



STATE OF NEVADA TRANSPORTATION

Rudy Malfabon, P.E.,
Director



I-80 Northeastern Nevada

2014 FACTS AND FIGURES



I-15/Cactus Ave. Interchange, Las Vegas



Brian Sandoval, Governor

2014 NEVADA TRANSPORTATION FACTS AND FIGURES



**State of Nevada
Transportation
Facts and Figures
2014**



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



2014 NEVADA TRANSPORTATION FACTS AND FIGURES

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2014 NEVADA TRANSPORTATION FACTS AND FIGURES



Key Phone Numbers and Web Sites

Road Construction & Winter Road Condition Information

Call before driving.

All areas of the state **511** or 1-877-NVROADS (**1-877-687-6237**)

Road information is also available on the Internet at: www.nvroads.com.

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire **1-800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired..... **(702) 486-3000**

To call any state office from Carson City or Reno, call and give the operator the extension desired **(775) 684-1000**

Other Frequently Called Numbers

Public Information

Carson City..... **(775) 888-7777**

Las Vegas **(702) 385-6509**

Customer Service..... **(775) 888-7000**

Director's Office **(775) 888-7440**

Construction Plans and Specifications **(775) 888-7070**

Contract Bidding Results **(775) 888-7070**

Overdimensional Vehicle Permits..... **(775) 888-7410**

or **1-800-552-2127**

Maps..... **(775) 888-7627**

Facsimile **(775) 888-7115**

ADA Technical Advisor/Standards and Manuals..... **(775) 888-7598**

Web Sites

NDOT online..... www.nevadadot.com

NDOT E-mail info@dot.state.nv.us

Road Conditions www.nvroads.com



@nevadadot



Nevada Department
of Transportation



NVDOT

Director's Message

Always Moving Forward

Transportation is more than roads. Transportation fuels our traveling freedom, gives us flight, and moves us forward as individuals, as communities and as a state. Every day, we at the Nevada Department Transportation are proud to move state transportation ahead through innovation, collaboration and the responsible use of public funds.



We remain unwavering in our dedication to provide quality projects, quickly. Some examples? Working with the contracting community, we reopened a flood ravaged two-mile section of Interstate 15 near Moapa in just four days, as well as substantially completed vital projects such as the I-15 Cactus Avenue interchange in Las Vegas and the Kingsbury Grade Reconstruction Project at Lake Tahoe ahead of schedule.

Now we're embarking on the most important and ambitious transportation improvements in Nevada history with Project NEON, a half-billion dollar investment in transportation enhancements and connections through downtown Las Vegas, as well as delivering the first phase of the Boulder City Bypass, a vital component of the future Interstate 11 corridor connecting Las Vegas to Phoenix and beyond.

We have applied technology to gain efficiencies. In recent years, we launched electronic bidding and construction field documentation for more effective administration of construction contracts. We are initiating electronic signatures for certain contract documents; contract document signatures that previously took several weeks can now be processed in mere days.

With progress comes responsibility. Inflation and energy-efficient vehicles continue to erode needed transportation funding. Meanwhile, federal funding is marked by uncertainty and questions of sustainability. We prioritize and collaborate to most responsibly and fully utilize available funding statewide while maintaining a reasonable highway fund balance and taking a sensible approach on our annual debt service for highway revenue bonds.

We are also resolute in our dedication to environmental programs, including the stormwater management program. This program helps achieve Clean Water Act compliance in all of our operations. It is a responsibility we have not only to ourselves, but to future generations.

And no responsibility is greater than the safety of our transportation system. We initiated the state's Zero Fatalities goal in 2006 and remain steadfastly dedicated to that life-saving goal each and every day, alongside our partners. We implement engineering innovations to create the safest roads, and ask the driving public to join with us to reach the state's Zero Fatalities traffic safety goal.

We know the vital importance of transportation to ourselves, our communities and to Nevada. We are proud to continually move our transportation system forward with innovation, collaboration and responsibility.

Rudy Malfabon, P.E., Director

NDOT Mission Statement

Our Vision

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

Our Mission

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

Our Core Values

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

Our Goals

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

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

Executive Summary

The following information provided in this Executive Summary is intended to give the reader a quick overview of the Nevada transportation system under NDOT's responsibility and care. Additionally, there is some information about local roadways and taxes for comparison purposes. All data is the best available as of the end of the State Fiscal Year 2014 ending June 30, 2014. Further, there is some information about highway funding, expenditures, assets, employees, and other statistics related to NDOT. Detailed information about these statistics can be found in the pages of this Facts & Figures Book. Lane miles are as the name implies; it represents the number of miles of roadway if you put every highway lane in Nevada end-to-end. Centerline miles are the miles of highway without regard to how many lanes they have. Special fuel includes diesel, propane (LPG), and compressed natural gas (CNG).

Statistics

1. Nevada Population	2,829,000 people (2014 Estimate)
2. Lane Miles NDOT & Local	13,632 NDOT/ 71,784 Local (2013 data)
3. Centerline Miles NDOT & Local	5,393 NDOT / 22,227 Local (2013 data)
4. Vehicle Miles Traveled	23.6 Billion miles (2013- best available)
5. Truck Miles Traveled	1.7 Billion miles (2013- best available)
6. Miles of Rural Highway	4,726 miles (2013 data)
7. Miles of Urban Highway	667 miles (2013 data)
8. NDOT Bridges	1,154 bridges (2014 data)
9. NDOT Vehicles	631 vehicles (2014 data)
10. NDOT Heavy Equipment	1,918 pieces heavy equip. (2014 data)
11. NDOT Staffed Maintenance Stations	44 maintenance stations (2014 data)
12. Total NDOT Employees	1,783 employees (2014 data)
13. NDOT-owned Office Space	308,532 Square Feet (2014 data)
14. NV Licensed Drivers	1,820,893 drivers (2014 data)
15. NV Registered Passenger Vehicles	1,958,684 vehicles (2014 data)

Fuel Tax Rates

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

Executive Summary

22. State Diesel Tax Rate	27.75¢ per gallon
23. Federal Diesel Tax Rate	24.4¢ per gallon
24. State Propane(LPG) Tax Rate	22¢ per gallon
25. Federal Propane(LPG) Tax Rate	13.6¢ per gallon
26. State Methane(CNG) Tax Rate	21¢ per gallon
27. Federal Methane(CNG) Tax Rate	4.3¢ per gallon

State Highway Fund Revenue and Expenditures (2014 data)

28. State Gasoline Tax Revenue	\$187.8 Million
29. County Mandatory Gas Tax Revenue	\$67.5 Million
30. 0¢ to 9¢ County Option Gas Tax Revenue	\$94.0 Million
31. State Special Fuel Tax Revenue	\$79.1 Million
32. Clark County Inflation Index On Gasoline	\$11.8 Million
33. Clark County Inflation Index On Special Fuel	\$2.3 Million
34. Washoe County Inflation Index On Gasoline	\$32.3 Million
35. Washoe County Inflation Index On Special Fuel	\$8.3 Million
36. Federal Aid Revenue	\$330.8 Million
37. Bonds and Other Revenue	\$147.6 Million
38. Driver's License Fees	\$23.1 Million
39. Vehicle Registration Fees	\$104.7 Million
40. Motor Carrier Fees	\$39.0 Million
41. Total State Highway Fund Revenue	\$984.5 Million
42. Total State Highway Fund Expenditures	\$778.4 Million

All data is the best available as of the end of the State Fiscal Year 2014 ending June 30, 2014



Transportation Board of Directors



Chairman
Brian Sandoval
Governor



Mark Hutchison
Lieutenant Governor



Ron Knecht
Controller



Tom Skancke
District 1



Frank Martin
District 1



Len Savage
District 2



Tom Fransway
District 3

NDOT Administration



*Rudy Malfabon, P.E.
Director*



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



*Reid Kaiser, P.E.
Assistant Director Operations*



*Robert Nellis, CPM
Assistant Director Administration*

*Bill Hoffman, P.E.
Deputy Director Chief Engineer*



*John Terry, P.E.
Assistant Director Engineering*



*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 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 21.

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

Awards and Recognition 2013 - 2014

U.S. 50 Spooner Summit Wall (North of Glenbrook)

TRPA Best in the Basin Award

TRPA recognizes projects that demonstrate exceptional planning, design and overall compatibility with the Lake Tahoe environment. NDOT was presented the award for their innovative reinforcement soil slope technique that provides a more natural look, promotes infiltration, reduces pollutants, improves safety and reduces maintenance. The project is part of NDOT's dedication in helping to preserve the Lake Tahoe environment and not only met requirements for beauty and environmental sensitivity, but NDOT requirements for strength, stability and durability as well.

I-515 and Flamingo Road

2014 Southern Nevada Landscape Award First Place, Commercial Design by Professional

NDOT, in conjunction with Stantec Consulting, Inc., won first place for commercial design in the 2014 Southern Nevada Landscape Awards competition for the landscape design on I-515 and Flamingo Road. The design was chosen from more than 20 entries based on aesthetics, irrigation, plant selection and mulches. NDOT landscape architecture designs utilize sustainable methods and materials as well as native, drought-tolerant planting to create efficient, low maintenance and effective aesthetics for state roadways.



Making Lake Tahoe More Bicycle-Friendly

Lake Tahoe Bicycle Coalition 2013 Certificate of Appreciation

Each year, the Lake Tahoe Bicycle Coalition honors those that have made a significant advancement to promoting safer bicycling and walking opportunities at Lake Tahoe.

NDOT was selected to receive a 2013 Certificate of Appreciation and was recognized as an agency that is committed to helping Tahoe become more bicycle-friendly.

Nevada Stateline to Stateline Bikeway Phase 1 Project

American Public Works Association, Nevada Chapter 2013 Best Nevada Transportation Project Under \$5 million

NDOT was awarded the 2013 Best Nevada Transportation Project under \$5 million for Nevada Stateline to Stateline Bikeway Phase 1 project. NDOT provided about 50% of the funding for Phase 1B and assisted the Tahoe Transportation District in use of the Construction Manager at Risk process for Phase 1C.

Continued on next page

Awards and Recognition 2013 - 2014

Zero Fatalities Public Service Announcements

*Bronze Telly Awards Silver ADDY – Public Service TV
Silver ADDY - Public Service Integrated Campaign*

In partnership with the Nevada Office of Traffic Safety, NDOT administers the state's Zero Fatalities traffic safety public outreach campaign, reaching 95% of Nevadans to save lives and reduce the most dangerous driving behaviors seen on Nevada roads.

The campaign won three bronze Telly Awards for outstanding Zero Fatalities traffic safety public service TV messages in the commercial, public service category. The Telly Awards are the communication industry's most prestigious awards.

An anti-impaired driving campaign targeting young drivers to always designate a sober driver and highlighting the benefits of being a designated driver also received two awards in the American Advertising Federation's American Advertising Awards. The local-level awards recognized outstanding public service advertising using many different public outreach channels in remedying societal problems.

First Place, AASHTO's Faces of Transportation Award

*Taking the Road Less Traveled Category
Julie Duewel, Tahoe Shared Use Bike Path Photograph*



Each year, AASHTO presents awards in the national Faces of Transportation photo contest. This year, Julie Duewel's photograph of the Tahoe Shared Use Bike Path was awarded first prize in the "Taking the Road Less Traveled" category.

Julie took the photograph during the dedication ceremony for the second segment of the Stateline to Stateline Bikeway bike path.

State Route 431 Erosion Control Project

*American Society of Civil Engineers- Truckee Meadows Branch
Outstanding Achievement in Civil Engineering-Environmental*

An erosion control project on Mt. Rose Highway was named an outstanding achievement in civil engineering by the Truckee Meadows branch of the American Society of Civil Engineers.

Awards and Recognition 2013 - 2014

As part of NDOT's continuing efforts to help preserve the Tahoe environment, the project is a test case to evaluate innovative materials to further stabilize roadside shoulders and enhance water drainage and filtration. Working closely to involve the public and stakeholders, the project not only will help protect the Tahoe environment, but also provide for improved and safer travels in the Tahoe area.

I-11 & Intermountain West Corridor Study

*American Planning Association, Nevada Chapter
2014 DeBoer Excellence in Planning Award
Outstanding Public Outreach and Journalism*

The Nevada and Arizona Departments of Transportation along with consultant CH2MHill were recognized for Outstanding Public Outreach and Journalism with the prestigious DeBoer Award for Excellence in Planning by the Nevada Chapter of the American Planning Association for the I-11& Intermountain West Corridor Study. The two-year study looked at detailed corridor planning of a possible high priority Interstate link between Phoenix and Las Vegas, and high level visioning for extending the corridor south to Mexico and potentially north to Canada. During the study, the team engaged stakeholders and the public through in-person and virtual meetings as well as online engagements.

I-15 ITS Design-Build Project from I-215 to Stateline

*Carlin Tunnel LED Intelligent Lighting System
Intelligent Transportation Society of Nevada
2013 & 2014 ITS Projects of the Year, Over \$2 Million*

The I-15 ITS Design-Build Project to integrate and add 271 traffic cameras to a larger network of statewide traffic cameras was recognized by the Intelligent Transportation Society of Nevada as ITS 2013 project of the year, over \$2 million. The traffic cameras offer nearly real-time video of traffic conditions in Nevada's metro areas. Available on-line, the cameras help drivers to make commute choices based on current travel conditions, leading to enhanced traffic management and safety. Transportation and emergency management agencies can access utilize and direct the cameras for the quickest and most accurate response to all types of traffic situations and emergencies.



New lighting on ceiling of Carlin tunnels

The Carlin Tunnel LED Intelligent Lighting System was chosen as the 2014 ITS project of the year, over \$2 million. The new lighting utilizes a sophisticated lighting control system which monitors and gradually dims or brightens lighting to best match outside ambient conditions. The new system provides drivers enhanced visibility while transitioning from outside lighting to light conditions within the tunnels and is projected to increase safety, allowing drivers to remain more self-assured of the road ahead and less likely to unnecessarily slow or brake.

NDOT Accomplishments 2013 - 2014

Nevada Brings Home An Additional \$11.1 Million

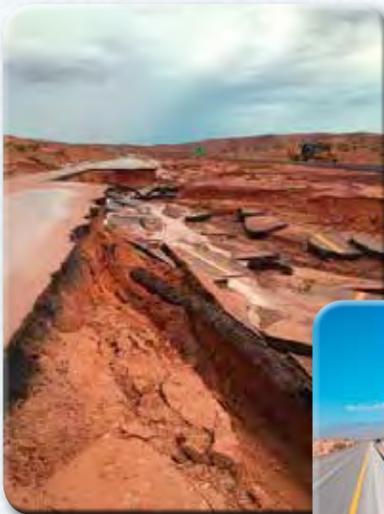
Nevada brought home an additional \$11.1 million in federal transportation spending authority for Nevada road projects through redistribution of Federal Highway Administration fiscal year-end funds. The additional funding authorized NDOT to utilize the money in federal fiscal year 2014 on phase 1 of the Boulder City Bypass project, preserving that amount in state highway funds for use on other important state road projects. In the last decade, NDOT has been able to secure nearly \$124 million in additional obligation authority for use on vital Nevada transportation projects.



Upgraded Highway Bond Rate

NDOT and the State Treasurer's office announced that Standard & Poor's Rating Services raised its ratings on Nevada's \$441.4 million in highway revenue bonds from AA+ to AAA, the highest possible credit rating. In raising NDOT's rating, the bonding service praised several strong features of NDOT's bonding program. The rating service called the state's highway program a "well-run program that leverages federal funding but is positioned to scale back should federal transportation funding become jeopardized in Congress." The state treasurer's office stated that by reducing the term of the 2014 highway bond issuance to just 12 years, millions of taxpayer dollars will be saved.

Reopening I-15 After Flooding



On September 8, 2014, the remnants of Tropical Storm Norbert dumped about six inches of rain in three hours near the rural areas of Moapa and Glendale, located about 50 miles north of Las Vegas. Receiving as much rain as the area typically receives in an entire year caused widespread damage to homes and business as well as many roads and highways. State Route 168 and US 93 and 95 sustained flood damage that NDOT crews were able to make passable quickly. But a two mile stretch between mile markers 91-93



on Interstate 15, travelled by more than 25,000 vehicles daily, was severely damaged, making the main artery in and out of Las Vegas completely impassable. Crews immediately closed I-15 and put detour routes into place. Las Vegas Paving, already in the area working on a project,

NDOT Accomplishments 2013 - 2014

began repair work immediately. Just four days after the flood, NDOT was able to open one lane of traffic in each direction through the Moapa and Glendale area using the northbound interstate. Then, just weeks later, a flashflood severely damaged another section of I-15 south of Mesquite, restricting travel to one lane in each direction. A river in the area swelled 12 feet in 90 minutes, washing away the roadway and temporarily closing the interstate. In another amazing accomplishment, NDOT and Las Vegas Paving were able to repair and reopen the road within two weeks.

Transportation for All

NDOT continues to work with local schools and other partners to support Nevada Moves and Walk to School Day events across the state. Over 120 schools in over 10 communities participated in special events on Nevada Moves Day in March, National Bike to School Day in May and International Walk to School Day in October. Nearly 100 schools in five counties were involved with the Safe Routes to School (SRTS) program that teaches children about pedestrian and bicycling safety and encourages physical activity at an early age to help reduce heart disease, diabetes and other obesity-related illnesses. In addition, walking or biking to school can lesson up to 25 percent of morning rush hour traffic that results from children being driven to school.



completed projects include the Las Vegas F Street Connection Project, Kingsbury Grade Pavement Reconstruction Project, I-80 Carlin Tunnels Improvements and I-15 repaving and enhancements.

Project Accomplishments

NDOT has completed many key construction projects in the past year, with several finishing ahead of schedule. The \$52 million Cactus Interchange project, allowing traffic on I-15 to have direct access to Cactus Avenue and vastly improving mobility for the southwestern portion of the Las Vegas Valley, finished two months ahead of schedule. In addition, the \$10 million Mt. Rose Highway Improvement project completed one full season ahead of schedule. In approximately four months, 16 miles of the highway were repaved and improved. Examples of other vital recently-

Moapa/Glendale Flood Response

September 8, 2014:

Remnants of Tropical Storm Norbert dumps nearly six inches of rain in the Moapa/Glendale area north of Las Vegas—more than the area typically receives in an entire year.



A two-mile stretch of Interstate 15, traveled by more than 25,000 vehicles daily is destroyed by the unyielding rainfall. Officials say 12,000 cubic feet of water per second flowed directly onto the interstate.



Governor Brian Sandoval declared a state of emergency and the Department applied for federal reimbursement for repair costs. Crews immediately closed I-15 from mileposts 64-112 and detour routes were put into place.

Contractor Las Vegas Paving, already in the area working on an NDOT project, immediately began working around the clock to clear debris and rebuild the crumbled roadway.



Moapa/Glendale Flood Response

September 12, 2014:

Just four days after the flood event, NDOT was able to open one lane of traffic in each direction through the Moapa and Glendale area using the northbound interstate.



September 18, 2014:

Work was shifted to repairing and opening the southbound lanes. Just ten days after the flood event, NDOT reopened one southbound lane in addition to the two northbound lanes.

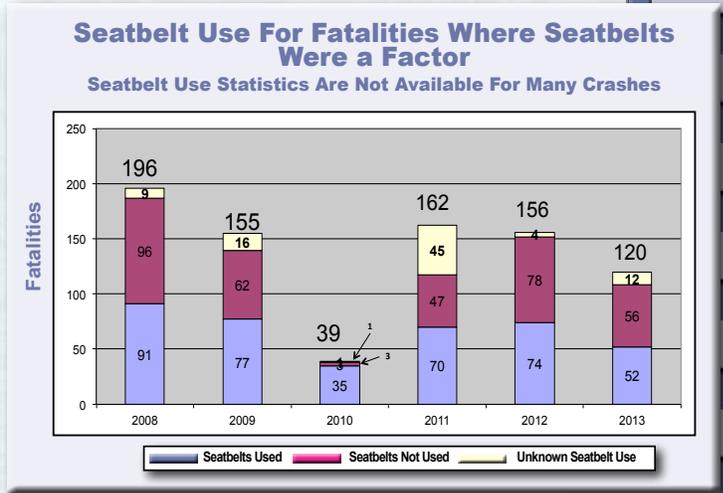
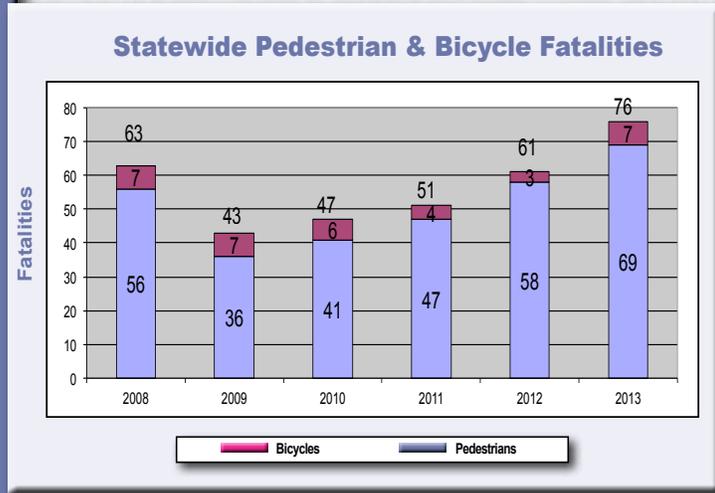
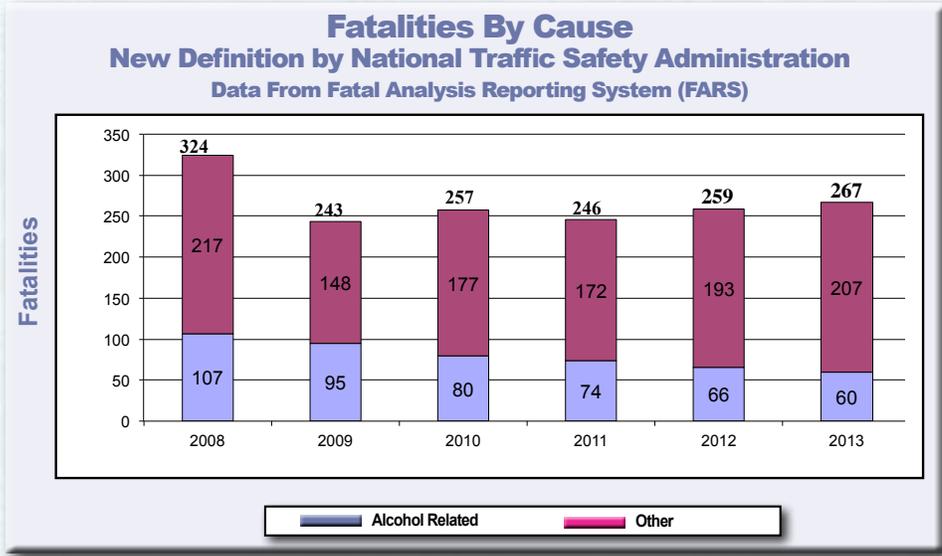
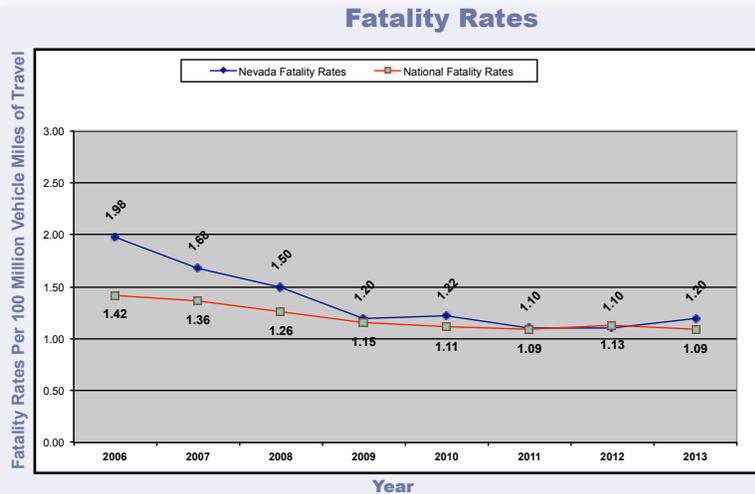


See the full video on NDOT's YouTube channel.



2014 NEVADA TRANSPORTATION FACTS AND FIGURES

Highway Safety Statistics



Regionally Significant Projects

2012:

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

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

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

2013:

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

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

Carlin Tunnels, GMP 2; \$25.7M



I-15 at Cactus Avenue



SR-207 Kingsbury Grade

2014:

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

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

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

Tropicana Escalators Replacement (CMAR Project): Replace existing escalators at the intersection of Las Vegas Boulevard and Tropicana Avenue; \$19.6 M

Continued on next page

Regionally Significant Projects

2012-2014:

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

2015:

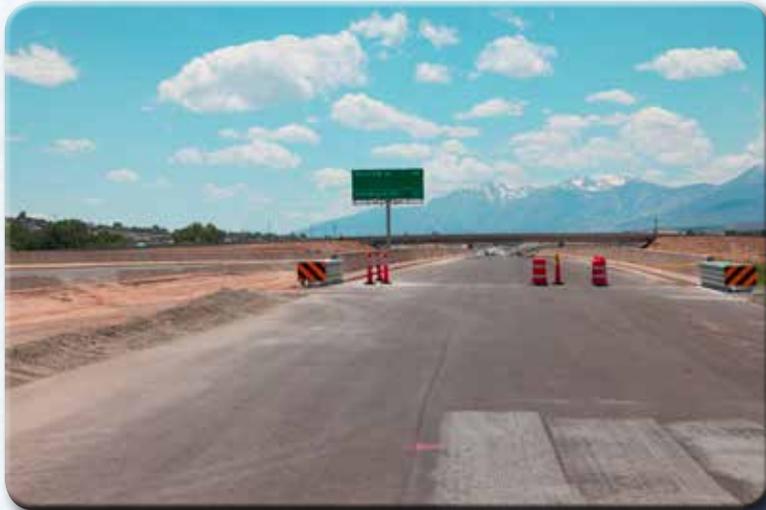
US-93 Boulder City Bypass: Part 1 Package 3 from Silverline to Foothills Road: Realign mainline to include a new interchange at Railroad Pass and bike path; \$78 M estimate

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

US-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; \$54 M estimate

I-580/US-395 Carson City Freeway from South Carson Street to Fairview Drive Package 2B-3: Construct four lane controlled access freeway; \$ 45 M estimate

SR-160 from SR-159 (Red Rock Junction) to base of the mountains, approximately 5.5 miles: widen to four lanes with bike lanes; \$25.5 M estimate



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



US-95 Durango Drive to Kyle Canyon Road

2016:

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

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

Continued on next page

Regionally Significant Projects



US-95 Boulder City Bypass

I-515 at Las Vegas Downtown Viaduct: rehabilitate and retrofit existing structure; \$26 M estimate

SR-593 Tropicana Avenue from Dean Martin to Boulder Highway: roadway rehabilitation; \$16 M estimate

SR-592 Flamingo Road from Paradise to Boulder Highway: roadway rehabilitation; \$17.3 M estimate

SR-648 Glendale Avenue from Kietzke Lane to McCarran Blvd; \$15 M estimate

I-15 from CC-215 south system to system to CC-215 north system to system: Advanced Traffic Management (ATM); \$20 M estimate

McCarran Blvd SE from US-395 to I-80: Install intelligent traffic system (ITS) devices; \$10 M estimate

US-95 from Boulder City Bypass to CA/NV Stateline: Install intelligent traffic system (ITS) infrastructure - FAST package; \$8 M estimate

SR-439/USA Parkway: Extend roadway from existing pavement to US 50; \$75 M estimate for design-build phase

2017:

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

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

I-515 from Rancho Drive to Charleston Blvd: operational improvements; \$40 M estimate

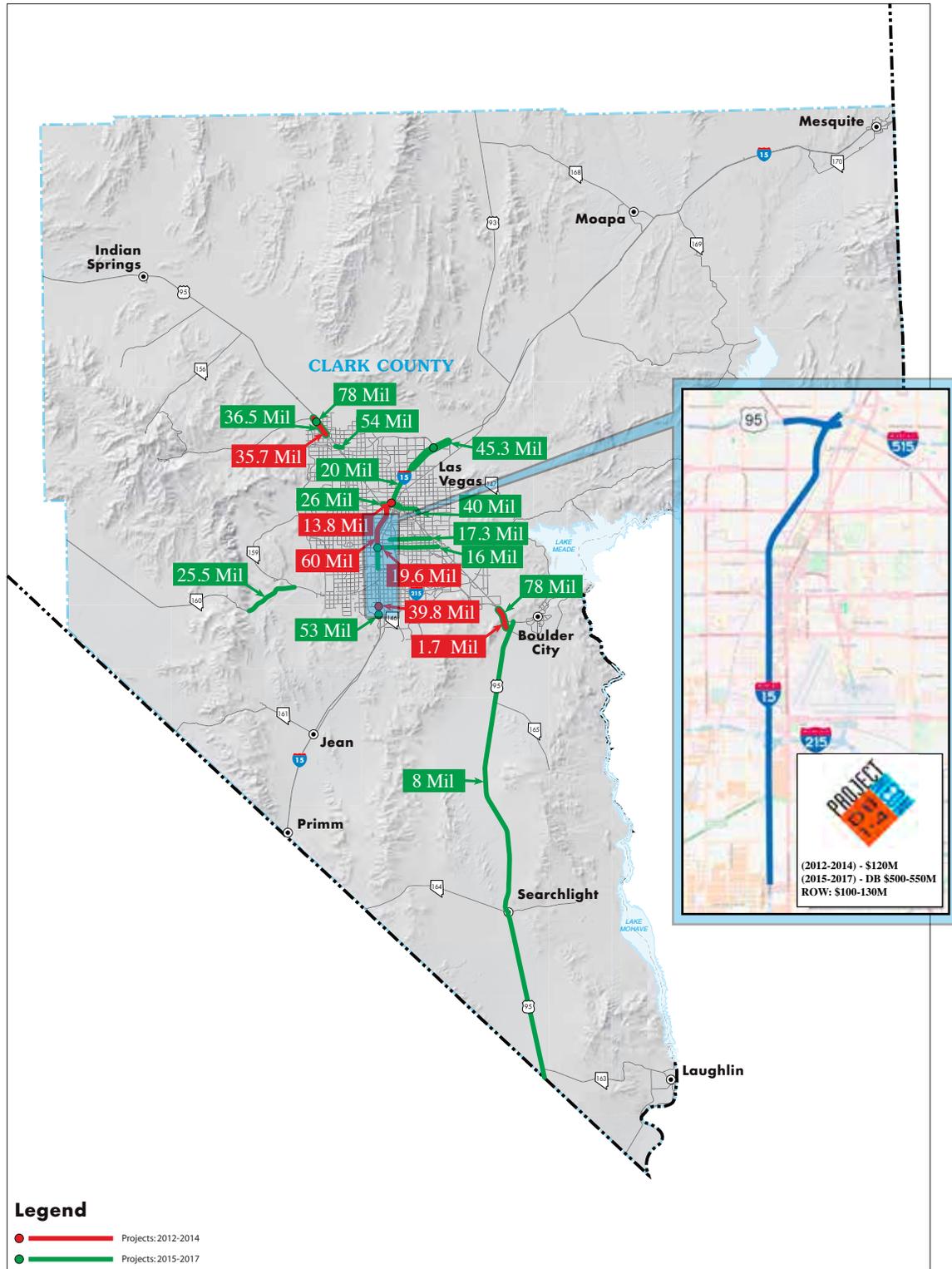
I-15/CC-215 system to system interchange: phase 1 improvements; \$60M estimate

2015-2017:

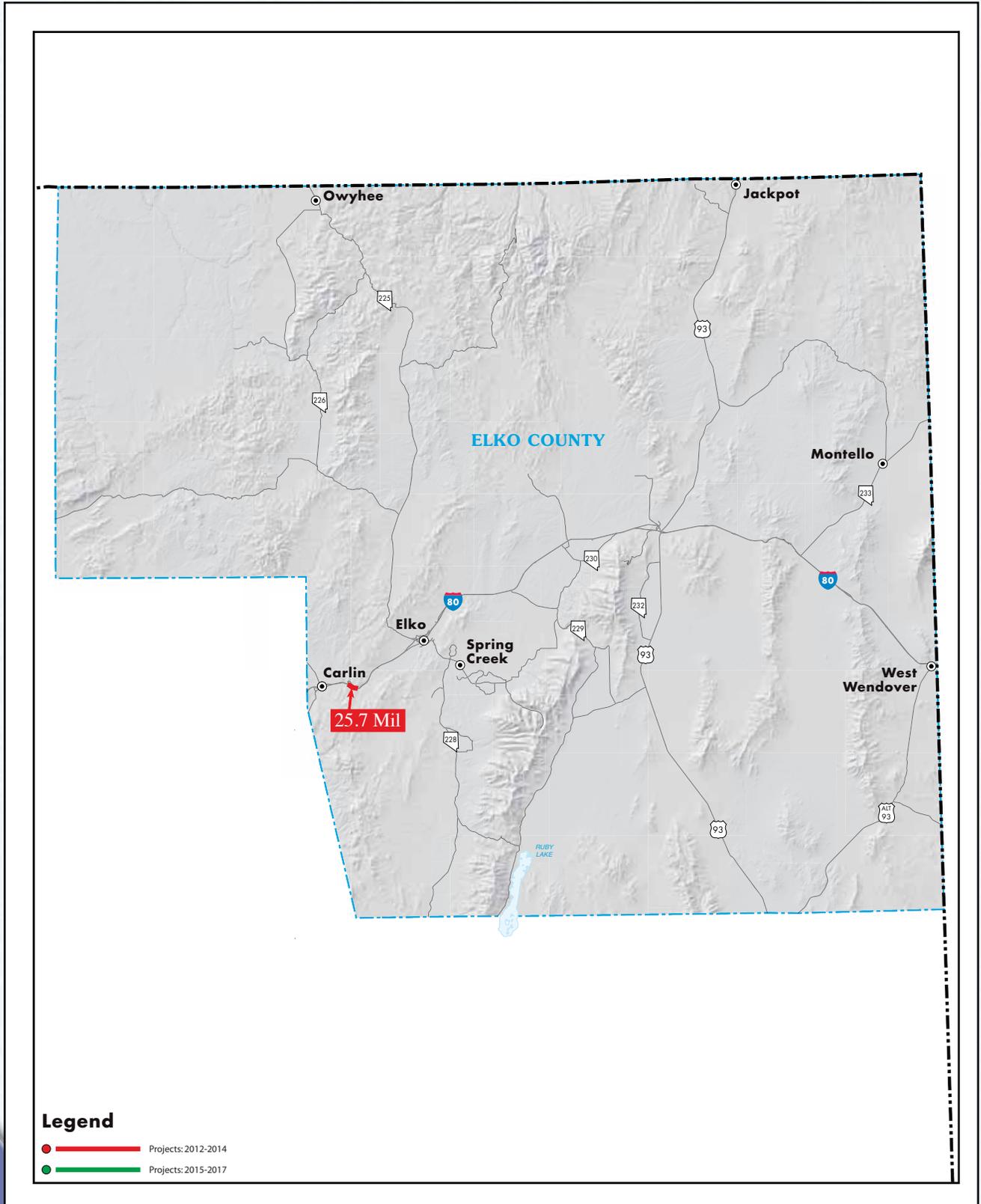
Project NEON Design-Build; Project Neon extends 3.7 miles along I-15 from Sahara to the US95/I-15 Interchange. It will consist of a High Occupancy Vehicle (HOV) connector between US95 and I-15, direct HOV access ramps at Wall Street, reconstruction of the Charleston Blvd Interchange, and improved access to medical facilities, downtown commercial centers, and arts and entertainment venues.; \$500-550 Million estimate for design-build phases 1-4.

Anticipated Right-of-Way expenses \$100-130 Million

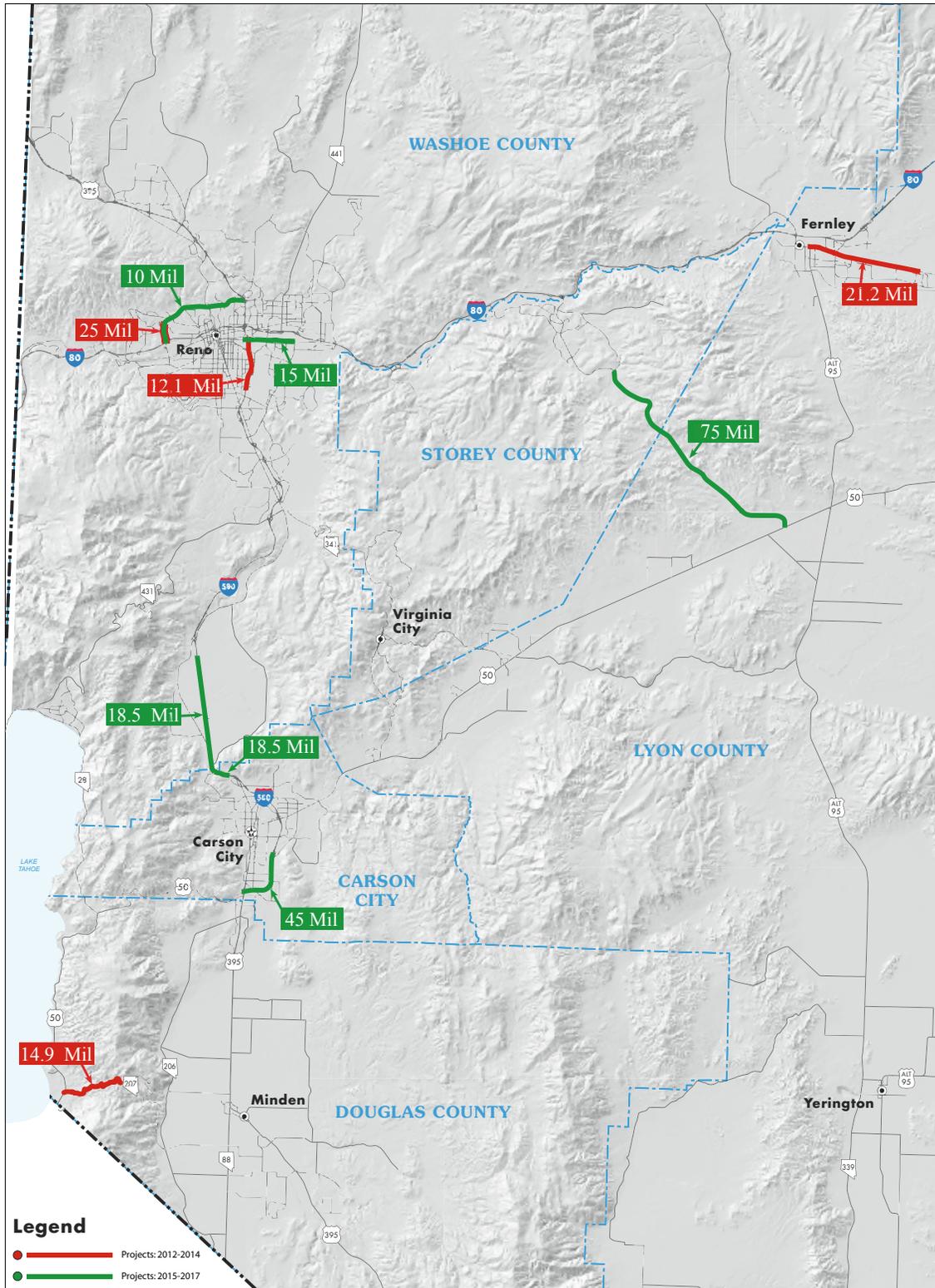
Regionally Significant Projects



Regionally Significant Projects



Regionally Significant Projects



Legend

- Projects: 2012-2014
- Projects: 2015-2017

Freeway Service Patrol

The Nevada Department of Transportation provides the Freeway Service Patrol (FSP) in the Las Vegas and Reno areas and Incident Response Vehicles (IRV) in the Las Vegas area. The purpose of the program is to improve highway safety on the more heavily traveled sections of our urban freeways by reducing the time required to remove incidents or objects that can disrupt traffic flows and cause traffic congestion during peak travel periods. Whether it's a stalled car, debris on the road, or a minor crash, the objective of the FSP and IRV is to remove it from the road as quickly as possible to avoid impacting passing drivers. FSP and IRV technicians are certified in community first aid and Automotive Service Excellence to ensure they are prepared to quickly remove minor incidents from the roadway. The program also assists other public safety organizations including law enforcement, fire, and emergency medical services, as well as towing and recovery professionals to rapidly and safely address more complex traffic incidents. FSP benefits include improved travel time reliability, reduced fuel costs and vehicle emissions, improved motorist and responder safety, and reduced potential for secondary crashes.

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

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



FSP Saves a Life

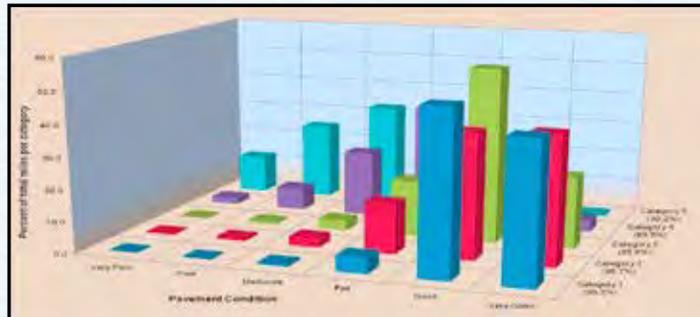
On January 8, 2014, FSP Technician Yancy Baglio, found a mother panicking in her car along I-15 because her child was choking in the back seat. Due to the program's rigorous training, Yancy was able to quickly perform the Heimlich maneuver to dislodge the object from the child's throat and avoid a tragic incident. Good job, Yancy!

FY14 Statistics

Mitigation Type	Las Vegas	Reno
Abandoned Vehicle	3,321	629
Debris	1,654	180
Accident	1,626	255
Disabled Vehicle	15,765	2,221
Scene Safety	2,118	812
Other	507	84
Mitigation Totals	24,991	4,181

Performance Management Plan and Performance Measures

NDOT uses 15 performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to <http://www.nevadadot.com/documents>, and then click on “Annual Performance Management Report - FY 2014”. Following are the performance measures organized by major divisions:



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

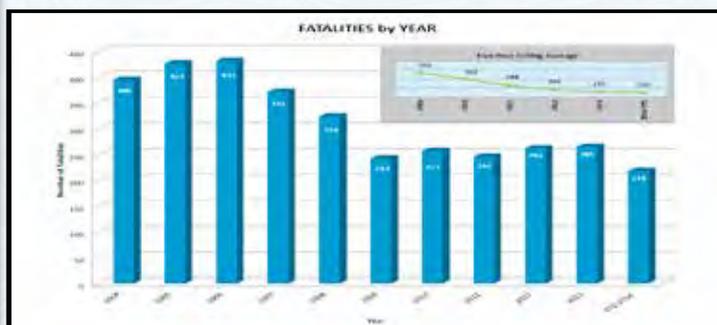
Percentage of employees trained in accordance with prescribed training plans.

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

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

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

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



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

Percentage of state maintained pavements in fair or better condition as rated through the International

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

Performance Management Plan and Performance Measures

Roughness Index. Ultimate Target – 100%

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

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

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

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

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

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

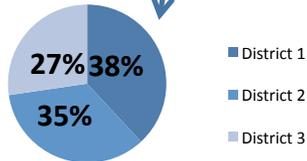
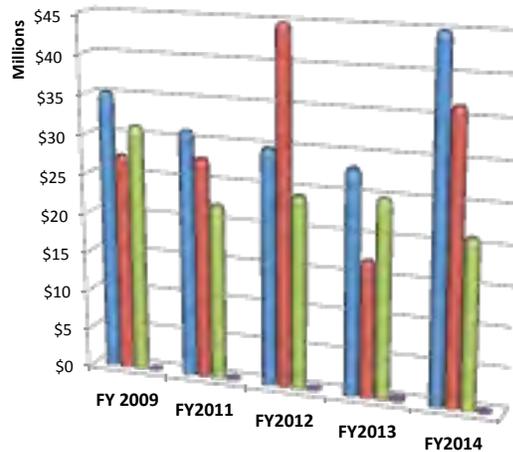
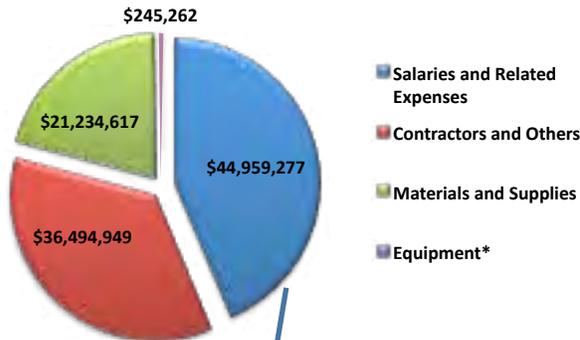
Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%



zero[®]
Fatalities
Drive Safe Nevada

Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2014 Expenditures



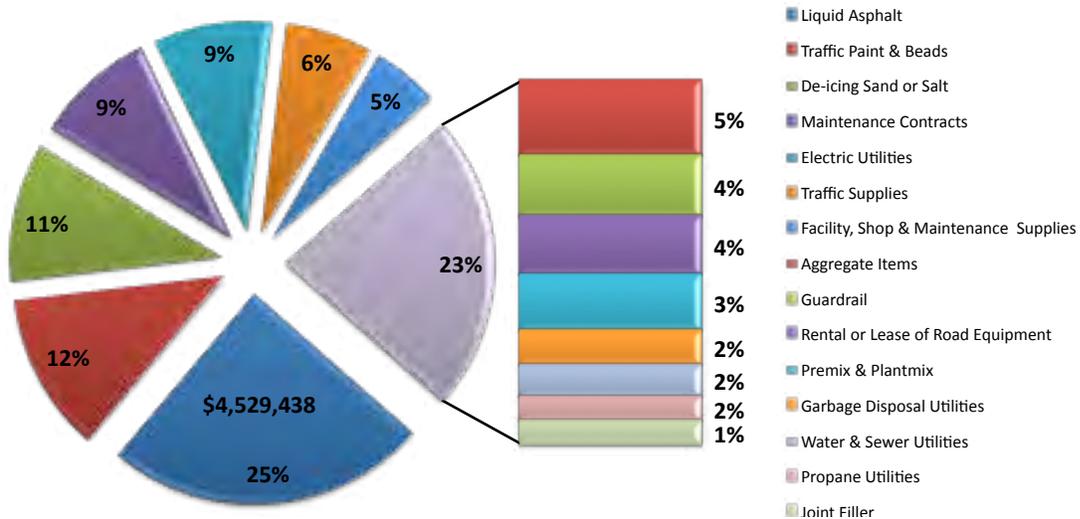
Salaries by District

FY Comparison

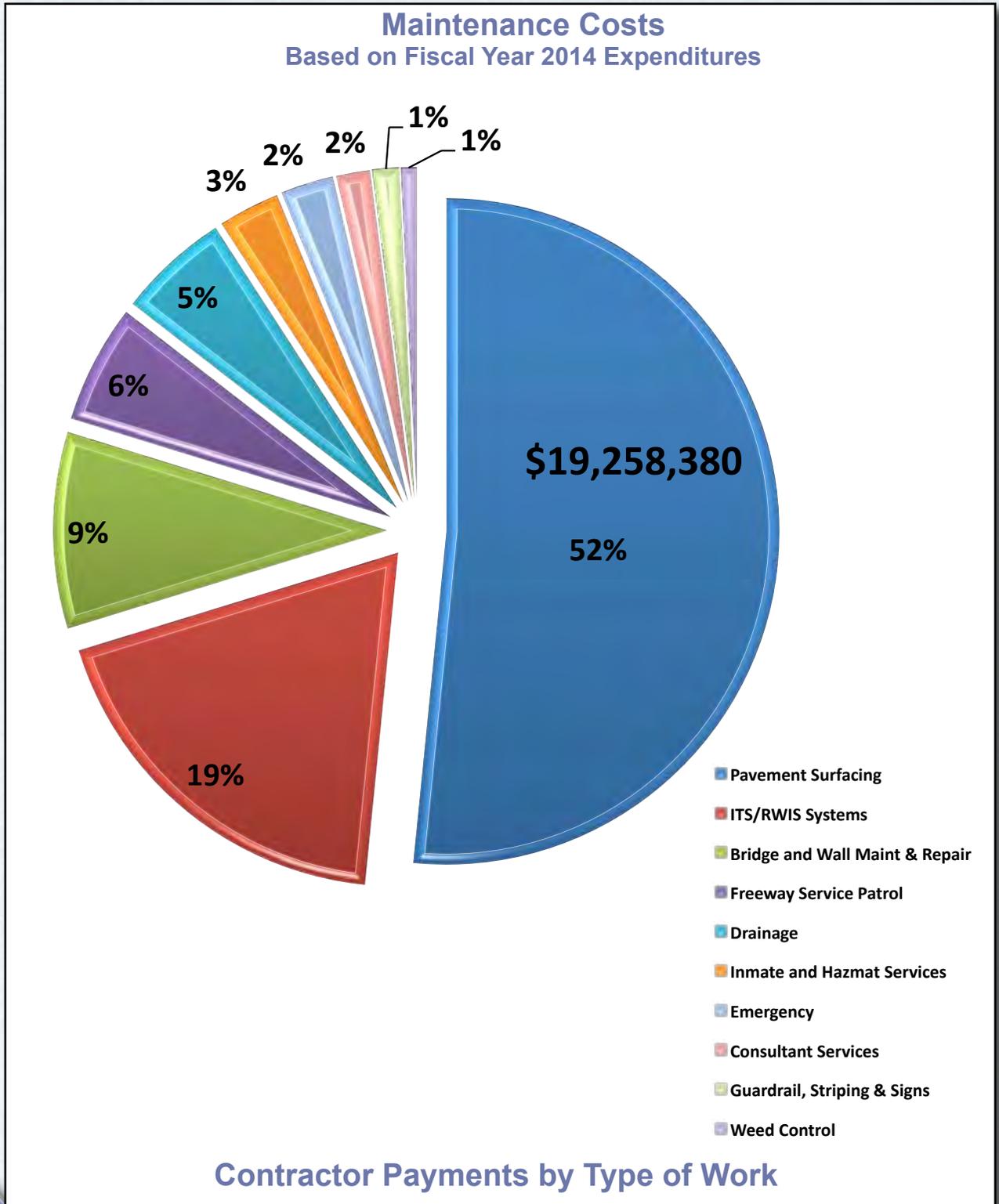
Statewide Expenditures

*Non-rental equipment

Expenditures for Materials and Supplies

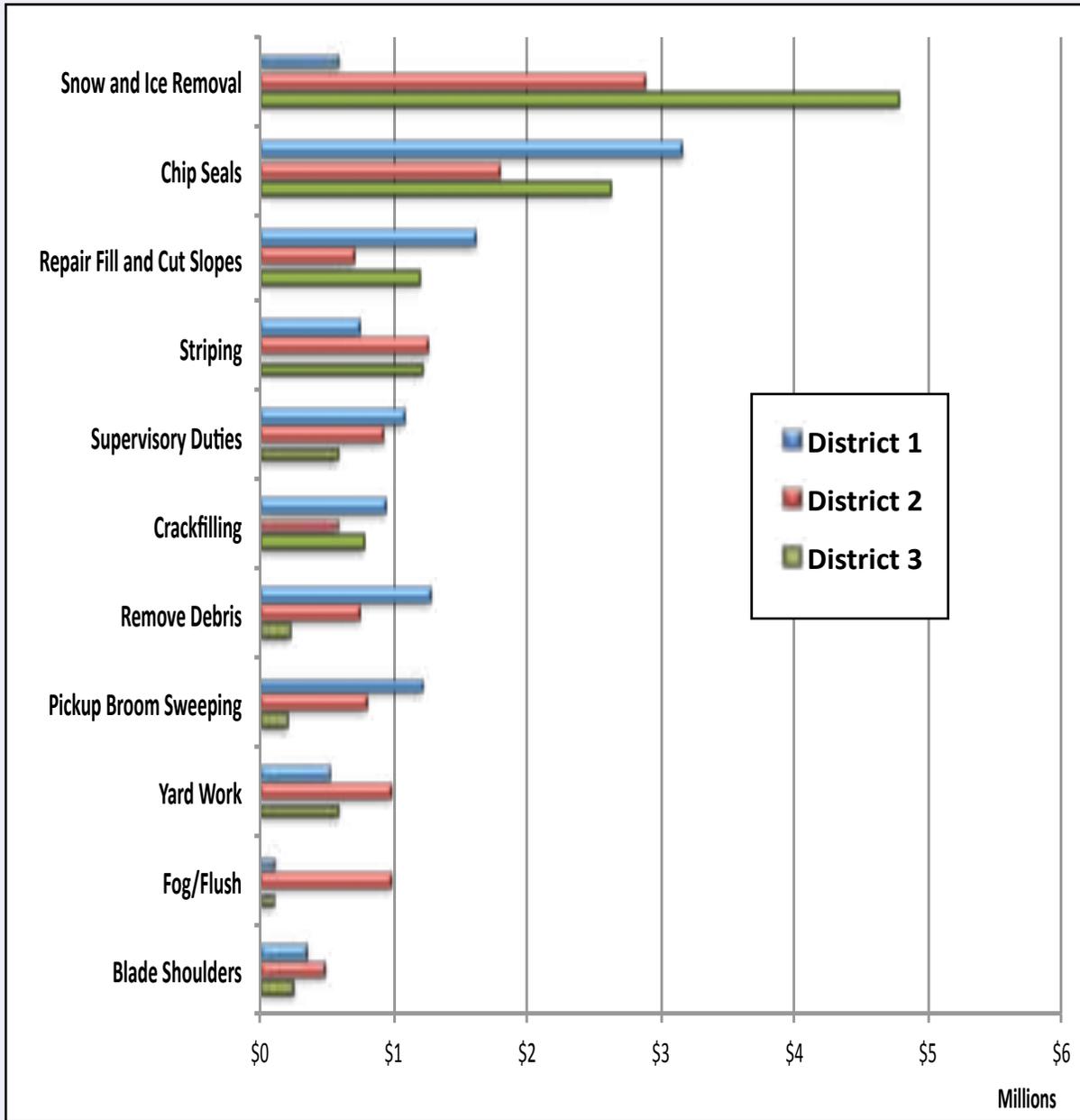


Maintenance Costs and Activities



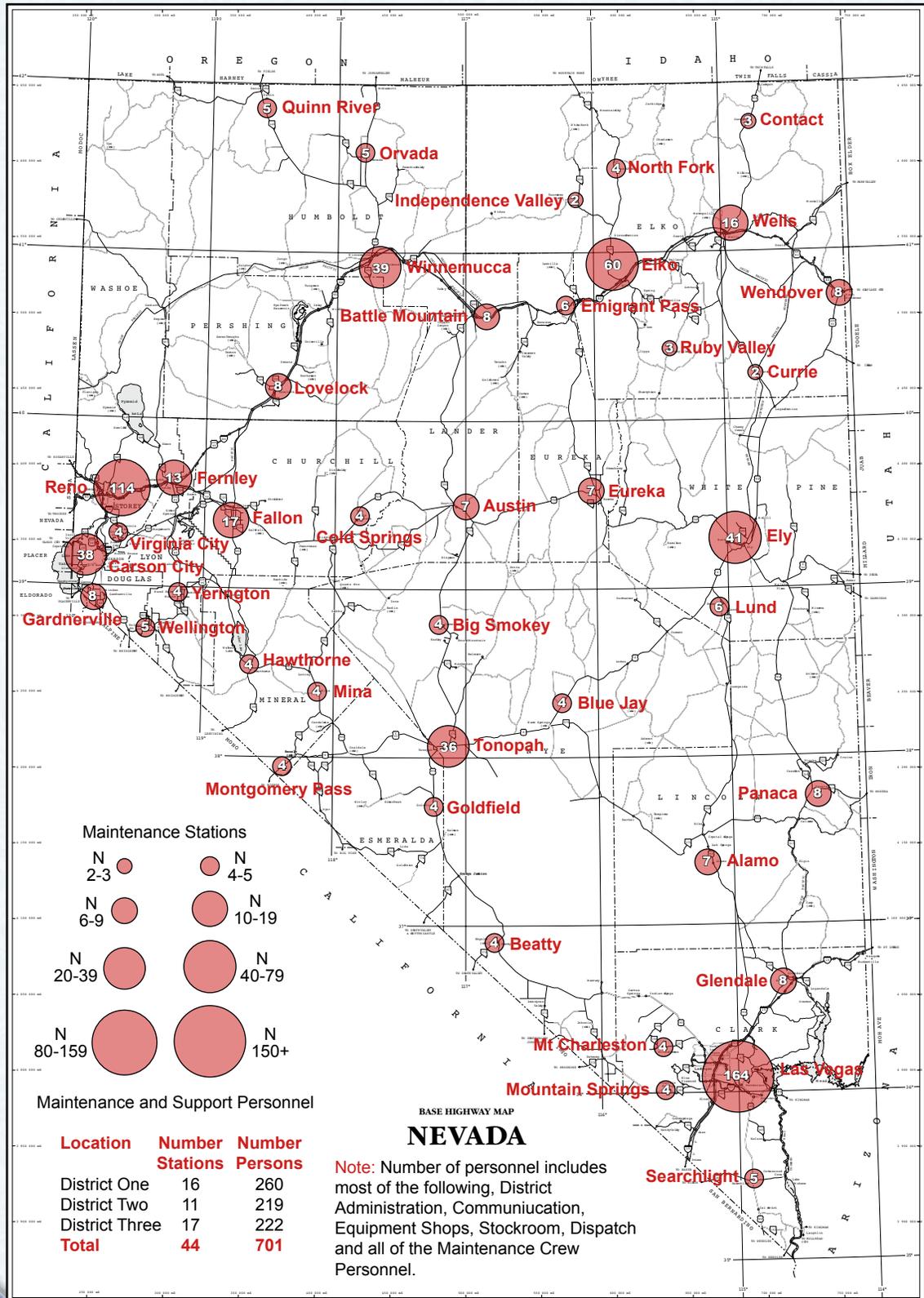
Maintenance Costs and Activities

Maintenance Activities
Based on Fiscal Year 2014 Expenditures



Top Expenditures Per District
(In Millions Of Dollars)

Maintenance Stations and Personnel



Department Personnel

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

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

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

Number of Employees By Function

Year	Administration	Pre-Construction	Construction	Maintenance	Total
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2010	185	414	363	840	1,802
2014	189	418	354	822	1,783



Stormwater management program evolution:

Operational Improvements

To help protect our precious surface and groundwater resources, our stormwater management program works closely with other agencies to help preserve clarity and reduce pollution in the stormwater and other water runoff from our roads and road projects. During fiscal year 2014, NDOT successfully :

- Trained over 900 employees in stormwater procedures and policies
- Inspected and issued facility pollution prevention plans to all maintenance facilities statewide
- Hired water quality specialists for each district to assist with implementing NDOT's Stormwater Management Plan
- Revamped and greatly improved the stormwater management program website
- Inventoried and mapped an estimated 31,500 hydraulic facilities statewide
- Conducted over 2,000 illicit discharge detection and elimination (IDDE) inspections
- Constructed numerous erosion control and stormwater quality improvements within the Clear Creek Watershed and Lake Tahoe Basin
- Maintained a Stormwater Management Plan for the Department
- Met or exceeded all stormwater EPA requirements

I-11 and Intermountain West Corridor Study:

The I-11 and Intermountain West Corridor Study, completed in 2014, concluded that sufficient justification exists for a new high capacity, multimodal transportation corridor from Mexico, through the Sun Corridor of Tucson and Phoenix, to Las Vegas and north to the Reno/Sparks/Carson City region. Study results show that investing in the corridor will help to better connect Nevada to the economies of Phoenix and Southern California, and to global markets; creating opportunities to expand our manufacturing capabilities.

During the two-year study, stakeholder and public engagement was solicited at every step. In total, 750 representatives from more than 350 Stakeholder Partner organizations participated in 61 meetings and events. Over 650 individuals attended the 10 public meetings conducted at different times and locations throughout the study area. Additionally, nearly 3,000 comments were received through virtual meetings and online submissions. Critical next steps include construction of the I-11 Boulder City Bypass and initiating advanced planning studies to determine a preferred corridor and system-wide improvements in the Las Vegas metropolitan area.



Freight Assessment:

The Nevada Department of Transportation's new freight assessment will pave the way for future freight and transportation enhancements to support Nevada's economy. The Freight assessment report evaluates key Nevada economics indicators and the state's approximately 110 million tons of annual truck, rail, air and pipeline freight commerce to identify areas for potential future growth and development. It also serves as a building block for creating the Nevada Freight Plan that will detail potential projects to reduce freight bottlenecks and enhance Nevada commerce, such as new truck climbing lanes, roadside electronic signs displaying the amount of truck parking available and other freight corridor improvements.

Operational Improvements

Emergency Management/Homeland Security

Devastating floods, massive earthquakes and terrorist attacks are just some of the threats could endanger the citizens and visitors of Nevada, put motorists at risk and threaten the transportation infrastructure on which the state relies. To prepare, NDOT continually trains for non-routine emergencies which could imperil our state. This year, NDOT partnered with the Washoe County and Nevada Divisions of Emergency Management along with several other agencies to participate in 10 emergency exercises that taught NDOT staff to quickly and effectively come together to protect Nevadans and the state's infrastructure. Here are some of the emergency exercises:

Operation Lock and Roll: This exercise simulated an active shooter scenario in the NDOT Headquarters building and tested NDOT's security response to such an incident.

Operation Northern, Southern and Eastern Burst and ARKstorm: These heavy rain/flooding scenarios used Districts I, II and III's annex buildings to test NDOT's Emergency Operations Plan and coordination with Road Operations and Emergency Operation Centers.

Tremor-14: This training exercise simulated an earthquake scenario near a radioactive storage facility at the Nevada National Security Site.

California/Nevada Cross Border TTX: The training scenario simulated a Mt. Rose earthquake fault erupting and causing a tsunami on Lake Tahoe in northern Nevada. The table top exercise tested all governmental agencies in the Tahoe Basin.

Roadside Litter Removal:

NDOT's Sponsor-A-Highway program allows community-minded firms and organizations to remove litter on high traffic volume urban freeways in the Las Vegas and Reno areas. The highly successful Southern Nevada program shows 78 percent of eligible Las Vegas area segments are currently sponsored and cleaned at least twice each month. The results: safer and cleaner roadways with reliable litter removal which saves the state an estimated \$450,000 per year. A similar program is being developed in northwest Nevada.

Starting this year, the program is expanding to include twice monthly cleaning of interchanges in addition to more than 200 miles of freeway mainline shoulders.

As a sister program, Adopt-A-Highway now has 495 non-profit organizations removing litter at least four times per year along the shoulders of some 1,150 miles of low traffic rural and suburban roads and highways. The program recognizes participants with commemorative signs installed at the adopted section of highway.



Rest Area Renovations

Here in Nevada, the state's 36 welcome stations, rest areas and rest stops are important elements of our transportation system. The average age of our rest areas is approximately 37 years old. Partnering together, the Nevada Departments of Cultural Affairs, Tourism and Transportation plan to renovate certain rest area facilities and build others that not only serve our state's traveling public, but help market our state and foster statewide pride and appreciation for the state's natural and historical resources, as well.

Safety Improvements

Zero Fatalities

Overall, Nevada traffic fatalities have continued to decline since 2006. But one traffic death is too many. To help reach the Zero Fatalities goal, the Nevada Strategic Highway Safety Plan is being updated with additional life-saving strategies, including specifics for bicyclists, pedestrians and motorcyclists. The plan was first developed in 2006, including traffic engineering, enforcement, education and emergency response strategies that are right now being used to save lives.

As part of our educational outreach, NDOT and the Nevada Office of Traffic Safety have further teamed up to provide powerful, cohesive and instantly-recognizable Zero Fatalities public education campaigns that have thus far reached 95% of Nevadans.



Railroad Safety Improvements

Across the state of Nevada there are approximately 415 rail crossings. Safety is the primary focus where these important commercial and passenger rail lines intersect roads and pedestrian crossings. While Nevada continues to rank low in the nation for crossing crashes, each rail crossing is inspected every three years for roadway surface, sight distance, signing, lighting and more.



This year, NDOT is improving safety by installing new crossing surfaces, overhead warning lights and additional median gate arms throughout the state.

Signalized Intersection Crossings

Nevada has implemented Pedestrian Countdown Signals at many intersections across the state. These systems provide pedestrians with the remaining seconds available to walk in a crosswalk to the other side of an intersection and have been associated with a reduction in pedestrian-vehicle injuries.



Continued on next page

Safety Improvements

Retro-reflective Borders and Stop Sign Flashing Beacons

Accidents involving vehicles running red lights and stop signs cause more than 200,000 crashes, 170,000 injuries and approximately 900 deaths per year nationwide. NDOT has begun using retro-reflective borders on certain existing traffic signals to increase their visibility, particularly at night or in low visibility. The simple, inexpensive back plate is helping reduce crashes by improving driver awareness of traffic signals.

Flashing beacons are also helping to reduce crashes. Mostly used in rural/unlit intersections, the beacons are placed above an existing stop sign, advising drivers of an upcoming stop. NDOT has installed more 200 of the devices throughout Nevada.



Expanded Milepost Markers

As a pilot project, NDOT is reviewing enhanced mile markers on several state routes throughout Nevada. For increased visibility and road safety, these new mileposts stand five feet taller than the roadway surface, and with dimensions of 18 by 54 inches, are more than twice as large as existing mile markers. The larger size allows easier reading of milepost locations, which can be particularly important in locating motorist location during emergency or crash response situations.



Landscape and Aesthetics

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

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



Metal and concrete cactus shapes on the abutment walls for the new I-15 and Cactus interchange project in Las Vegas.

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

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



Steel and rock cactus sculptures with red and yellow glass "fruits" at I-15 and Cactus interchange in Las Vegas

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

Continued on next page

Landscape and Aesthetics



*Maintenance yard access/
screening on Flamingo and
I-515 project in Las Vegas*

*Metal screens
representing the
local bird viewing
preserve for the
I-515 @ Flamingo.*



*Local Bird Viewing Preserve
images on the decorative rock
gabion walls and soundwalls for
the I-515 @ Flamingo.*

*Salvaged cactus for
replanting on the Boulder
City Bypass project*

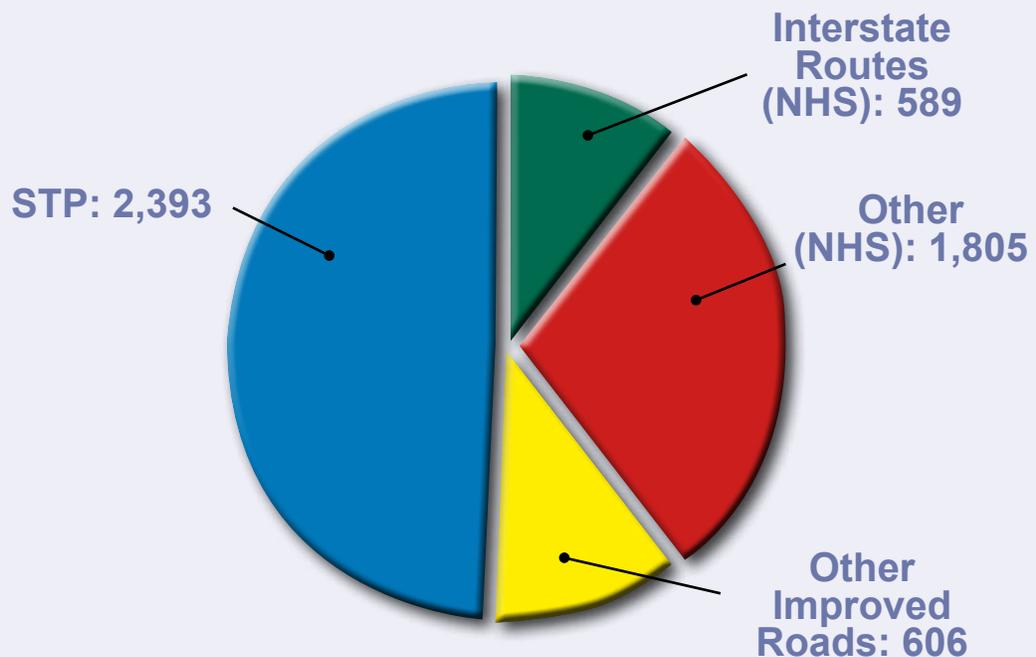


Roadway System Mileage (Centerline Miles)

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

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,394	154	2,548
STP	2,393	7,936	10,329
Non-Federal Aid			
Other Improved	606	14,137	14,743
Unimproved	0	12,509	12,509
Total	5,393	34,736	40,129

Total Roadway System Mileage Maintained By NDOT
(5,393 Centerline Miles)



Funding Definitions

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

SURFACE TRANSPORTATION PROGRAM (STP)

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

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

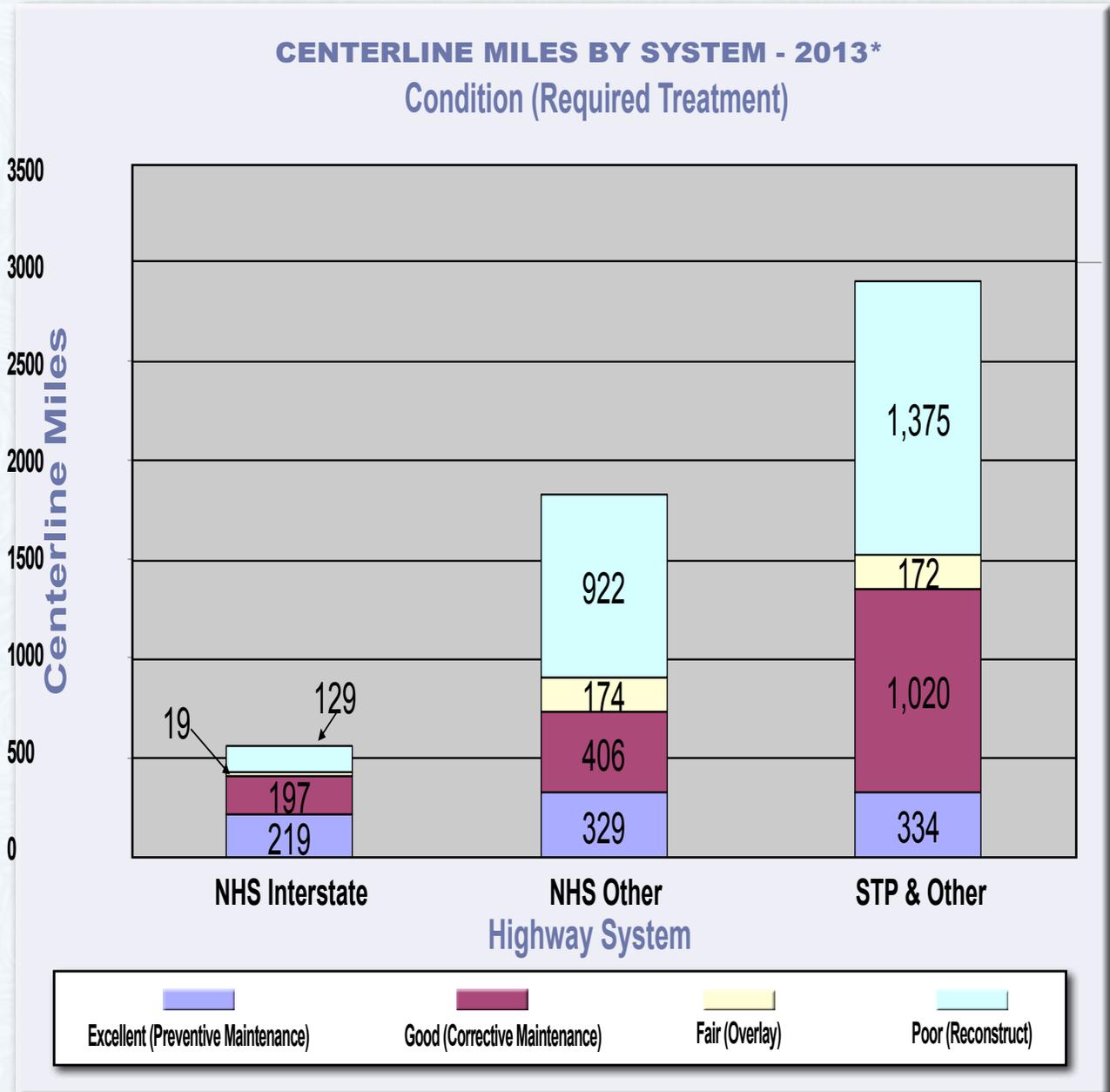
Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

FEDERAL AID

NON-FEDERAL AID

IMPROVED ROADS

NDOT Maintained Pavement Condition



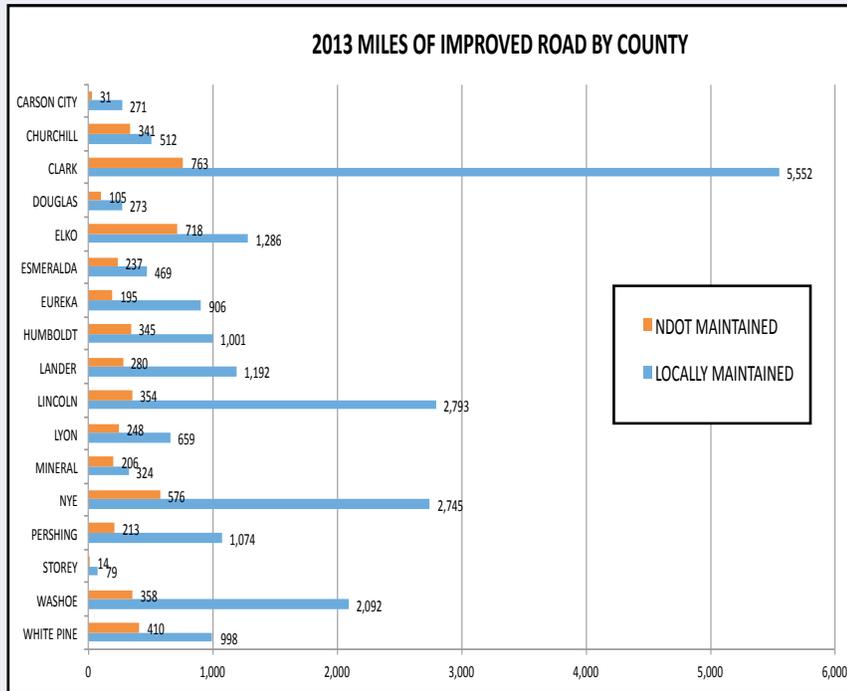
Note: System miles above may not match those on page 29 because not all roads have had their condition rated.

*Data is collected every two years.

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

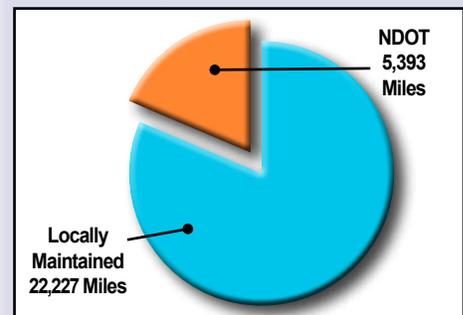
Vehicle Miles of Travel

2013 Miles of Improved Road By County

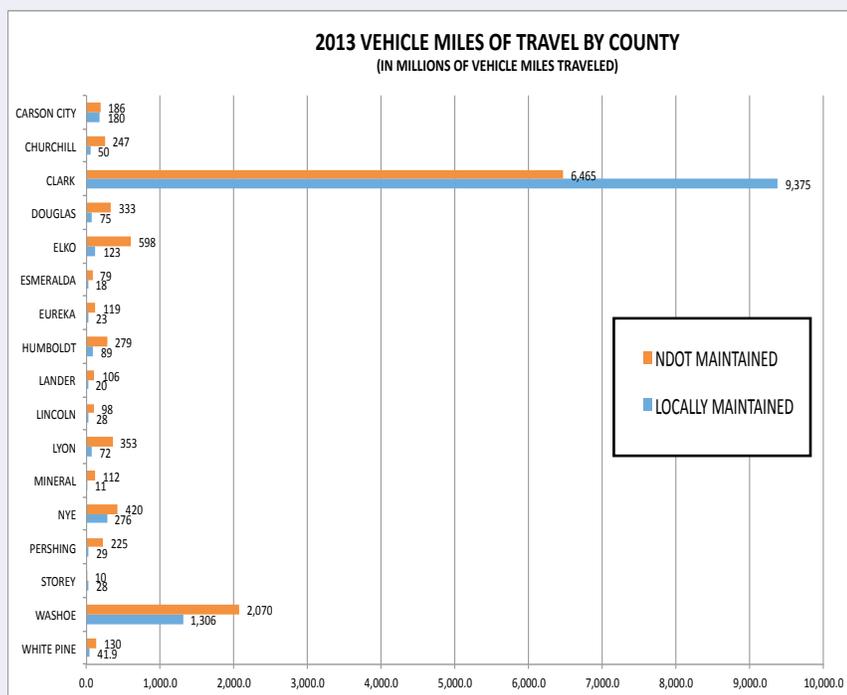


Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 52 percent of the total vehicle miles of travel. The remaining 48 percent of travel is on systems maintained by county, city or other governmental agencies. The vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 23.6 billion in 2013.

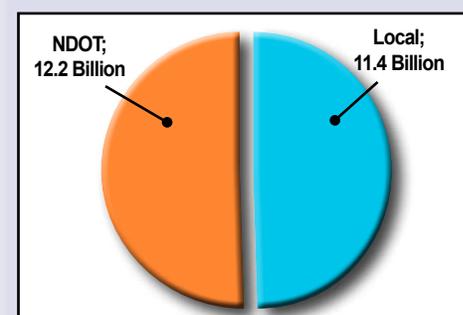
27,620 Total Miles Of Improved Road



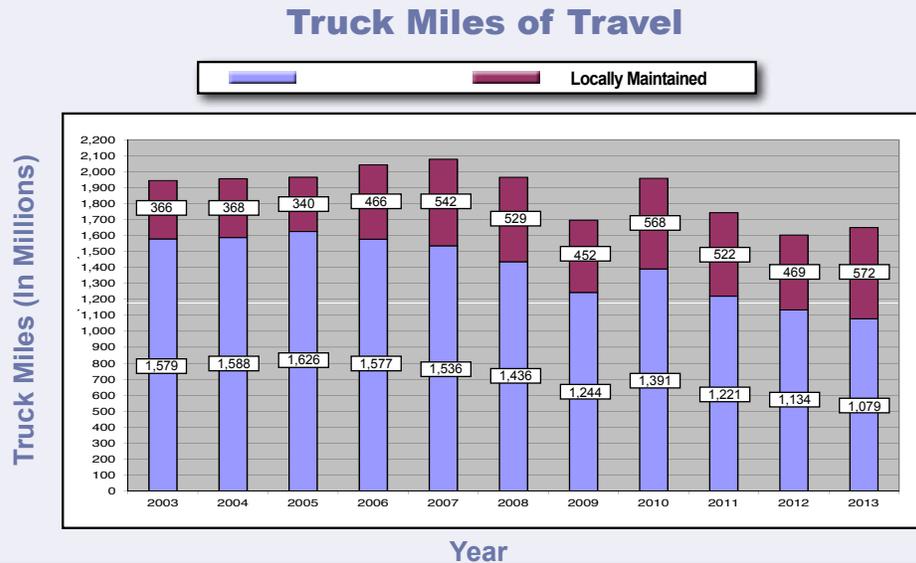
2013 Vehicle Miles of Travel by County



23.6 Billion Total Vehicle Miles Traveled



Truck Miles of Travel



The state-maintained system also carries 65 percent of all truck traffic and 82 percent of the heavy truck traffic.

Bridges

A bridge is defined as an obstacle-spanning structure of 20 feet or more in length. Currently, there are 1,959 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 1,154 bridges; 795 bridges are maintained by county, city, other local agencies, railroad or other state agencies; and 10 bridges are privately maintained.

What makes a bridge structurally deficient?

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

How does a bridge become functionally obsolete?

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



What do we mean by a seismic deficiency?

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

State-Maintained
Bridges Needing
Renovation by
Deficiency

Seismic 97
Structural 15
Functional 189

Transportation Financing

General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government are placed in the Federal Highway Trust Fund (HTF). Congress allocates these funds to the states per provisions in the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012, and annual appropriation bills. HTF is the main source of funding for most of the programs in MAP-21. Federal funds are available only for reimbursements of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

State Constitutional Provisions

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



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

State Highway Fund

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

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



2014 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was \$3.40 per gallon. Based on Nevada's gas tax and licensing fees

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

Variable Costs: 20.2¢ per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed Costs: 73.7¢ per mile traveled.
Includes depreciation, insurance, finance and licensing fees

Total Operating Costs: 93.9¢ per mile traveled



Source: American Automobile Association's
"Your Driving Costs 2014" and
www.fueleconomy.gov

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

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**

2. State

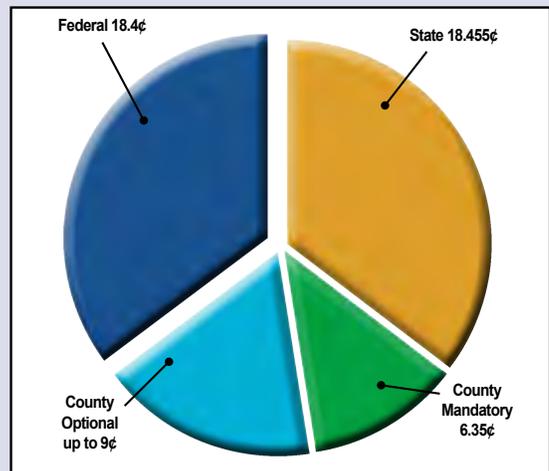
- 17.650¢ (NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 590.840) For cleanup of petroleum discharges.
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline.
- 18.455¢ Total State Gasoline Tax**

3. County Mandatory

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

6.35¢ Total County Mandatory Tax

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



Gas Tax (Per Gallon)

4. County Optional

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

Inflation Indexing

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

History

	Total Collections		State	County	County	County	RTC	RTC
	Mandatory/ Optional		Share	Share	Option #	Option*	Option #	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 CO. 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"

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

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)

Fuel	Federal Highway Trust Fund			State	
	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¢
2009		Emulsified water-phased hydrocarbon fuel @ 19.0¢ Inflation index based on lesser of 7.8 percent or PPI for Street & Highway Construction imposed in Washoe County only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.

* 0.60¢ to petroleum clean-up fund

** 0.75¢ to petroleum clean-up fund

Vehicle Registration and Permit Fees

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

- \$33 for automobiles, RV's and Motor Homes
- \$39 for motorcycles
- \$27 for travel trailers
- \$33 for trucks, truck tractors, or buses less than 6,000 lbs. DGWV*
- \$38 for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGWV
- \$48 for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGWV
- \$12 per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGWV
- \$17 per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGWV (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. DGWV (maximum fee is \$2,940)
- \$10 for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGWV
- \$60 for non-reducible loads carried on over legal-size or weight vehicles.

* Declared Gross Vehicle Weight



Governmental Services Tax, Driver's License, And Title Fees

GOVERNMENTAL SERVICES TAX

Legal Citation Chapter 371, Nevada Revised Statutes

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

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

Distribution

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

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

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

- \$22.25 for operating passenger cars
- \$17.25 for persons 65 or older
- \$8.25 for a motorcycle endorsement
- \$87.25 for operating commercial vehicles

TITLE FEE

(one-time fee)

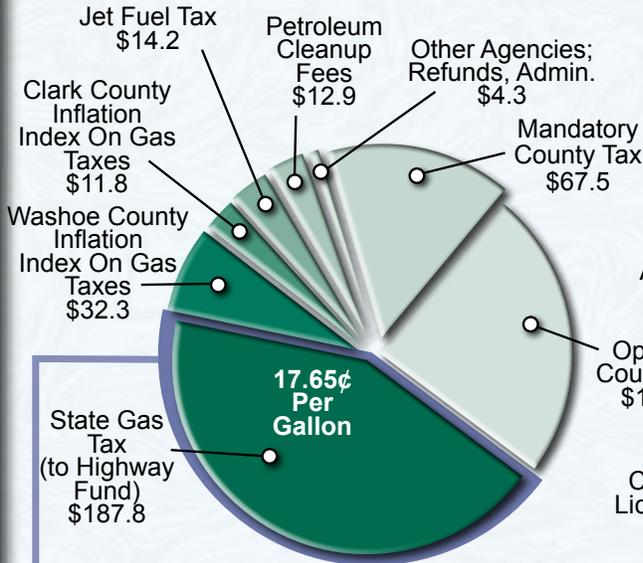
\$28.25 all vehicles (new title)



2014 NEVADA TRANSPORTATION FACTS AND FIGURES

(2014 Revenue Shown in Millions)

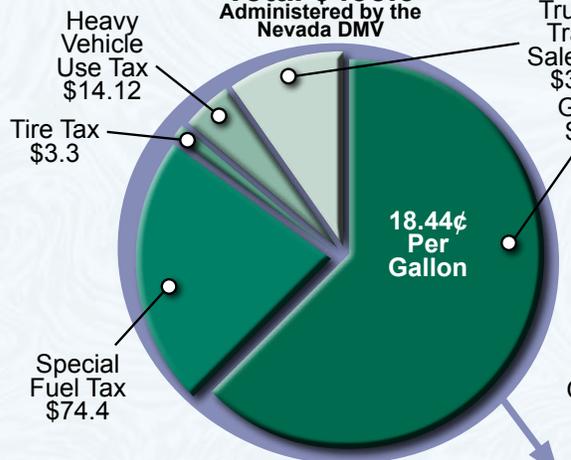
State Highway Fund Revenue Sources



State Gasoline Tax Revenue

Total \$435.6

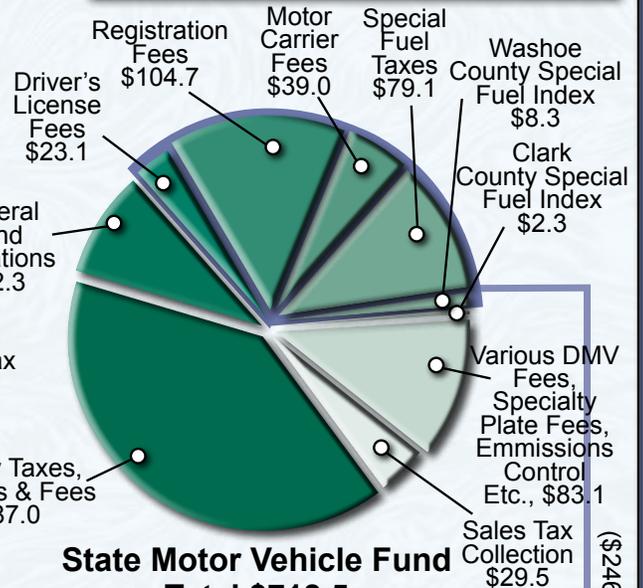
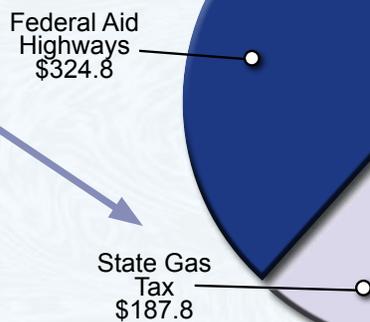
Administered by the Nevada DMV



**Federal Aid Revenue

Total \$330.8

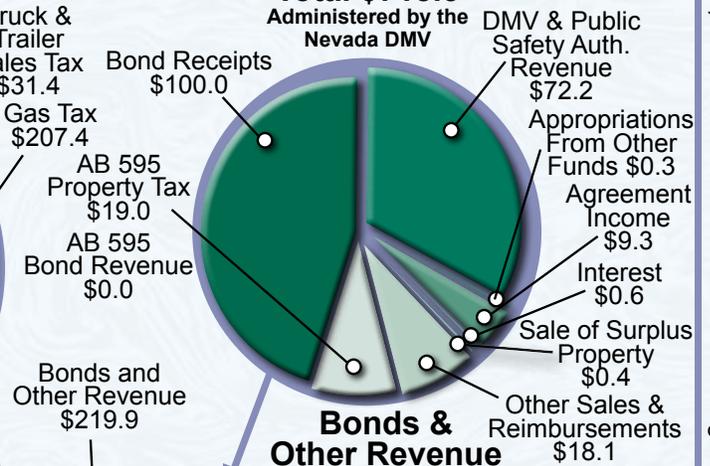
Administered by the FHWA



State Motor Vehicle Fund

Total \$718.5

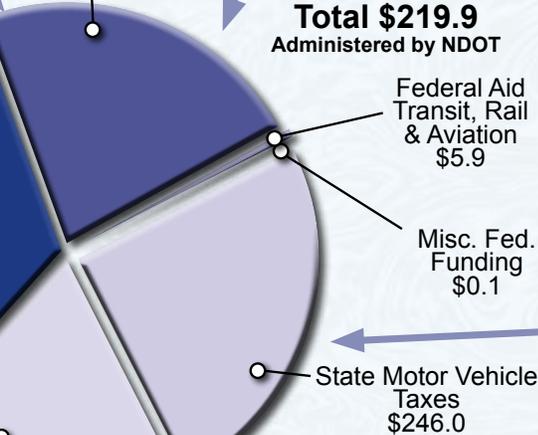
Administered by the Nevada DMV



Bonds & Other Revenue

Total \$219.9

Administered by NDOT



(\$246.0) State Motor Vehicle Taxes to the Highway Fund

2014 State Highway Fund Revenue

Total \$984.5

Administered by NDOT

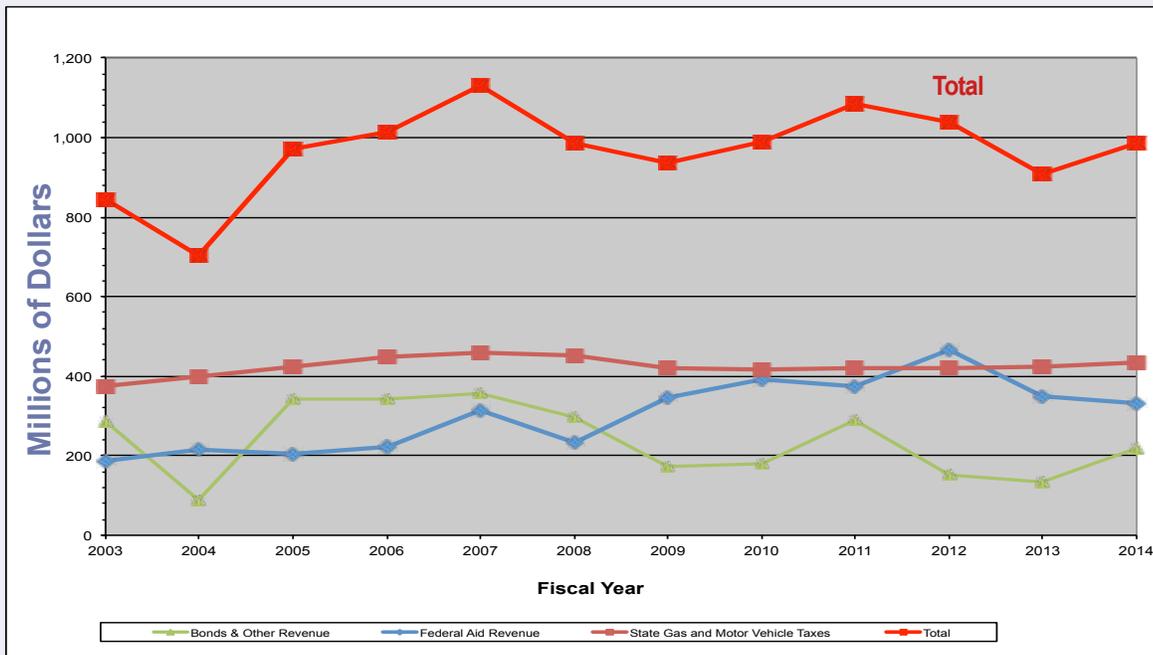
Note: Authorized revenue represents a portion of fees collected by DMV and the DPS which, by law, they keep to cover operating costs.**FHWA

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

Total State Highway Fund Revenue

(Administered by the Department of Transportation)

Total State Highway Fund Revenue



Total State Highway Fund Revenue (In Millions)

State Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
2003	185.9	375.2	285.1	846.2
2004	215.0	398.9	88.7	702.6
2005	206.4	423.6	342.4	972.4
2006	223.2	448.2	343.5	1,014.9
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.4	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.9	291.2	1,084.3
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5

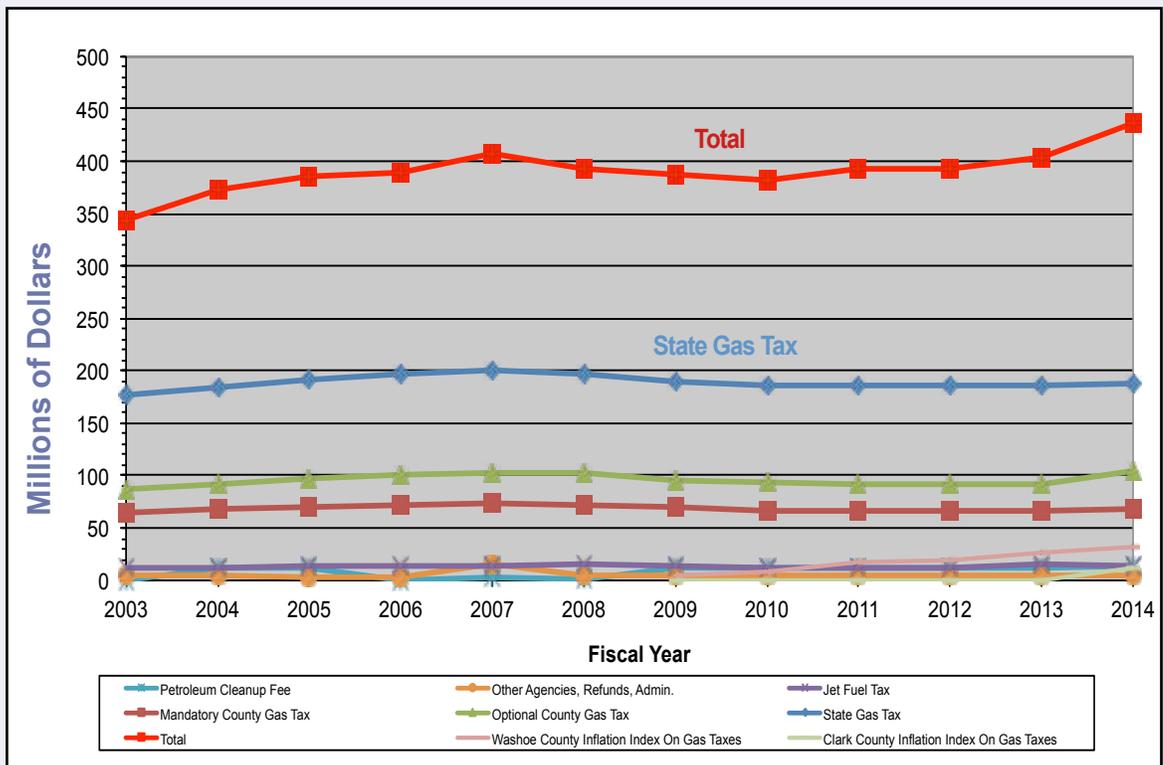
Note 1: Total revenue is net to the state highway fund

Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements

Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs

State Gasoline Tax Revenue

State Gasoline Tax Revenue



State Gasoline Tax Revenue (In Millions)

Fiscal Year	State Gas Tax	Mandatory County Gas Tax	Optional County Gas Tax	County Index on Motor Fuel Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other*	Total
2003	176.6	64.6	87.1		12.0	0.0	3.8	344.1
2004	184.5	67.6	92.4		12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3		13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9		14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5		14.8	0.2	5.0	392.1
2009	189.9	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	66.9	92.6	18.1	11.4	12.3	5.0	392.5
2012	185.2	66.6	92.0	19.7	11.5	12.7	4.8	392.5
2013	185.7	66.8	92.5	25.6	15.2	12.7	4.7	403.0
2014	187.8	67.5	104.7	44.1	14.2	12.9	4.3	435.6

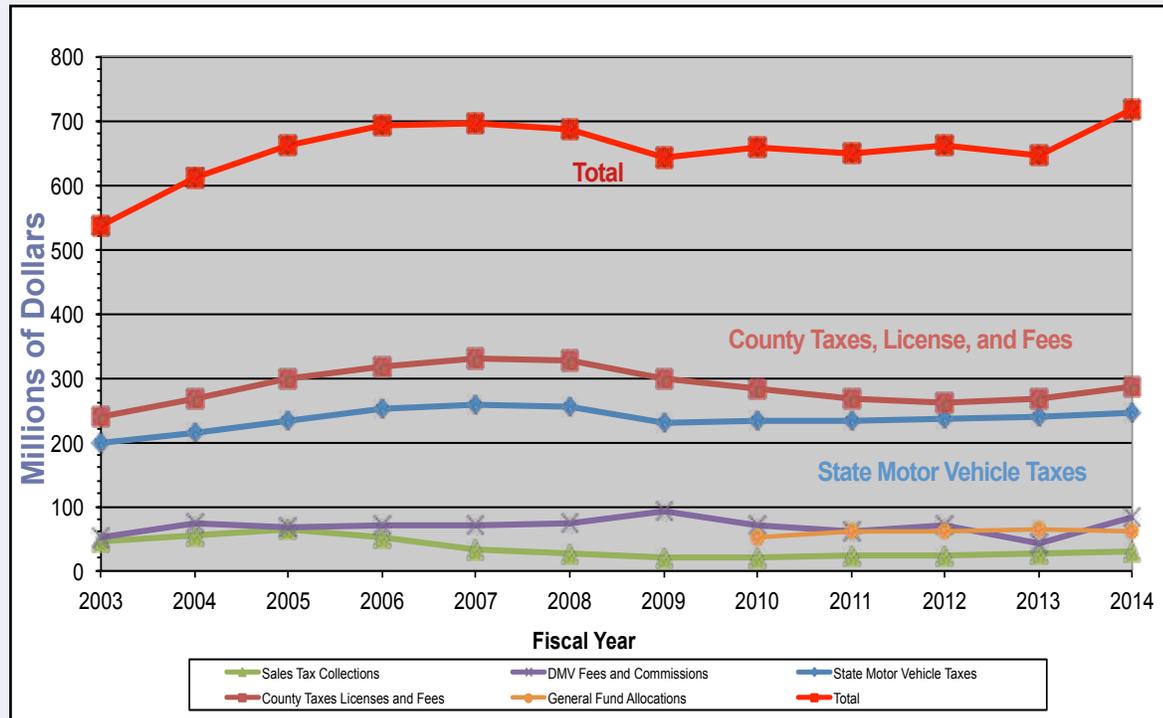
*Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.

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

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

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

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



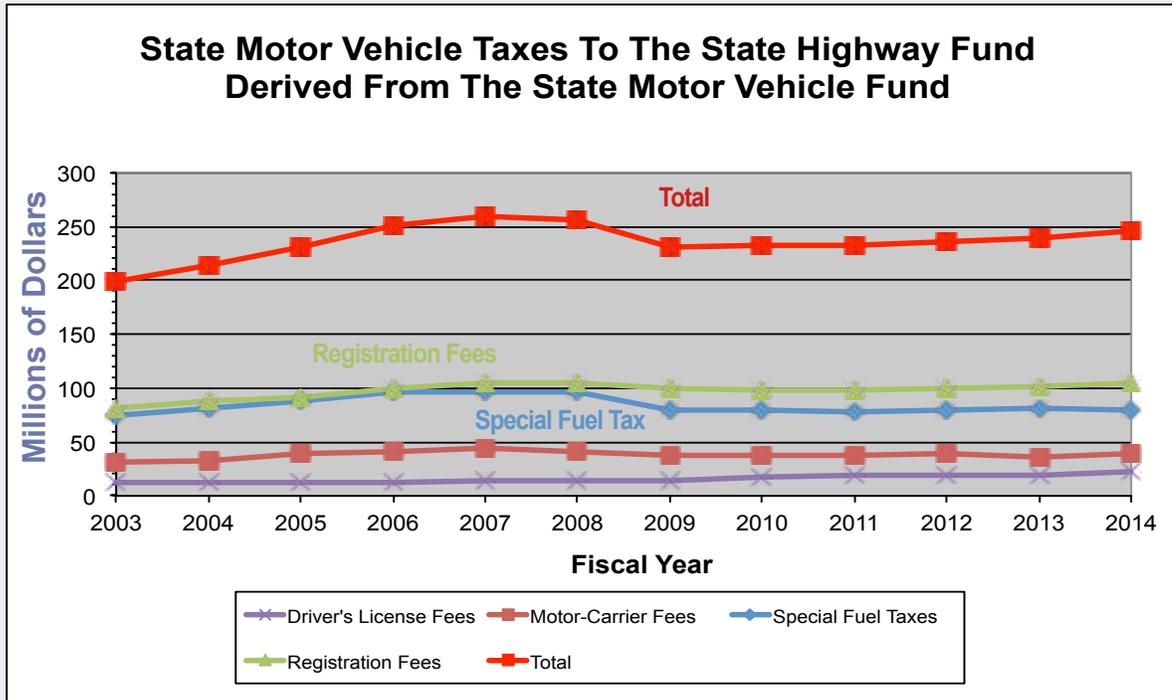
State Motor Vehicle Fund (Taxes, Licenses, and Fees Revenue) (In Millions)

Fiscal Year	State Motor Vehicle Taxes	County Taxes Lic. & Fees	Sales Tax Collections	General Fund Allocation	Specia Fuel Inflation Index	DMV Fees and Commissions	Total
2003	198.6	239.0	45.4			52.9	535.9
2004	214.4	267.0	54.7			74.8	610.9
2005	232.8	297.6	64.8			67.4	662.6
2006	250.5	317.3	53.6			71.3	692.7
2007	259.4	329.9	33.6			71.8	694.7
2008	255.7	328.0	27.5			73.6	684.9
2009	231.2	298.3	20.0			93.8	643.3
2010	232.0	281.7	21.0	51.3		72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.5	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.4	266.8	27.7	63.5	6.4	42.5	645.2
2014	246.0	287.0	29.5	62.3	10.6	83.1	718.5

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

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

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



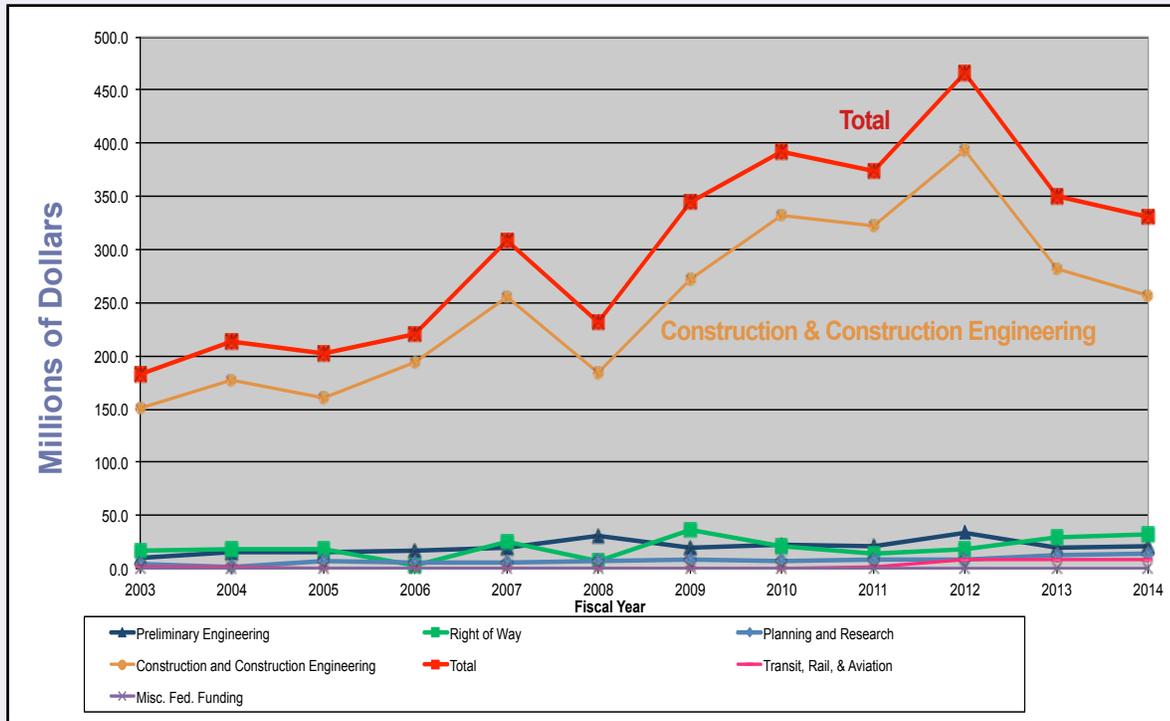
State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
2003	74.1	31.3	81.0	12.2	198.6
2004	81.5	32.3	87.9	12.7	214.4
2005	87.8	38.5	91.8	12.8	230.9
2006	96.6	40.8	99.8	13.2	250.5
2007	97.0	44.1	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7
2009	79.6	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7
2012	79.2	38.5	99.8	19.0	236.5
2013	80.9	36.7	102.0	18.7	238.4
2014	79.1	39.0	104.7	23.1	246.0

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

Federal-Aid Revenue

Highway Fund Federal-Aid Revenue For Highways By Phase



Highway Fund Federal-Aid Revenue For Highways By Phase

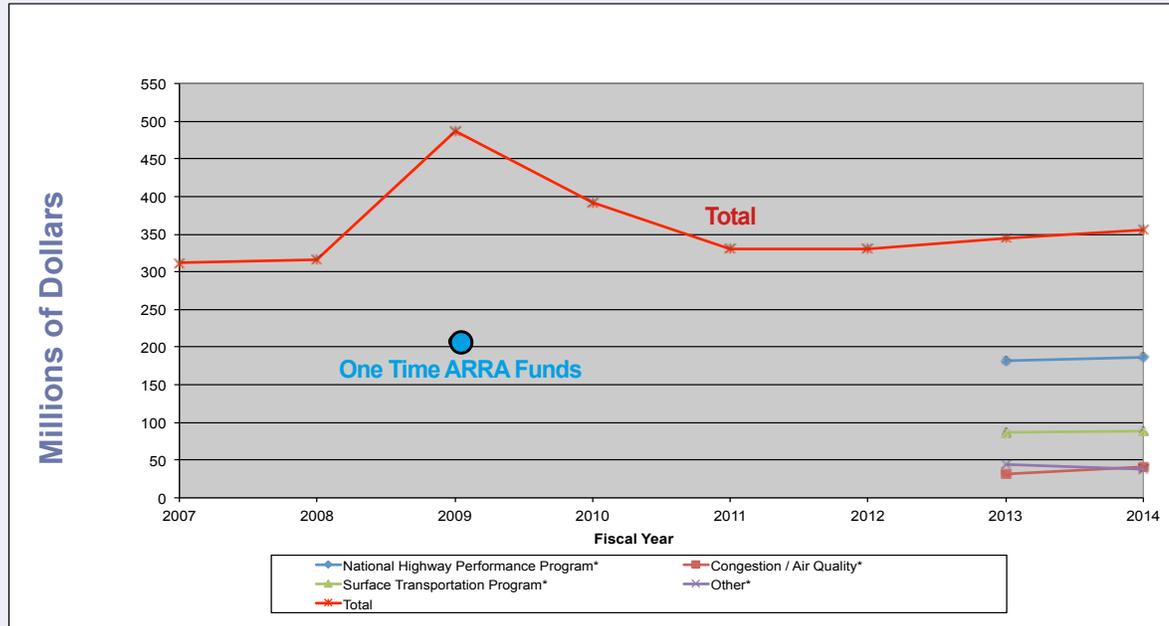
Fiscal Year	Planning & Research	Right of Way	Prelim Eng.	Const. & Const. Eng. & Aviation	Transit, Rail & Aviation	Misc. Fed. Funding	Total
2003	4.9	16.5	10.2	151.1			182.7
2004	1.6	18.2	16.0	177.6			213.4
2005	7.7	17.8	15.7	161.0			202.2
2006	6.5	2.6	17.2	194.5			220.8
2007	6.5	25.9	19.3	256.1			307.9
2008	6.7	7.6	31.6	184.1	1.9		230.0
2009	8.3	36.0	20.3	271.7	8.6		344.9
2010	7.7	20.9	22.7	331.5	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	7.8	0.65	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.7
2013	12.8	29.4	19.2	281.3	8.1	0.0	350.8
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.8

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.

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

Federal-Aid Apportionments

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



Federal-Aid Apportionments (under SAFETEA-LU since 2007)

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

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

Fiscal Year	National Hwy Performance Program	Congestion/ Air Quality	Surface Trans. Program*	Other**	Total
2013	182.0	31.3	86.4	44.4	344.0
2014	187.2	41.4	88.7	37.7	355.0

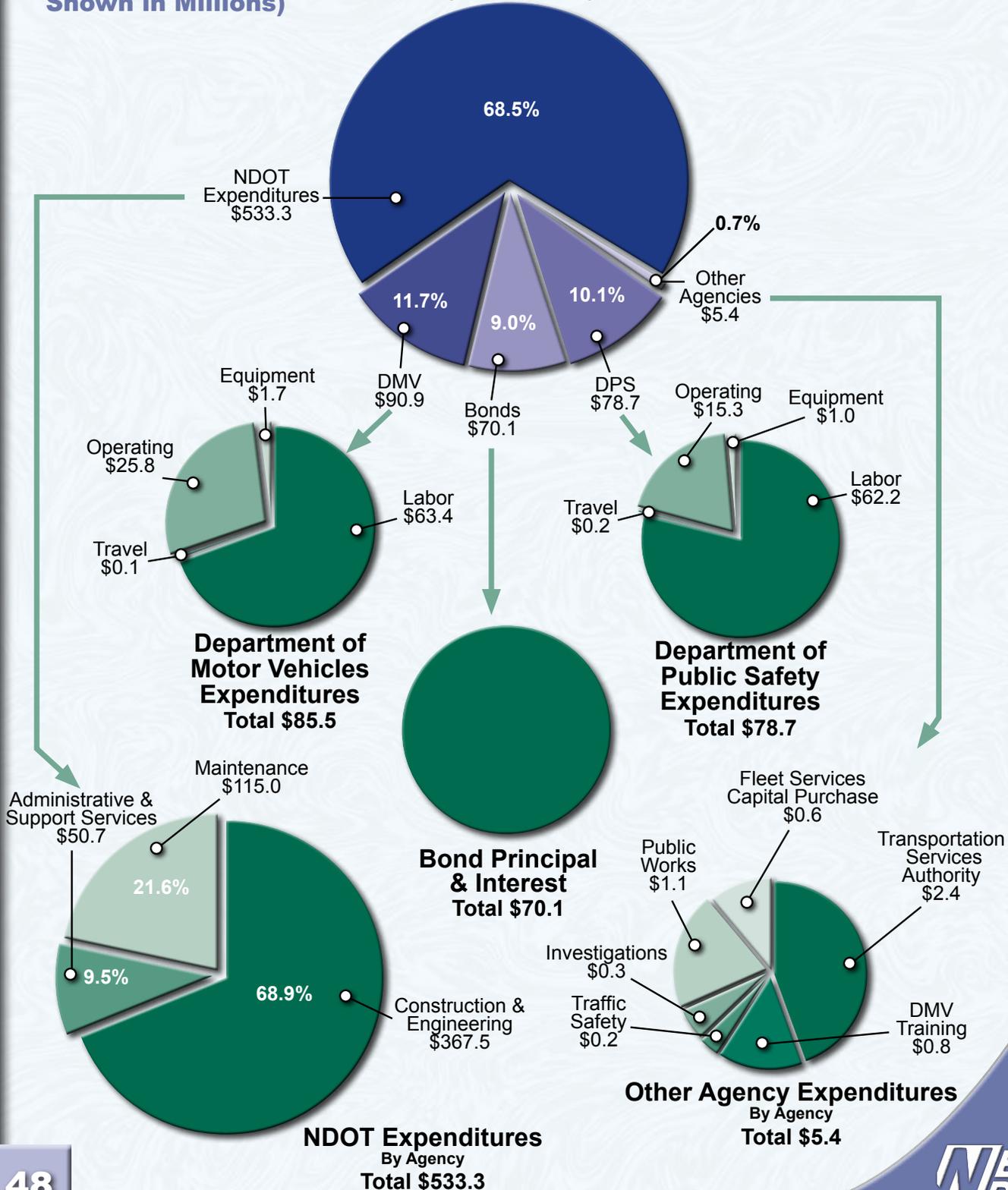
FFY 2009
FFY 2013*

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

State Highway Fund Expenditures and Disbursements

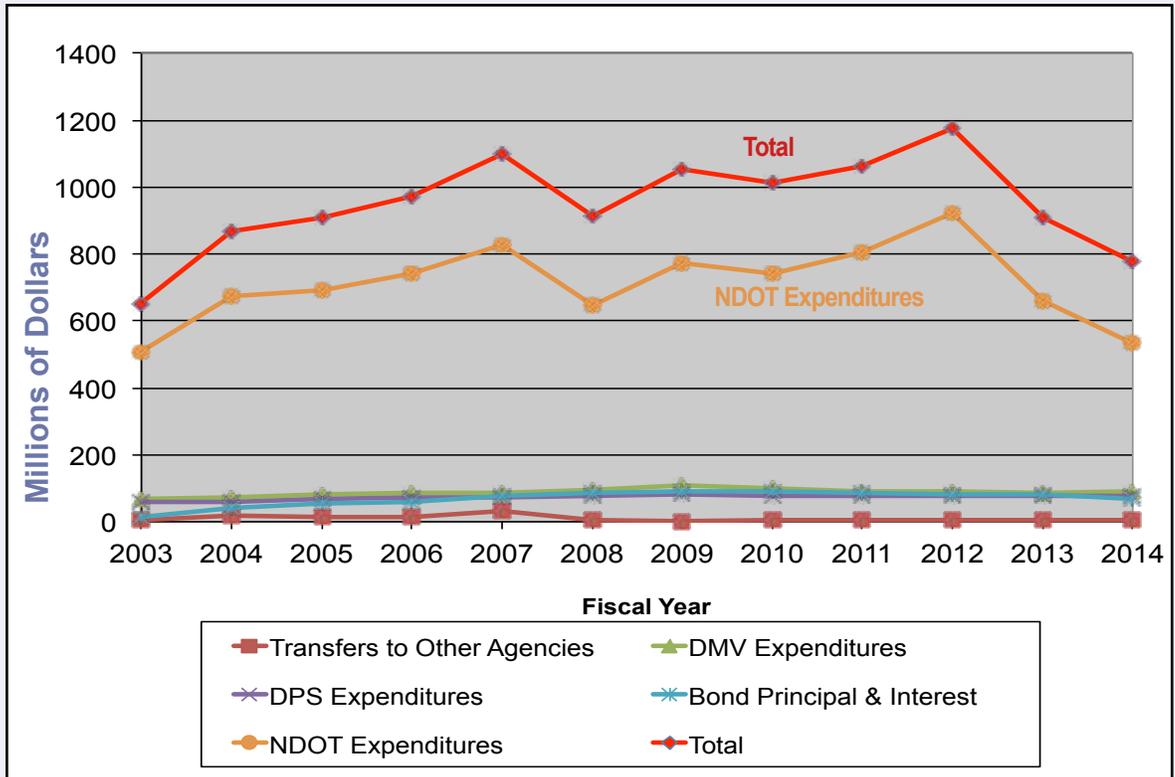
(2014 Expenditures Shown in Millions)

2014 State Highway Fund Expenditures
Total \$778.4
 Administered by the
 Nevada Department of Transportation



State Highway Fund Expenditures and Disbursements

State Highway Fund Expenditures & Disbursements



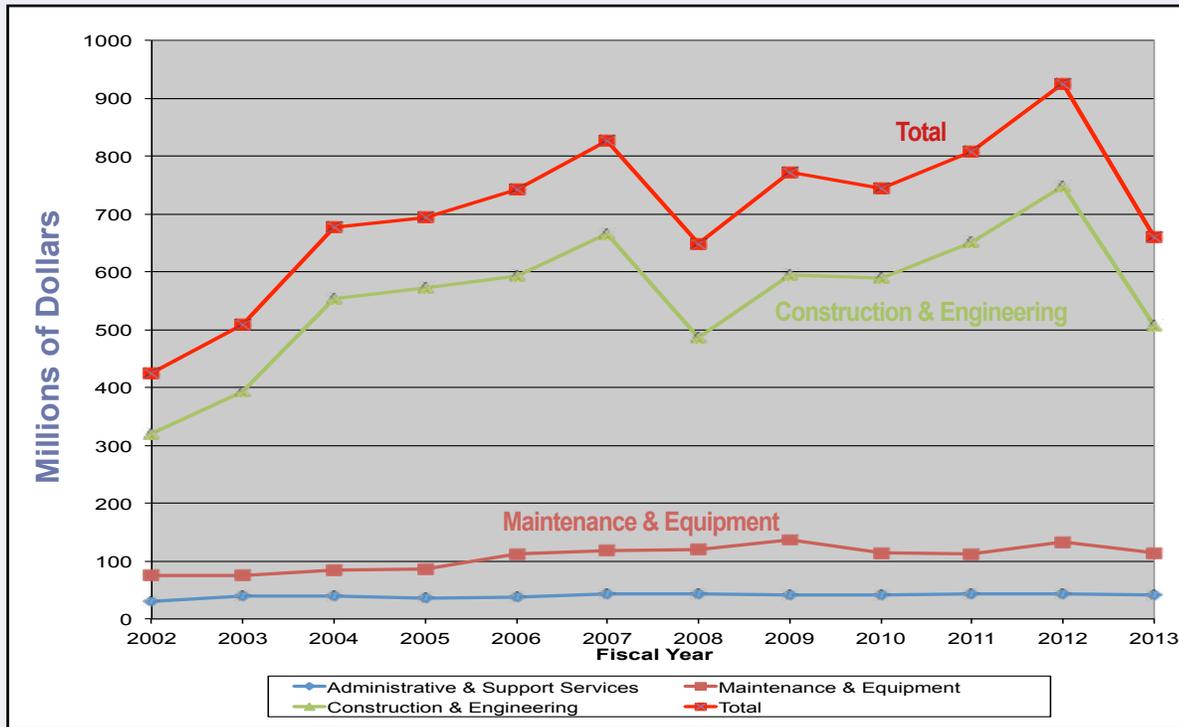
State Highway Fund Expenditures & Disbursements (in Millions)

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.7	108.0	81.1	89.0	772.4	1,052.2
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.3	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4
2013	4.2	85.5	76.5	79.8	661.0	906.9
2014	5.4	90.9	78.7	70.1	533.3	778.4

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

NDOT Expenditures By Activity

NDOT Expenditures by Activity

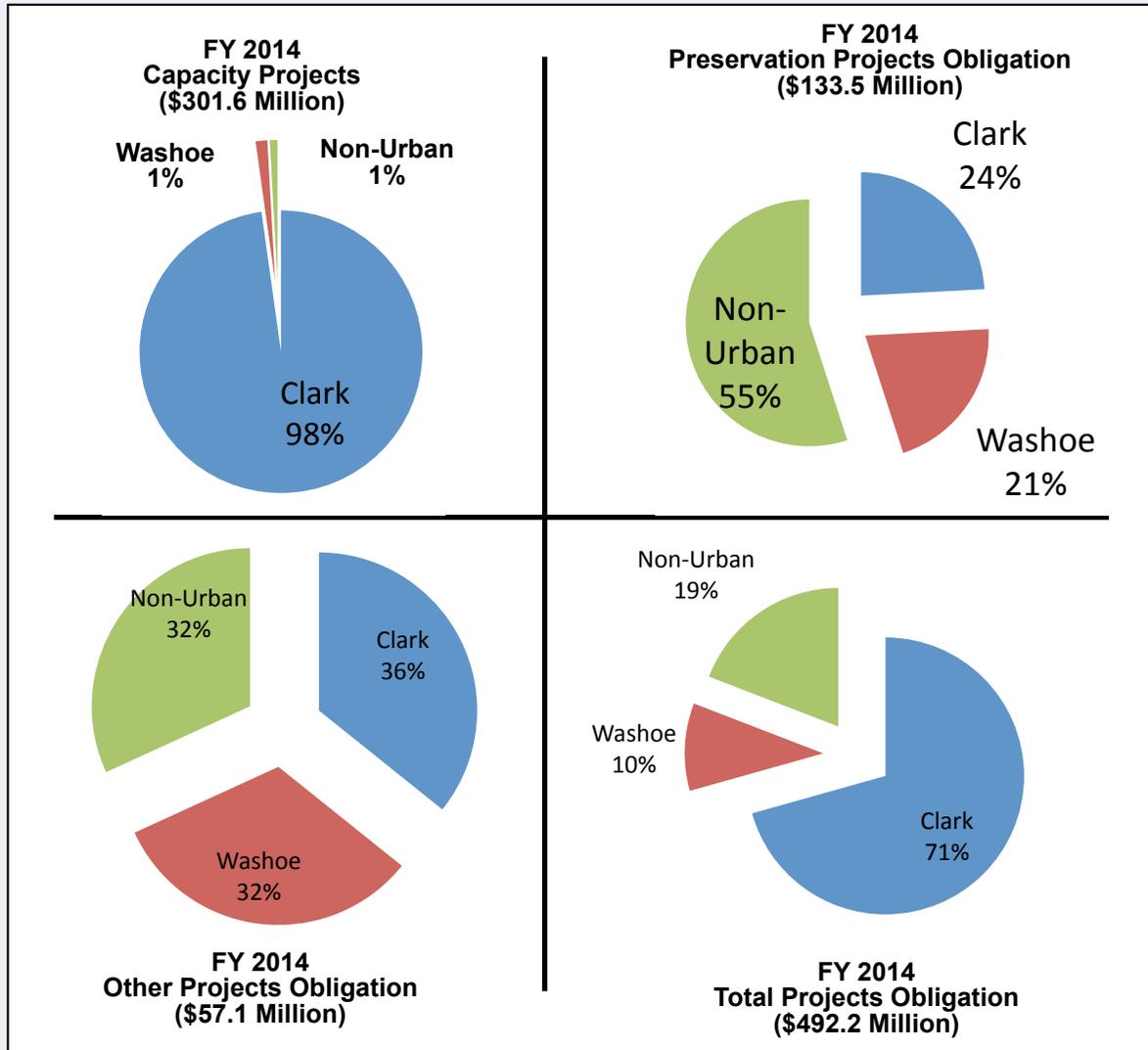


NDOT Expenditures (In Millions)

Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2003	40.1	74.5	393.6	508.2
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.1	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.3

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

Project Obligations In Urban And Rural Areas



FY 2014 Projects*

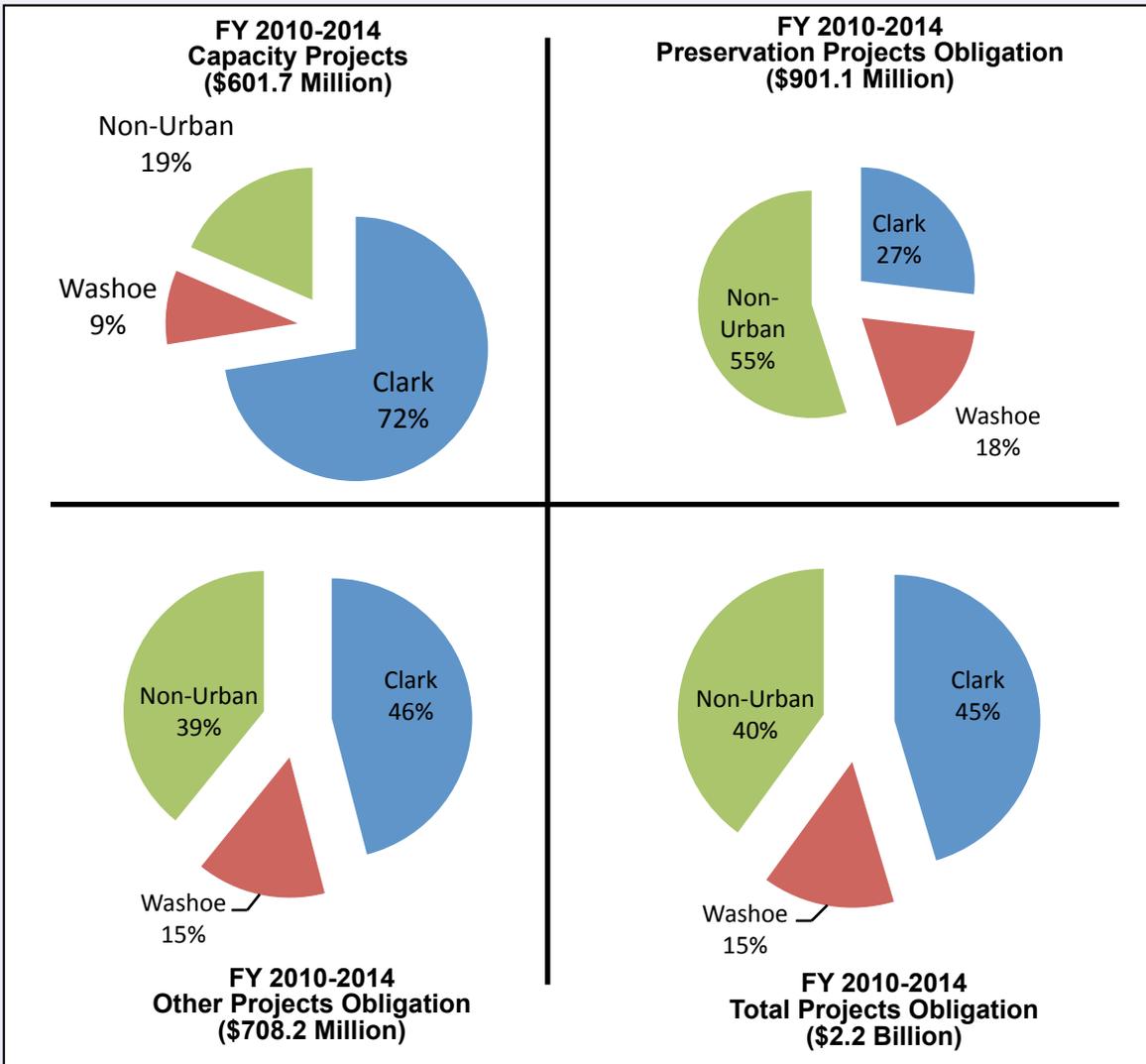
	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	\$249,944,736	\$32,257,903	\$20,435,438	\$347,638,077
WASHOE	\$3,997,972	\$27,823,707	\$18,512,889	\$50,334,568
NON-URBAN	\$2,638,561	\$73,371,156	\$18,192,456	\$94,202,172
TOTAL	\$301,581,269	\$133,140,783	\$57,140,783	\$492,174,817
PERCENT	61%	27%	12%	100%

*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.

Note: Methodology Changed from Planning numbers to Obligations based on actual available funding.

Project Obligations In Urban And Rural Areas



FY 10-14 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	\$436,015,317	\$242,032,401	\$325,510,263	\$1,003,557,981
WASHOE	\$54,507,789	\$163,614,472	\$105,317,999	\$323,440,260
NON-URBAN	\$111,218,946	\$495,432,111	\$277,354,426	\$884,005,482
TOTAL	\$601,742,052	\$901,078,983	\$708,182,688	\$2,211,003,723
PERCENT	27%	41%	32%	100%

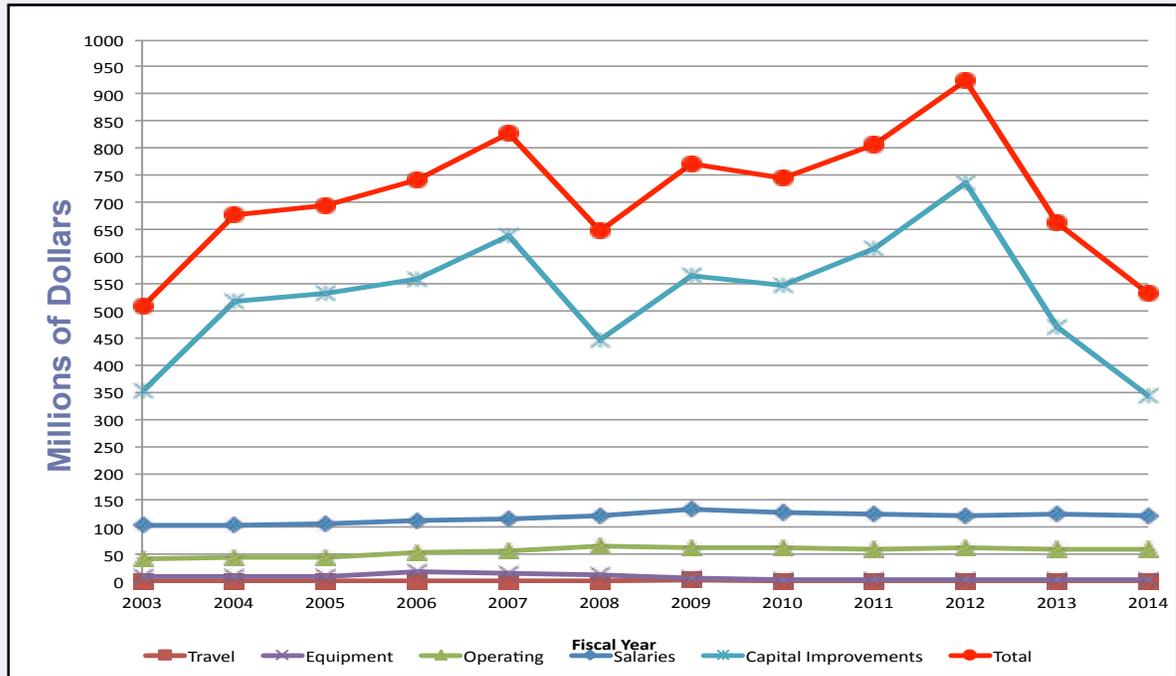
*Note: Does not include design, ROW, in-house projects or work by other agencies
Illustrative use only, based on Federal Fiscal Year

Note: Methodology Changed from Planning numbers to Obligations based on actual available funding.

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

NDOT Expenditures By Appropriation

NDOT Expenditures By Appropriation



NDOT Expenditures By Appropriation (in Millions)

Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3

Nevada Population Statistics

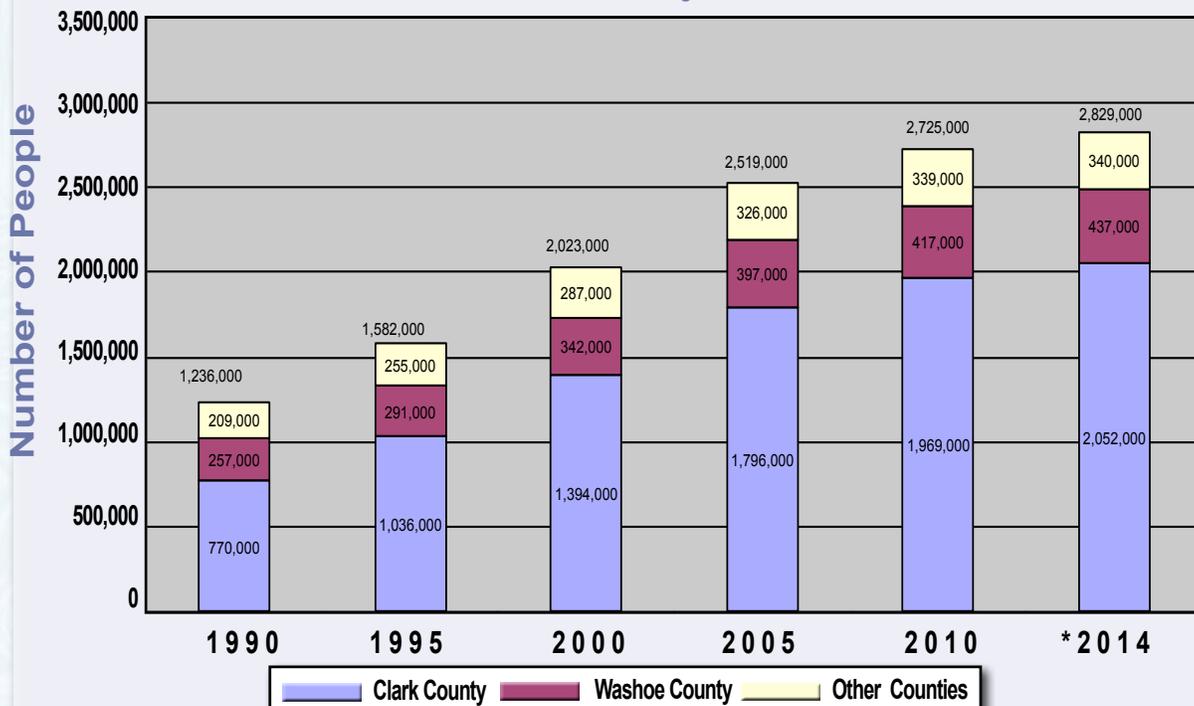
LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1995	1,081,646
	2014	1,820,893
Passenger Vehicles	1995	1,130,278
	2014	1,958,684

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

Population Of Major Areas Of Nevada

*2014 Projections



Transit

Without personal transportation, how would you get to work, the doctor or even the grocery store? Nevada's many public transit programs provide transportation that connects Nevada's citizens with the services they need. NDOT's transit program supports local transit providers by administering Federal Transit Administration grants. As administrators of these funds, NDOT is responsible for monitoring and ensuring that rural transit providers comply with federal guidelines. In 2013, NDOT distributed approximately \$8 million in funding throughout the state for vital transit programs.

The result? Each year over 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.

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.



*Calendar year January through December 2013.

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

FEDERAL TRANSIT ADMINISTRATION (FTA) TRANSIT RIDERSHIP BY COUNTY Statewide Small Urban and Rural Transportation 2013*

County	Total Riders**
White Pine	11,778
Washoe	9,469
Storey	0
Pershing	5,338
Nye	16,976
Mineral	8,530
Lyon	11,794
Lincoln	3,608
Lander	1,760
Humboldt	13,147
Eureka	1,926
Esmeralda	5,308
Elko	28,932
Douglas	708,000
Clark	647,351
Churchill	16,048
Carson City	3,439
Total	1,493,404

Bicycles & Pedestrians

Bicycle and Pedestrian Programs

Planning

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually works to make the mobility of non-motorized users more efficient, convenient and safe. The State's Bicycle and Pedestrian Planning Program produces the Statewide Bicycle Plan and Bicycle Touring Map, coordinates with partners on local and regional plans, identifies and prioritizes needs for facilities, and supports programs and projects which will increase the mode share and safety of bicyclists and pedestrians.

Nevada, with its unique geography and weather, offers bicyclists and pedestrians a variety of low traffic volume roadways and diverse terrains by which to travel making it a very popular cross-country touring destination. Bicyclists and pedestrians are permitted on all of Nevada's roadways except those areas which are specifically prohibited and marked by signage (e.g., urban freeways, etc.). For more information regarding bicycle and pedestrian programs in Nevada, visit www.bicyclenevada.com.

Education

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

Safe Routes to School

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

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





The Freight Planning Section develops strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. The planning process considers access to ports, rail, airports, intermodal transportation facilities, major freight distribution routes, and enhancement of the efficient movement problem areas, as

determined in cooperation with appropriate private sector involvement, including but not limited to, addressing interconnected transportation access and service needs of intermodal facilities. Nevada recognized the importance of freight planning many years ago in conducting one of the early statewide goods movement studies in the nation back in 2000. A freight assessment document was completed Dec. 2013 to establish the basis for preparing a complete statewide freight plan in compliance with the federal Moving Forward in the 21st Century (MAP-21) legislation, the federal policy and funding bill for FY2013/2014. The Nevada State Freight Plan must provide the state with a competitive advantage that will result in a growing and diversifying economy. The Plan will also be the framework for creating the freight transportation infrastructure necessary for economic growth and diversification. Through the creation of integrated and seamless multimodal freight infrastructure, Nevada can develop the competitive advantage necessary to transform its role and function in the global and North American trade network; with the infrastructure providing the foundation needed to initiate this next stage of economic development in Nevada. Diversifying Nevada's economy remains a key theme for economic development in the state, and taking advantage of Nevada's modal transportation assets is a part of the state's strategic plan for supporting economic development and by providing a better transportation system.

Nevada's Transportation Networks

The role and function of hubs in the global network serves as the connection or junction points of the trade corridors that traverse the world, reaching to even the most remote and distant destinations. Hubs vary in size and include giant global hubs where the sea and air networks connect, and include rail and roadway junctions such as Los Angeles, New York, or San Francisco. At the other end of the scale is the local hub that only serves the immediate needs of the local economy. In between are transcontinental hubs and regional distribution hubs. Nevada's primary transportation corridors are located in the northern (I-80) and southern (I-15) part of the state and serve as a vital links to connect different transportation systems with each other.

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

Continued on next page

Freight

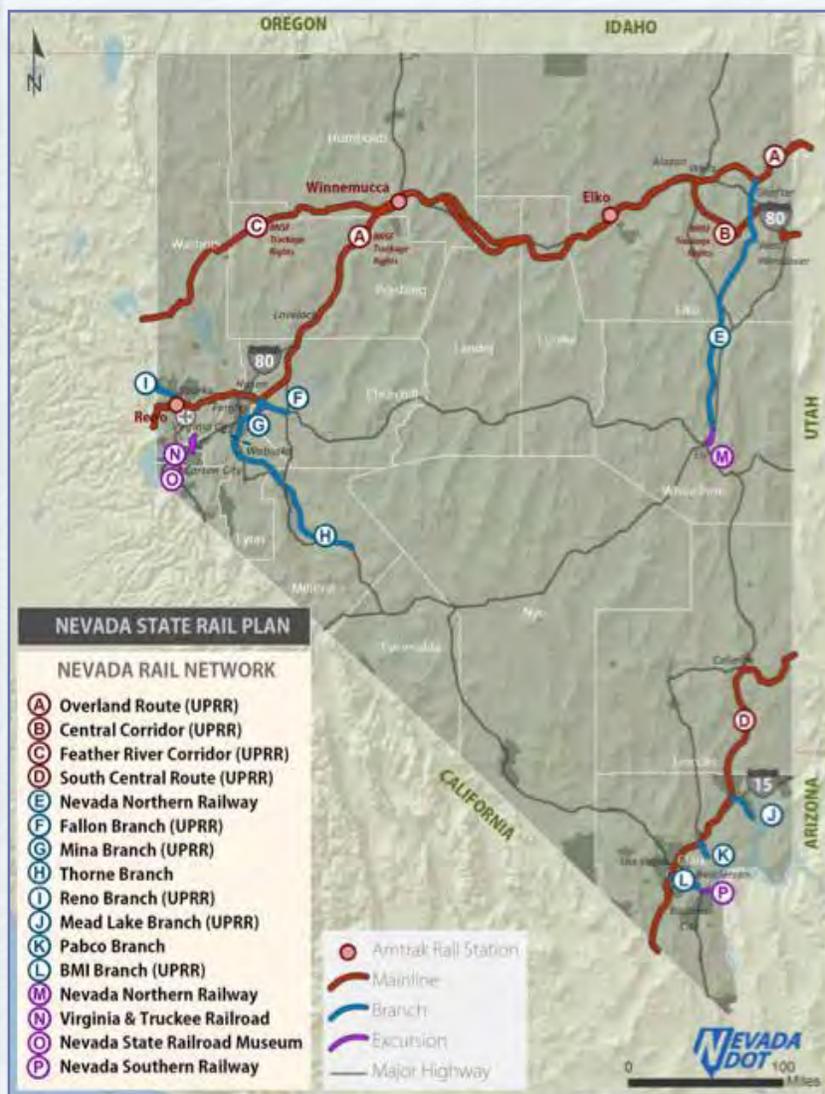
I-15 and I-80 Truck Parking Facilities

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

Nevada needs real-time Information Technology Systems (ITS) that will help truckers plan their routes more effectively to maximize their personal security. The key benefits of ITS for truck parking provides availability of parking before a driver reaches hours-of-service limit with safe facilities pertaining to the new Jason's Law. We are committed to keeping parked drivers safely away from moving traffic and secure from harm.



Railroads



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

Freight Rail

Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single – and 62 miles of double-track). BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada. Combined, these two

railroads hauled about 190 million net tons of freight through Nevada in 2009; of the total, Nevada is primarily (96%) a pass-through state for shipments traveling to and from the ports in California.

Amtrak

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

At the end of FY13, Amtrak employed 23 Nevada residents. Total wages of Amtrak employees living in Nevada were \$1,903,486 during FY13. Amtrak spent \$303,719 on goods and services in Nevada in FY12.

Continued on next page

Railroads

Passenger Services from southern Nevada to southern California

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

Excursion Railroads

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

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

Source: 2012 Nevada State Rail Plan

2012 Nevada State Rail Plan

In the early spring of 2012 the 2012 Nevada State Rail Plan was completed and accepted by the Federal Railroad Administration (FRA). The plan can be found on the Nevada Department of Transportation's website at http://http://nevadadot.com/about_ndot/ndot_divisions/planning/nvrail/rail.aspx

Fiscal Year 2013 Station Usage in Nevada

City	Boardings & Alightings
Elko	9,657
Reno	78,827
Winnemucca	4,481
Total	92,965 (up 14.6% from FY 2012)

Source: <http://www.amtrak.com/pdf/factsheets/NEVADA13.pdf>

2014 NEVADA TRANSPORTATION FACTS AND FIGURES

Nevada Aviation



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

Nevada's public-use airports include two international facilities, three commercial airports and 44 general aviation airports.

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

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

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

In 2014 Nevada had 30 Airport Improvement Program (AIP) grants from the FAA totaling \$47,243,267.

Type	Name	Location	Number	2013 Enplanements	2013 Tower Operations
International	McCarran International	Las Vegas	1	19,946,179	520,386
	Reno-Tahoe International	Reno	1	1,671,926	75,650
				21,618,105	596,036
Commercial	Elko Regional	Elko	1	19,510	19,635
	North Las Vegas	No. Las Vegas	1	40,111	89,322
				59,621	108,957
General Aviation	Public-Use Airports		44		
Totals			48	21,677,726	704,993
Based Aircraft			1,484		



I-80 Carlin Tunnels



SR 207 Kingsbury Grade



Las Vegas



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