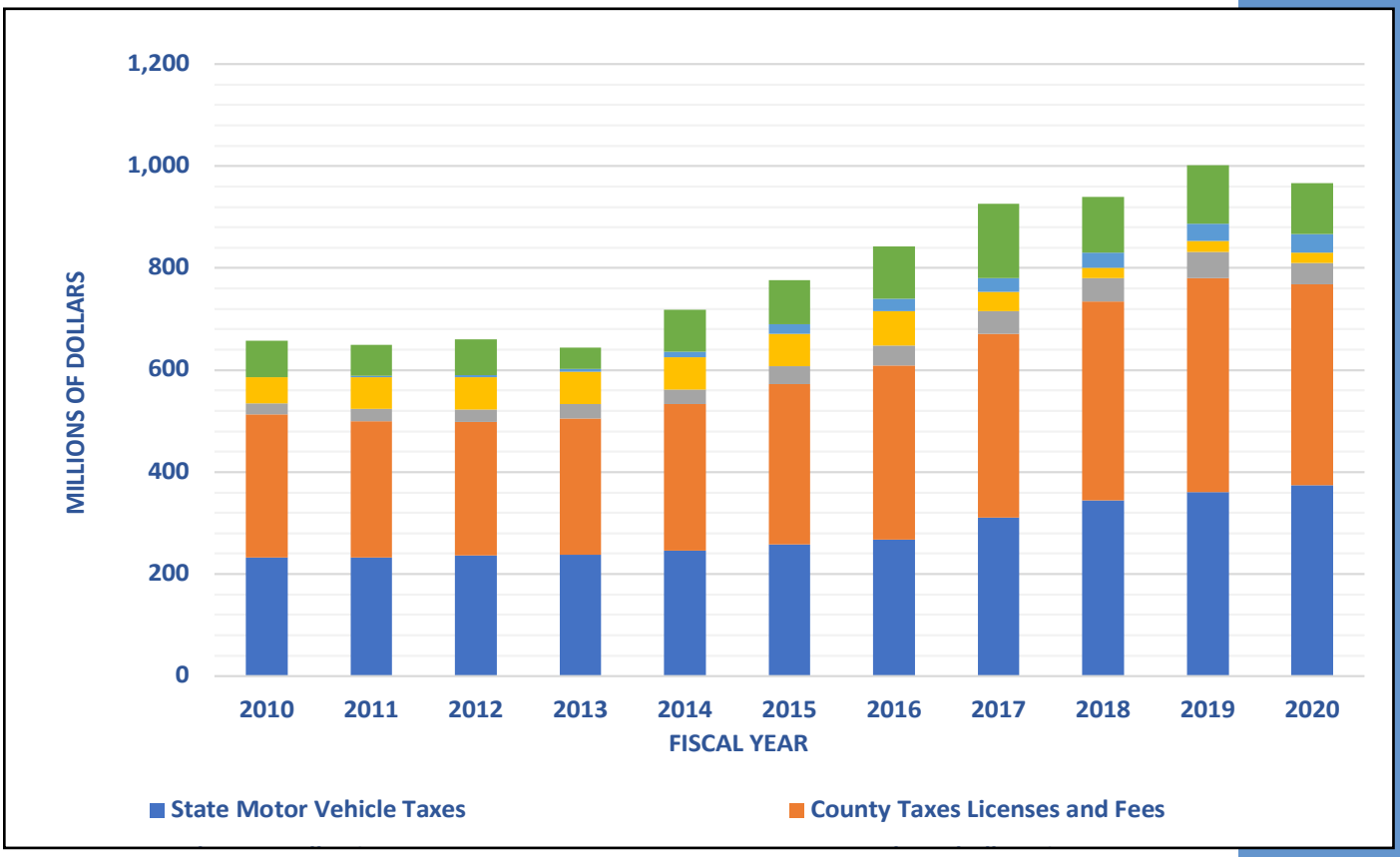
State Gasoline Tax Revenue
(in millions)



Fiscal Year	State Gas Tax To Hwy Fund	Fuel Index Tax (PPI)	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other Agencies, Refunds, Admin.	Totals
2010	186.1	-	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	-	66.9	92.6	18.1	11.4	12.3	5.0	392.3
2012	185.2	-	66.6	92.0	19.7	11.5	12.7	4.8	392.5
2013	185.7	-	66.8	92.5	25.6	15.1	12.7	4.7	403.0
2014	187.8	-	67.5	94.0	44.1	14.2	12.9	4.3	424.9
2015	193.4	-	69.5	96.6	89.9	14.4	13.0	5.3	482.2
2016	200.1	-	72.0	100.9	123.1	15.5	13.3	5.6	530.5
2017	205.7	-	74.0	104.9	129.4	16.5	13.6	5.4	549.4
2018	210.6	4.9	75.9	107.6	143.4	16.1	14.4	3.8	576.7
2019	212.8	7.6	76.7	108.7	155.0	16.4	14.9	3.8	595.9
2020	197.0	9.2	71.0	100.6	149.8	12.9	14.3	3.4	558.1

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

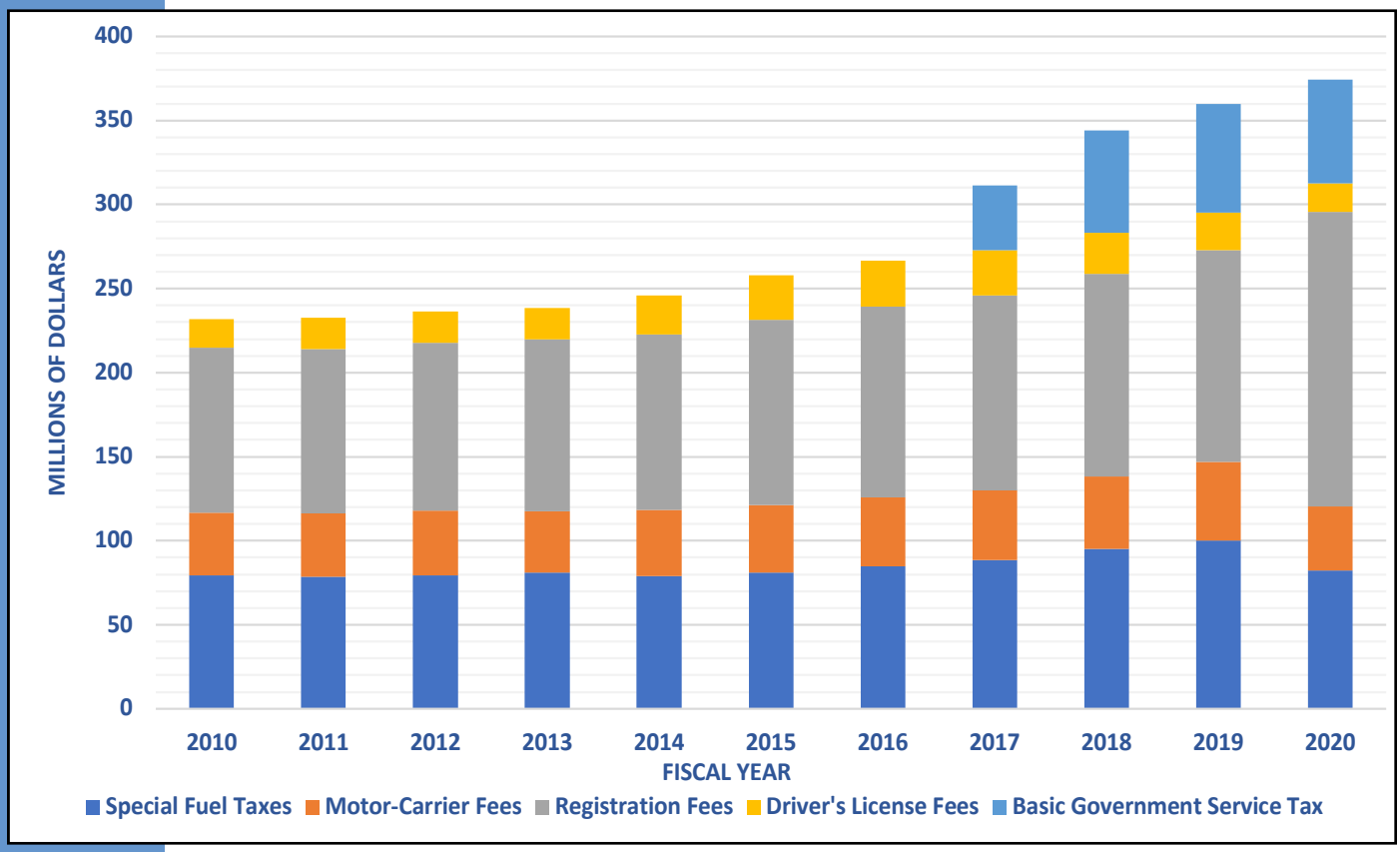
State Motor Vehicle Fund
(taxes, licenses & fees revenue in millions)



Fiscal Year	State Motor Vehicle Taxes	County Taxes License & Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees Commissions	Totals
2010	232.0	281.7	21.0	51.3	-	72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.6	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.5	266.8	27.7	63.5	6.4	41.3	644.1
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	35.4	62.9	19.8	86.3	776.8
2016	267.5	341.0	40.3	66.7	24.8	102.3	842.6
2017	311.2	359.9	43.9	38.6	27.1	145.3	926.0
2018	345.0	388.9	45.8	20.3	30.6	109.0	939.6
2019	359.8	420.0	50.7	21.5	34.7	114.0	1000.6
2020	374.6	393.4	41.8	20.6	36.0	100.6	967.0

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

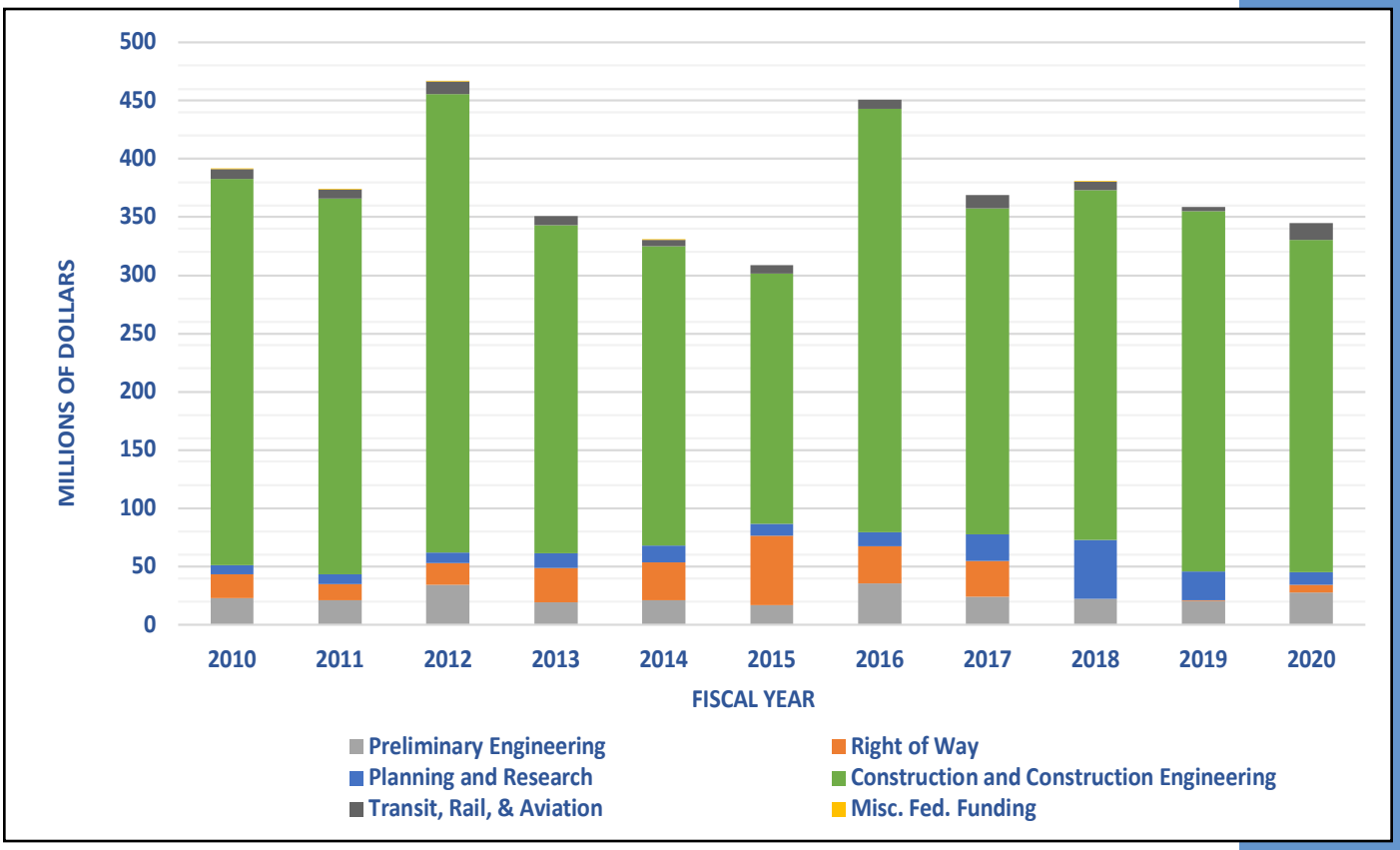
State Motor Vehicle Taxes to Highway Fund
(derived from the state motor vehicle fund in millions)



Fiscal Year	Special Fuel Taxes	Motor-Carrier Fees	Registration Fees	Driver's License Fee's	Basic Government Services	Totals
2010	79.3	37.1	98.2	17.4	-	232.0
2011	78.5	37.6	98.0	18.6	-	232.7
2012	79.2	38.5	99.8	19.0	-	236.6
2013	80.9	36.7	102.1	18.7	-	238.5
2014	79.1	39.0	104.7	23.1	-	246.0
2015	81.1	40.2	110.3	26.2	-	257.8
2016	84.7	40.9	113.9	27.0	-	267.5
2017	88.4	41.4	116.1	26.7	38.6	311.2
2018	95.2	43.0	120.5	24.5	60.7	345.0
2019	100.1	6.7	126.0	22.5	64.5	360.8
2020	82.3	38.3	175.1	17.2	61.8	374.6

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

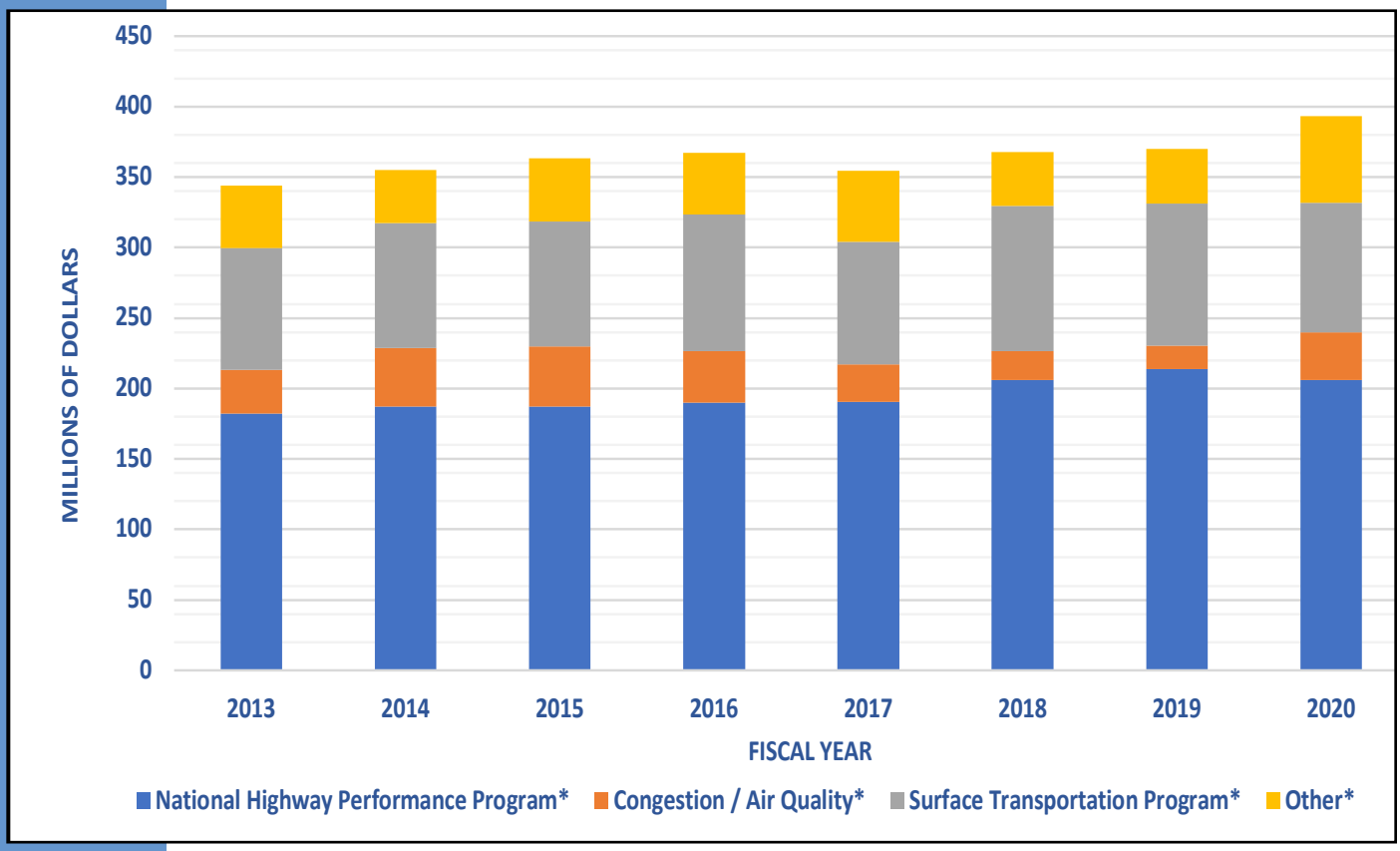
Federal-Aid Revenue
(in millions)



Fiscal Year	Planning & Research	Right of Way	Prelim. Engrg.	Construction & Const. Engrg.	Transit, Rail, & Aviation	Misc. Fed. Funding	Totals
2010	7.7	20.9	22.7	331.6	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	8.0	0.5	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.7
2013	12.8	29.4	19.2	281.3	8.1	-	350.8
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.8
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7
2016	11.5	32.1	35.6	363.7	7.9	0.0	450.8
2017	22.6	31.0	23.8	280.3	10.9	0.0	368.6
2018	50.3	0.0	22.3	300.4	7.5	0.2	380.8
2019	24.5	0.3	20.6	309.7	3.7	0.0	361.5
2020	10.4	6.6	27.9	285.4	14.3	0.0	346.4

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

Federal-Aid Apportionments



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

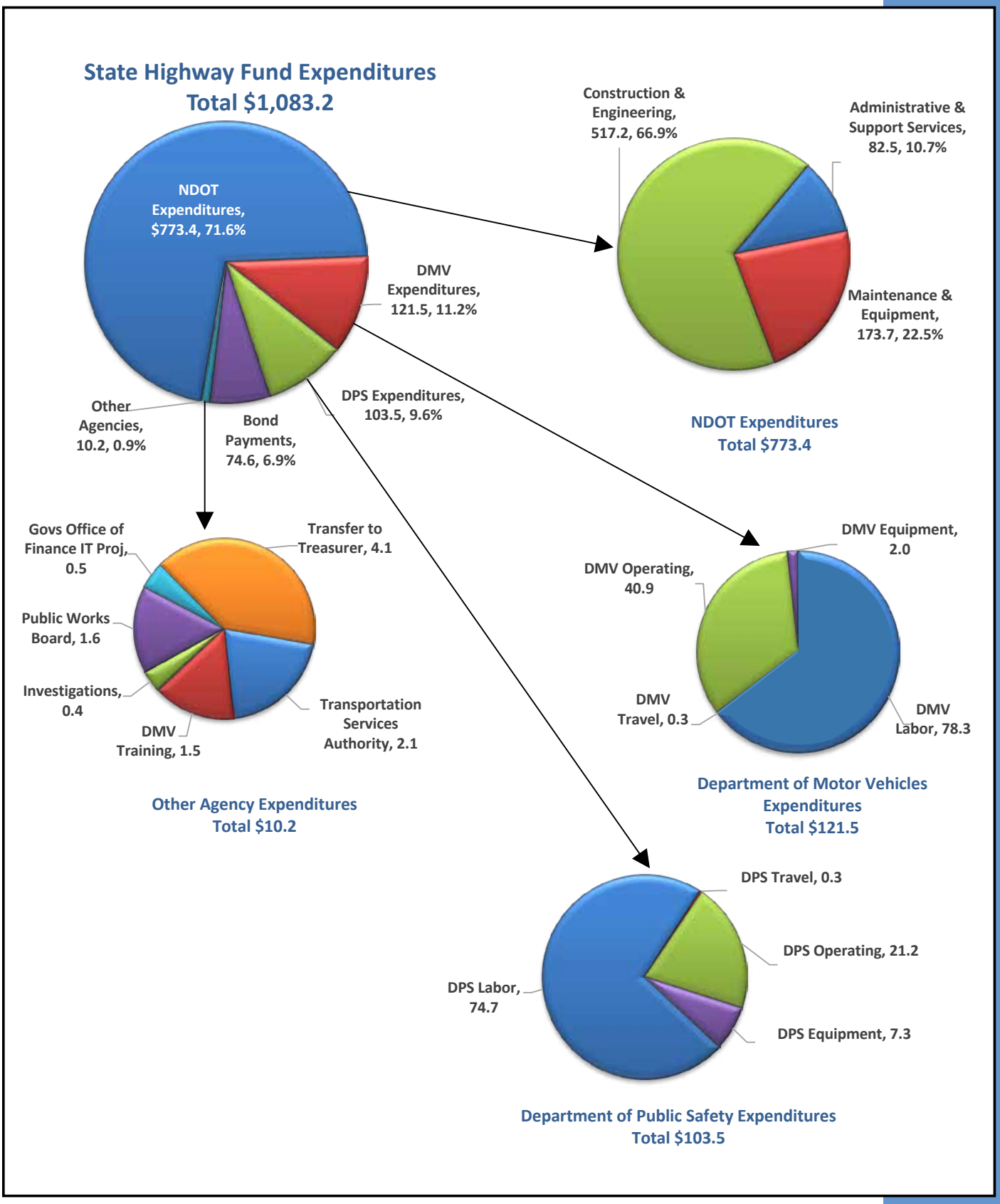
Fiscal Year	Interstate Maint.	National Hwy. System	Congestion/ Air Quality	Surface Trans. Program	Other	Totals
2010	77.1	84.3	35.8	111.2	84.0	392.4
2011	82.2	93.6	28.4	82.5	43.2	329.9
2012	9.8	88.6	32.8	82.1	46.8	330.2

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

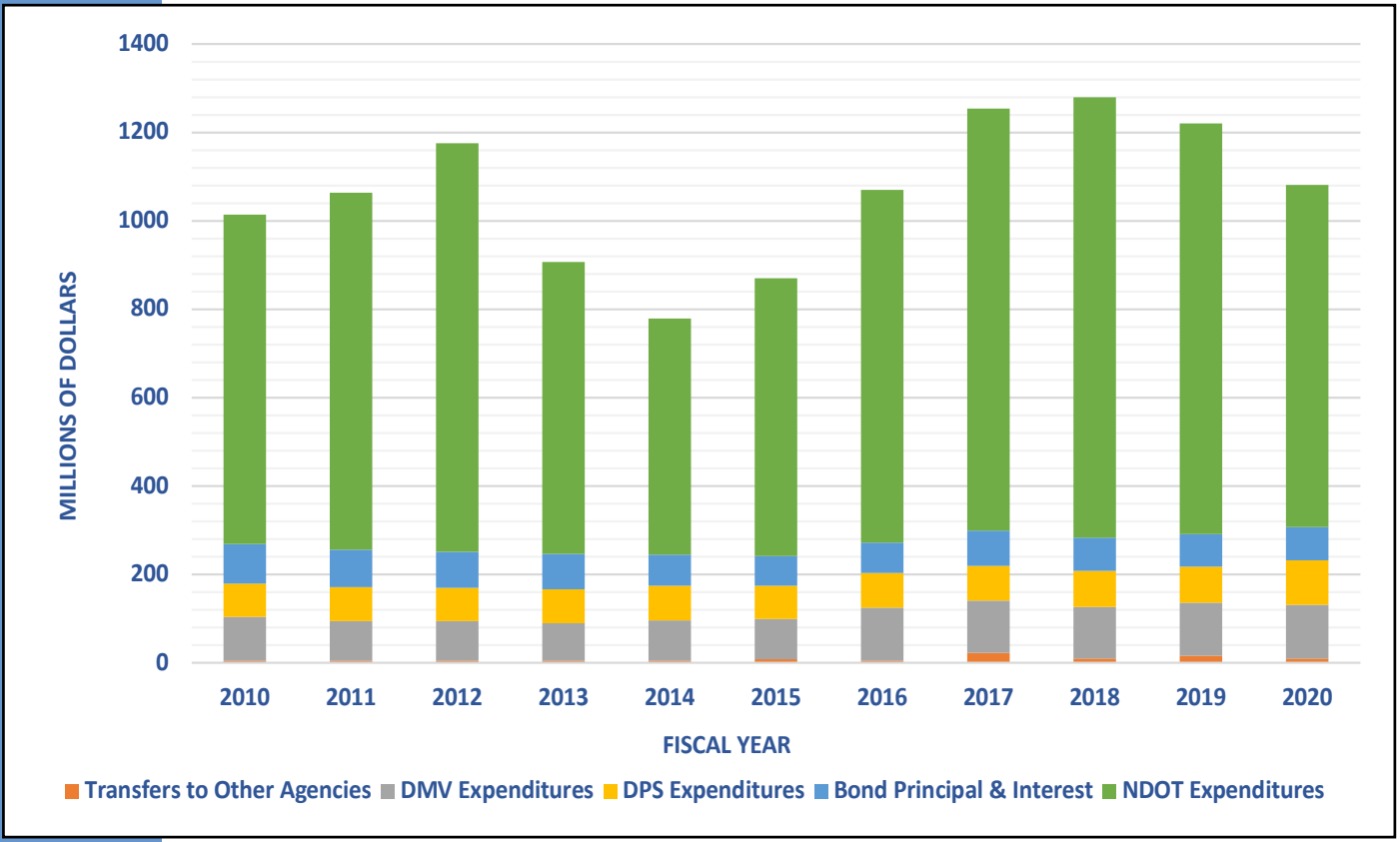
Fiscal Year	National Highway Performance Prgm*.	Congestion/ Air Quality	Surface Trans. Prgm*	Other*	Totals
2013	182.0	31.3	86.4	44.4	344.1
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.5	88.7	45.0	363.4
2016	190.2	36.6	96.8	43.7	367.3
2017	190.3	26.6	87.4	49.9	354.2
2018	205.8	20.9	103.0	38.1	367.8
2019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

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

State Highway Fund Expenditures & Disbursements
(in millions)



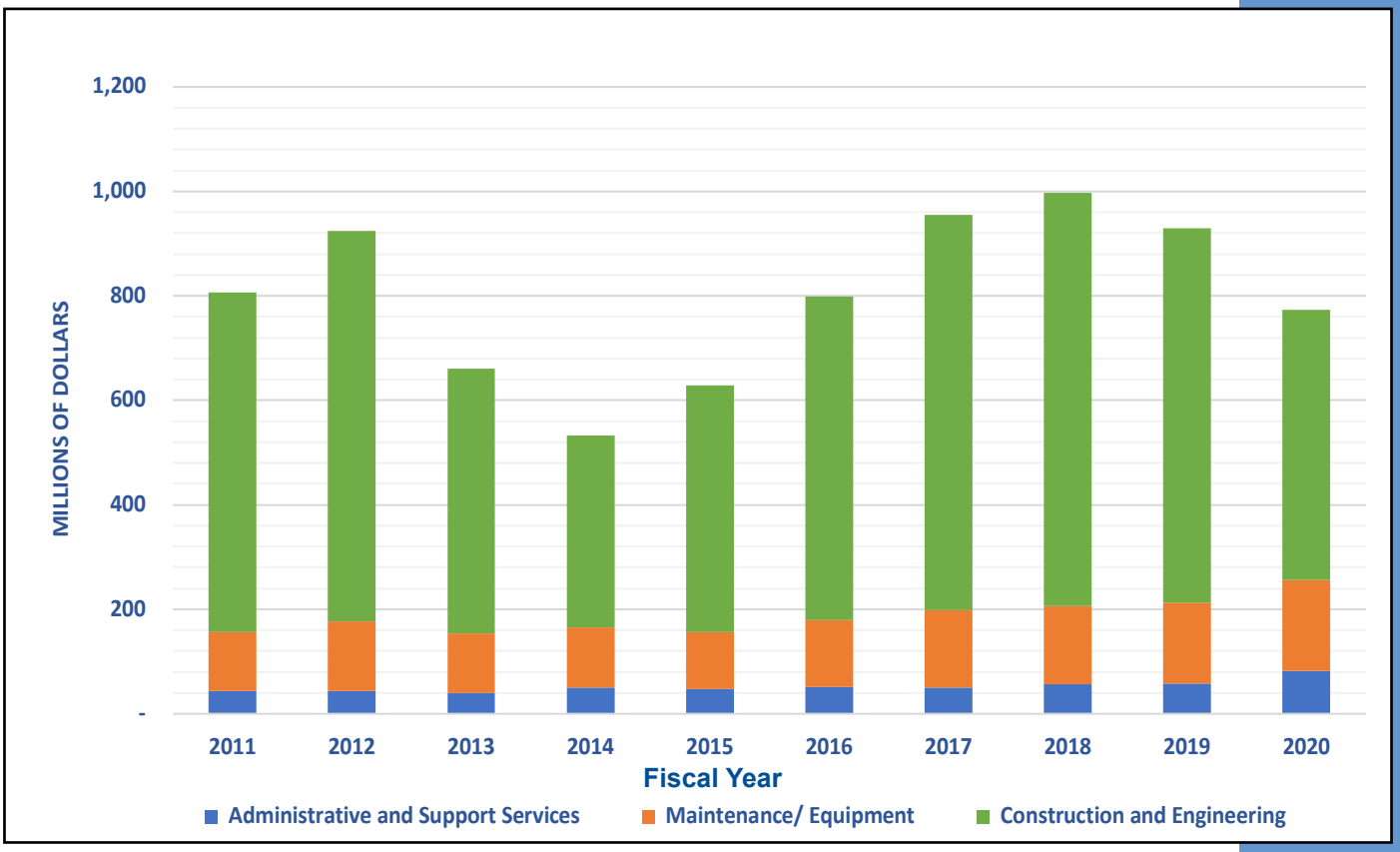
State Highway Fund Expenditures & Disbursements
(in millions)



Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Totals
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.2	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4
2013	4.2	85.5	76.5	79.8	661.0	906.9
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,070.4
2017	22.0	119.4	78.3	78.9	955.4	1,254.0
2018	9.2	116.5	82.7	74.5	997.2	1,280.1
2019	16.1	119.2	81.7	74.9	929.2	1,221.0
2020	10.2	121.5	103.5	74.6	773.4	1,083.2

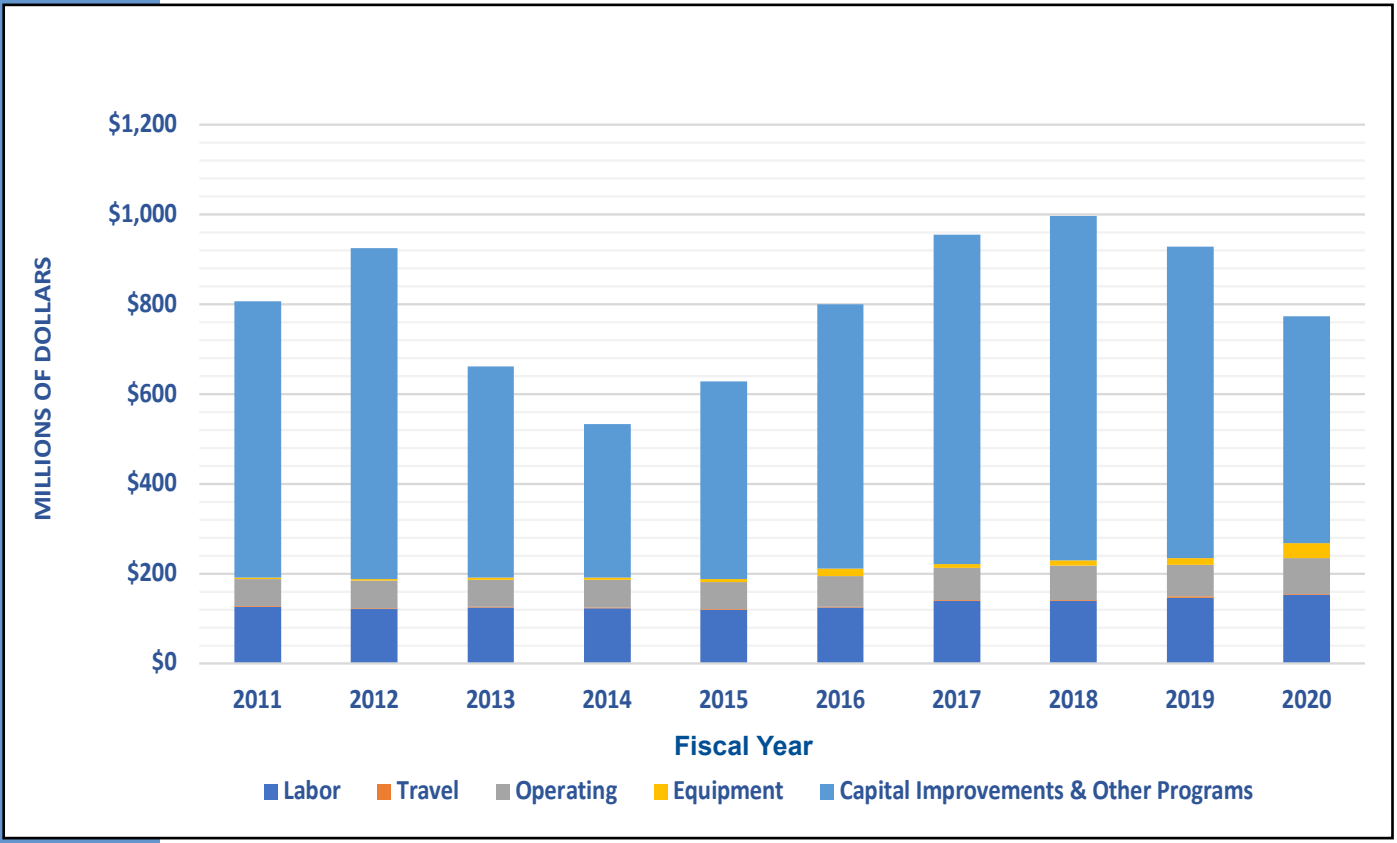
Notes: DPS stands for, (Department of Public Safety) and includes Nevada Highway Patrol. DMV stands for, (Department of Motor Vehicles).

NDOT Expenditures By Activity
(in millions)



Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Totals
2011	44.2	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.3
2015	47.5	109.2	472.	628.9
2016	51.7	128.1	619.5	799.3
2017	49.6	148.7	757.0	955.3
2018	56.1	149.9	791.1	997.2
2019	57.7	154.9	716.6	929.2
2020	82.5	173.7	517.2	773.4

NDOT Expenditures By Appropriation
(in millions)

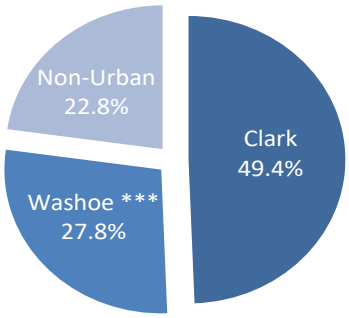


Fiscal Year	Labor	Travel	Operating	Equipment	Capital Imprv. & Other Prgms.	Totals
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.3
2018	139.1	2.6	75.8	11.5	768.3	997.2
2019	146.5	2.2	70.4	14.9	695.1	929.2
2020	152.8	1.9	80.5	32.1	506.1	773.4

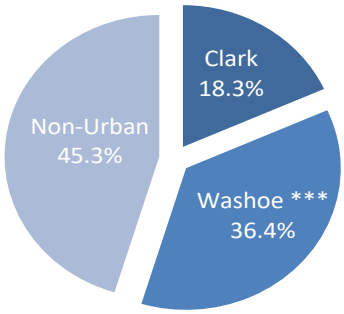
Project Obligations In Urban & Rural Areas

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

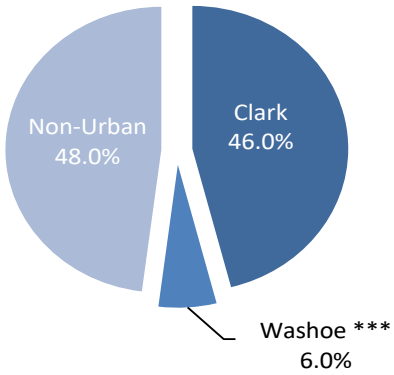
FY 2020 New Construction ($390.3 Million)



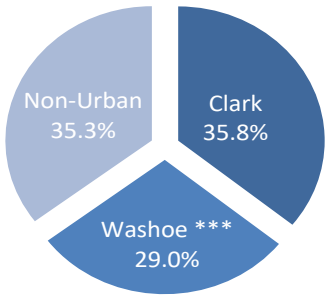
FY 2020 Preservation Project Obligations ($361.5 Million)



FY 2020 Other Project Obligations ($97.5 Million)



FY 2020 Total Project Obligations ($849.3 Million)



FY 2020 Projects*

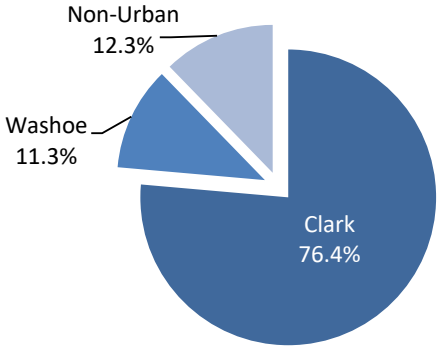
	New Construction	Preservation	Other**	Total
Clark	$192,758,451	$66,147,272	$44,856,489	$303,762,212
Washoe***	$108,609,690	$131,490,239	$5,846,523	$245,946,452
Non-Urban	$88,921,294	$163,836,109	$46,810,597	$299,568,000
Total	$390,289,435	$361,473,620	$97,513,609	$849,276,664
Percent	46.0%	42.6%	11.5%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

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

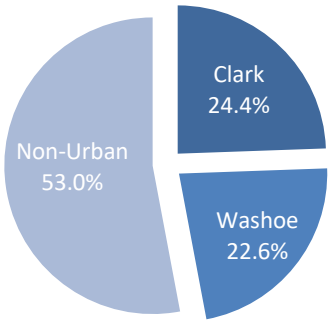
Project Obligations In Urban & Rural Areas

FFY 2016-2020 Total Distribution of Project Funding*

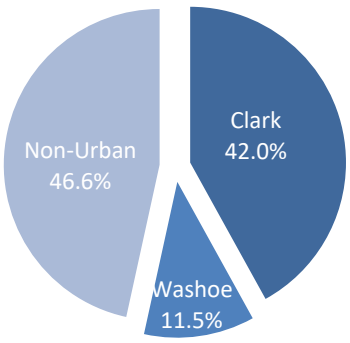
FY 2016-2020 New Coonstruction Obligations ($1.6 Billion)



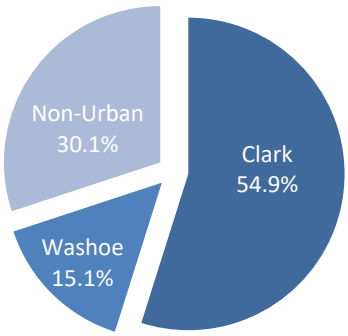
FY 2016-2020 Preservation Project Obligations ($1.1 Billion)



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



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



FFY 2016-2020 Total Distribution of Project Funding*

	New Construction	Preservation	Other**	Total
Clark	$1,265,236,240	$246,279,557	$162,299,209	$1,673,815,006
Washoe	$187,769,628	$227,697,956	44,387,145	$459,854,729
Non-Urban	$203,262,254	$533,832,586	$180,102,139	$917,196,979
Total	$1,656,268,122	$1,007,810,099	$386,788,493	$3,050,866,714
Percent	54.3%	33.0%	12.7%	100.0%

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

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

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

The Nevada DOT Transit Section provides operating, capital, and program administration funding assistance to rural public transit agencies and is responsible for state administration, sub-recipient oversight, and the approval of pass-through funding from the Federal Transit Administration (FTA). The Nevada DOT conducts its activities with an approved State Management Plan (SMP) which outlines the responsibilities of both the State and all program sub-recipients.

The Transit Section ensures the availability of transit service and enhances the access of people in rural areas to health care, shopping, education, employment, public services, cultural activities, and recreation. The program consists of providing operating funds, capital funding for transit vehicles purchases, and subsidies to enhance the mobility of seniors and individuals with disabilities.

Annual Trips by provider

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

NEVADA DEPARTMENT OF TRANSPORTATION

Prepared By: Performance Analysis Division
Designed By: Multimedia, Publication & Design

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

www.nevadadot.com