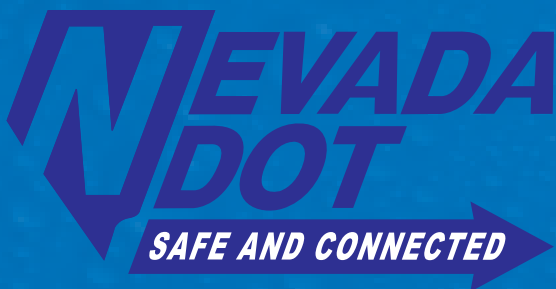


STATE OF NEVADA TRANSPORTATION 2017 FACTS AND FIGURES



Rudy Malfabon, P.E., Director



Brian Sandoval, Governor

O R E G O N

I D A H O

C A L I F O R N I A

U T A H



STATE MAINTAINED
HIGHWAY SYSTEM

NEVADA

2013

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION

- NATIONAL HIGHWAY SYSTEM
- SURFACE TRANSPORTATION PROGRAM

State of Nevada Transportation Facts and Figures 2017



**Governor
Brian Sandoval**

**Director
Rudy Malfabon, P.E.**

Prepared By: Performance Analysis Division

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

www.nevadadot.com

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Nevada Travel Info

Road Construction & Winter Road Condition Information

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

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

Other Frequently Called Numbers

Public Information	
Carson City.....	(775) 888-7777
Las Vegas	(702) 385-6509
Customer Service.....	(775) 888-7000
Director’s Office.....	(775) 888-7440
Construction Plans and Specifications	(775) 888-7070
Contract Bidding Results	(775) 888-7070
Overdimensional Vehicle Permits.....	(775) 888-7410
or	1-800-552-2127
Maps.....	(775) 888-7627
Facsimile	(775) 888-7115
ADA Technical Advisor/Standards and Manuals.....	(775) 888-7598

Websites

NDOT online.....	www.nevadadot.com
NDOT E-mail	info@dot.nv.gov
Road Conditions.....	www.nvroads.com



@nevadadot



Nevada Department
of Transportation



NV DOT

Fast. Forward.



In 2017, we were honored to celebrate 100 years of Nevada's state transportation department. While looking back on our proud transportation history, we're moving fast forward into Nevada's transportation future of continued development.

We at the Nevada Department of Transportation support development with new transportation connections for our growing state. In Las Vegas, our Project Neon is the largest transportation public works project in state history and will make for a safer, smoother and more connected commute on I-15 near downtown Las Vegas. In northern Nevada, we've opened the USA Parkway and Carson City Freeway extensions. The 15-plus miles of new state road further connect the region; supporting economic development and providing a vital connection for the more than 80,000 vehicles projected to drive these roadways each and every day in coming decades.

While opening new roadway connections, we're also planning roads to the future. NDOT's new One Nevada Plan is Nevada's long-range statewide transportation plan; a collaborative and adaptable plan guiding transportation projects and programs for future decades.

We will be further guided by Decision Lens, a new software tool providing structured decision making to prioritize capital improvements, from new highways and interchanges to projects preserving the safety and condition of our existing highways.

Nevada's freight plan is defining specific improvements to enhance the economy, efficiency and safety of all Nevada freight. Nearly \$60 million in freight improvements will be developed and constructed in coming years.

We're also employing newer technology and platforms to keep Nevadans connected. More real-time traffic information is available to Nevada drivers through our new data-sharing partnership with Waze. Meanwhile, Nevada rural roads will be safer thanks to upcoming advances in our partnered shared radio network enhancing emergency response and other public service dispatches across the state.

With a vision toward the future, we remain dedicated to keeping today's Nevada travelers safe and connected. When record-breaking winter precipitation swept across Nevada in early 2017, we stood ready to keep roads clear. Case in point: NDOT's approximately 150 permanent roadway maintenance staff in northwestern Nevada dedicated 31,000 man hours in just two months -that's equivalent to a full three and a half years of time- to keeping winter roads clear. Thankfully, by adding NDOT staff to the state's "Move Over" traffic law in 2017, lawmakers are further protecting us while we protect and clear Nevada roads.

Stormwater stewardship is an essential element of all NDOT operations. The NDOT Stormwater Division is utilizing innovative technology including drones, and a newly-developed GIS mapping system to inventory, maintain and update over 60,000 roadside drainage facilities. We are also implementing real-time water quality monitoring projects in northern and southern Nevada, and continue to conduct outreach efforts with the public and stakeholders to educate, and promote the importance of preserving Nevada's water quality today and for future generations.

Looking back on our first century of Nevada transportation history, we're proud of where we've been. But we're perhaps even prouder of where Nevada transportation innovation and dedication will take us in the future.

Rudy Malfabon, P.E., Director

Our Vision

To be a leader and partner in delivering effective transportation solutions for a safe and connected Nevada.

Our Mission

Provide, operate, and preserve a transportation system that enhances safety, quality of life and economic development through innovation, environmental stewardship and a dedicated workforce.

Our Core Values

- Respect – Treat others with dignity and value their contributions
- Integrity – Do the right thing
- Accountability – Take pride in our work and be accountable for our actions.
- Communication – Communicate with transparency and responsiveness both internally and externally
- Teamwork – Foster collaborative and effective partnerships both internally and externally
- Flexibility – Be responsive to changing conditions and open to new ideas

Our Goals

- Safety first
- Cultivate environmental stewardship
- Efficiently operate and maintain the transportation system in Nevada
- Promote internal and external customer service
- Enhance organizational and workforce development

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 **2017** ending June 30, **2017**. 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

Nevada Population



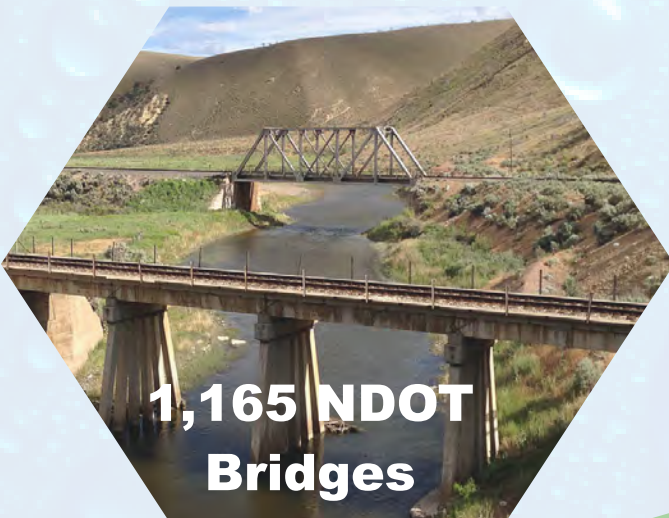
Truck Miles Traveled
1.7 Billion Miles (2016 Data)



Vehicle Miles Traveled
28.2 Billion Miles (2016 Data)

Miles of Rural Hwy - 4,419 (2016 Data)

Miles of Urban Hwy - 715 (2016 Data)



Lane Miles NDOT & Local
13,083 NDOT / 70,862 Local



Centerline Miles NDOT & Local
5,421 NDOT / 37,161 Local

44
NDOT
Staffed
Maintenance Stations

1,827
Total
NDOT
Employees

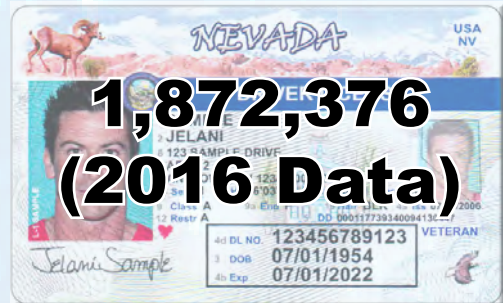
339,190 Sq Ft
NDOT
Owned
Office Space

NDOT Heavy Equipment
1,926 Pieces



NDOT Vehicles
674 Vehicles

NV Licensed Drivers



Drivers License FEES
\$26.6 Million



NV Registered Passenger Vehicles
2,147,216

Vehicle Registration Fees
\$116.1 Million

FUEL TAX RATES



State Gasoline Tax Rate Per Gallon 17.650¢

Petroleum Clean-up Fee Per Gallon .75¢



Inspection Fee For Imported Gas Per Gallon .055¢

County Mandatory Gas Tax

6.35¢ per gallon

0¢ to 9¢ County Option Gas Tax

Varies by County

Federal Gasoline Tax Rate

18.4¢ per gallon

State Diesel Tax Rate

27.75¢ per gallon

Federal Diesel Tax Rate

24.4¢ per gallon

State Propane (LPG) Tax Rate

22¢ per gallon

Federal Propane (LPG) Tax Rate

18.3¢ per gallon

State Methane (CNG) Tax Rate

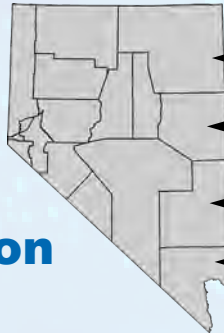
21¢ per gallon

Federal Methane (CNG) Tax Rate

18.3¢ per gallon

STATE HIGHWAY FUND REVENUE AND EXPENDITURES (2017 DATA)

State Gasoline Tax Revenue
\$205.7 Million



County Mandatory Gas Tax Revenue

\$74.0 Million

.0¢ to 9¢ County Option Gas Tax Revenue

\$104.9 Million



Motor Carrier Fees
\$41.4 Million

Washoe County Inflation Index On Gasoline

\$48.8 Million

Washoe County Inflation Index On Special fuel

\$14.8 Million

Clark County Inflation Index On Gasoline

\$80.6 Million

Clark County Inflation Index On Special fuel

\$12.4 Million



Federal Aid Revenue
\$368.6 Million



State Special Fuel Tax Revenue
\$88.3 Million



Bonds & Other Revenue
\$372.7 Million



State Highway Fund Revenue
\$1.258 Billion

TOTAL

State Highway Fund Expenditures
\$1.254 v Billion

Transportation Board of Directors



Chairman
Brian Sandoval
Governor



Mark Hutchison
Lieutenant Governor



Ron Knecht
State Controller



Tom Skancke
District 1



Frank Martin
District 1



Len Savage
District 2



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



Rudy Malfabon, P.E.
Director



Bill Hoffman, P.E.
Deputy Director



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



David Gaskin, P.E.
Deputy Director, Stormwater



Reid Kaiser, P.E.
Assistant Director Operations



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



Robert Nellis, CPM
Assistant Director Administration



Sondra Rosenberg, PTP,
Assistant Director Planning

District 1

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

Major Maintenance Station

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

District 2

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

District 3

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

Major Maintenance Station

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

Major Maintenance Station

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

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 21.



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

2017 APWA Nevada Chapter Project of the Year Award Carson City Maintenance Yard Less than \$5 Million, Environmental Category

The American Public Works Association has awarded NDOT with the Spring 2017 APWA Project of the Year Award for drainage and other environmental improvements to the Carson City Maintenance Yard. The maintenance yard was regraded & installed with new concrete valley gutters and new asphalt swales allowing for surface flow to enter a newly designed hydraulic system. A new maintenance wash station was installed and includes a high-pressure truck wash facility that cleans the maintenance vehicles after daily operations. The wash station and the maintenance yard are designed to capture and treat all water runoff from the vehicles, and on-site runoff from contaminating nearby water sources.



2017 Nevada Strategic Highway Safety Plan Awards Kim Edwards, Randy Hesterlee and Timothy G. Rowe

Each year, the Nevada SHSP awards recognize individuals and organizations who have made significant contributions over the last year to Transportation safety in Nevada. The program recognizes accomplishments in the public and private sector by individuals, state and local governments, federal agencies, businesses and non-profit organizations that promote traffic safety. This year, NDOT's Kim Edwards won the

“Data Award,” Randy Hesterlee won the Motorcycles CEA Award and Tim Rowe, who sadly passed away earlier this year, won the Lifetime Achievement in Traffic Safety Award.



City of Elko Annual Mayor's Arts Awards Service to the Arts Award

NDOT was awarded the Service to the Arts Award for the landscape and aesthetics improvements completed during the Elko Urban Development project. In partnership with the City of Elko, NDOT landscaped and installed several art pieces along Mountain City Highway and Idaho Street. NDOT Landscape Architect John L'Etoile researched Elko's history, culture and significant events that have taken place throughout Elko's history and incorporated these elements into the designs. Additionally, poems told during Elko's National Cowboy Poetry Gathering are inscribed into sidewalks. Elko Mayor Chris Johnson said the installation of these elements has transformed the look and feel of these two major roadways and helps lead motorists from Interstate 80 into the downtown heart of Elko.



Lake Tahoe South Shore Chamber of Commerce Outstanding Achievement Award U.S. 50 Cave Rock Tunnel Extension Project

The Lake Tahoe Chamber of Commerce (Tahoe Chamber) awarded NDOT and Q and D Construction with Outstanding Achievement Awards for the successful and timely completion of the U.S. 50 Cave Rock tunnel extension project. The project extended the westbound tunnel by adding a 60-foot long, 27-foot tall structure that improves safety by catching rock fall before it reaches the roadway. The project also improved lighting and added new radar-

activated overhead signs to notify drivers of bicyclists and potentially icy conditions in the tunnels and included stormwater quality enhancements. Chamber CEO Steve Teshara praised NDOT and Q and D for the planning and execution of traffic management that he says was as important as the planning, design and construction of the project.

University of Nevada, Las Vegas The Vulnerable Road Users Project Engineering Award—PD Kiser Leadership Award—Tracy Larkin-Thomason

Each year the University of Nevada, Las Vegas’ Vulnerable Road Users Project recognizes the “Best of the Best for Vulnerable Road User Safety.” This year NDOT’s PD Kiser was honored in the Engineering category for his dedication to enhancing safety for all road users, and specifically for his pedestrian safety efforts throughout the state. Tracy Larkin-Thomason was given the Leadership Award for her dedicated leadership of transportation safety and her unwavering support of all those working in traffic safety in Nevada.



The American Road and Transportation Builders Association Nation’s Bridge Rankings

The American Road and Transportation Builders Association’s (ARTBA) ranked Nevada’s bridges No. 1 in the country for the fourth consecutive year in 2017. ARTBA’s analysis of bridges across the nation shows that only 1.6 percent of Nevada’s approximately 2,000 public bridges are considered structurally deficient. Most of Nevada’s bridges are inspected by NDOT every two years; those in worse condition are checked more frequently. The bridge inspection and rehabilitation program has contributed. NDOT spent about \$17 million in fiscal years 2015 and 2016 on bridge preservation.

NDOT Expedites Travel Times with USA Parkway Extension

In August 2017, access from both ends of the USA Parkway opened, allowing drivers to travel the 18-plus-mile roadway extension between I-80 west of Fernley and U.S. 50 near Silver Springs.

The new roadway extends the previous six-mile-long USA Parkway by more than 12 miles to reach U.S. 50 at Silver Springs, creating an approximately 18-mile-long, four-lane state roadway between Interstate 80 and U.S. 50. Known as State Route 439, the new roadway will further link the greater Reno/Sparks area with the U.S. 50 corridor, enhancing regional mobility and creating an additional route for commuter, freight and other traffic. The road will also help support regional economic development and serve as another route in the event of emergency or weather-related road closures.

The parkway is projected to reduce travel times by as much as 38% for those traveling between U.S. 50 and I-80.

The \$75.9 million project by design-build contractor Ames Construction to extend the parkway began in June 2016. Originally scheduled to complete in December of 2017, the project wrapped up three months ahead of design schedules.



Interstate 11 Arrives in Southern Nevada



A 2.5-mile section of Interstate 11 opened in Henderson, Nev. in August 2017, making it the first official leg of the highly anticipated interstate that will ultimately link Las Vegas to Phoenix.

Phoenix and Las Vegas are the only two major metropolitan regions in the country that are not linked by an interstate. NDOT and the Regional Transportation Commission of Southern Nevada began work to change that decades ago.

NDOT's portion of the project cost about \$83 million and stretches between the U.S. Highway 95

interchange and the Railroad Pass Casino interchange. While the southbound lanes were the first to open, the northbound lanes are expected to be completed in December 2017.

NDOT Reaches the Centennial Bowl

In July 2017, NDOT, in coordination with the Federal Highway Administration, Regional Transportation Commission of Southern Nevada, City of Las Vegas, and Clark County, celebrated the opening of the \$47 million U.S. 95 / 215 Beltway interchange, or “Centennial Bowl,” in northwest Las Vegas.



The project built north and southbound U.S. 95 connection ramps to the east and westbound Beltway, respectively, while also adding a southbound collector distributor road. Other enhancements entailed a 2,500-foot-long flyover – roughly seven football fields laid end-to-end – linking westbound 215 with southbound U.S. 95.

The improvements created 607 direct, indirect, and induced jobs. The project finished on time and within budget. Construction was underwritten through a combination of funds, including monies from the Federal Highway Administration (\$19.5 million), State of Nevada (\$6.4 million), Fuel Revenue Indexing (\$6.4 million), and the Clark County Regional Flood Control District (\$14.4 million).

Project Neon Lights Up Las Vegas

NDOT celebrated one-year of construction on Project Neon – a nearly \$ 1 billion, 3.7-mile-long expansion of Interstate 15 between the “Spaghetti Bowl” interchange and Sahara Avenue in downtown Las Vegas in July 2017. Project Neon is the state of Nevada’s largest and most expensive public works project ever undertaken during its 152-year history.

Project Neon will improve the busiest stretch of highway in Nevada with 300,000 vehicles daily, or one-tenth of the state population, seeing 25,000 lane changes per hour. Traffic through the corridor is expected to double by 2035. Kiewit Infrastructure West Co. is the general contractor under a \$559.4 million design-build contract, with Atkins North America as lead designer. The project remains on schedule and within budget.



The centerpiece of Project Neon is an 81-foot-tall, 2,606-foot-long High Occupancy Vehicle (HOV) flyover bridge from southbound U.S. 95 to southbound I-15 that also accommodates northbound carpool traffic. The project additionally converts the two existing I-15 express lanes into a general purpose and HOV lane, thereby creating 22 consecutive miles of carpool lanes between I-15 and U.S. 95. The HOV lanes will allow carpoolers and rapid transit downtown Las Vegas access with the Neon Gateway interchange between Charleston Boulevard and Oakey Avenue.

The project also creates a full diamond interchange at Charleston Boulevard for easier access to downtown, the Medical District and Symphony Park, and several “ramp braids” will reduce merge and weave traffic on Interstate 15. And there will also be aesthetic and landscape upgrades, dynamic message signs and improved drainage, among other things.



Last Leg of Carson Freeway Up and Running

The Nevada Department of Transportation opened the last leg of the Interstate 580 Carson City Freeway to traffic in August 2017.

Prior to construction of I-580, Nevada was one of only a few states without an interstate connecting to the capital city. The new segment of freeway marks completion of I-580 linking Reno and Carson City. Since breaking ground in 2000, construction of the approximately nine-mile I-580 Carson City Freeway

has been phased to best utilize available funding. More than \$200 million in federal, state and local transportation funds dedicated to construct the freeway between Lakeview Hill in north Carson City and the U.S. 50 junction in the southern part of the city. In December 2015, the freeway was officially dedicated as the Carson City Deputy Sheriff Carl Howell Memorial Freeway.

Aimed at increasing traffic mobility and safety with an interstate bypass to help remove through-traffic congestion from downtown Carson City, an estimated 43,000 vehicles daily are projected to use the new southern section of freeway by 2035.

Pahrump Celebrates its First Roundabouts

NDOT delivered the community of Pahrump its first roundabouts in 2017 with hopes of reducing fatalities and serious injury crash at the intersections of State Route 372 and Pahrump Valley Road and Blagg Road.



AFTER THE FLOODS

Through the early months of 2017, multiple “atmospheric river” storms brought record-shattering precipitation to northern Nevada. As torrential waters sliced across the desert and across state highways, NDOT was prepared.



Crews stationed across the Truckee Meadows pulled logs and debris from the Truckee River, helping prevent bridge damage and flooding. Of the dozens of state roads impacted by flooding, many were safely reopened in less than a day. Others received more significant damage. On the southern end of Pyramid Lake, State Route 446 sustained the greatest damage, with floodwaters carving nearly 50-foot ravines through the roadway. Approximately 100,000 cubic yards of rock and earth was used to fill flood-related erosion before the road was reopened.

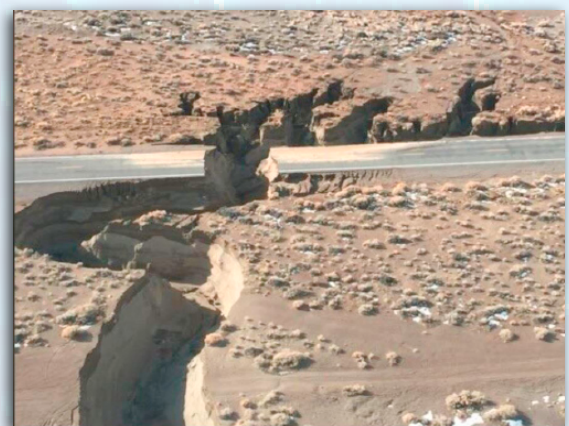


On Kingsbury Grade connecting Lake Tahoe and the Carson Valley, NDOT contractors excavated approximately 150 feet across and 50 feet below the road surface to completely remove and replace an eroded drainage pipe and then rebuild and repave the roadway, all between snowstorms.

When record precipitation dislodged bus-sized boulders from a roadside shoulder onto U.S. 50 at Lake Tahoe, NDOT quickly placed lane closures and safety barriers and began designs to stabilize the weather-torn slope. Storm-related potholes and erosion damage were quickly repaired on other state roadways.

Professional underwater bridge inspectors dove into frigid waters to inspect nearly 40 roadway bridges in flood-impacted areas of the greater Truckee Meadows, finding no imminent flood-related safety concerns.

Storms also raged east of the Truckee Meadows. With melting snowpack projected to fill Lahontan Reservoir three times over, NDOT cut additional drainages underneath U.S. 95 and U.S. 50 helping reservoir waters more safely drain to natural land basins and minimize the threat of flooding the residences and businesses of Fallon. A dam failure in rural Elko County eroded 20-foot deep caverns through State Route 233. Approximately 30,000 cubic yards of material was used to fill the erosion, new drainage culverts installed and the roadway repaved.

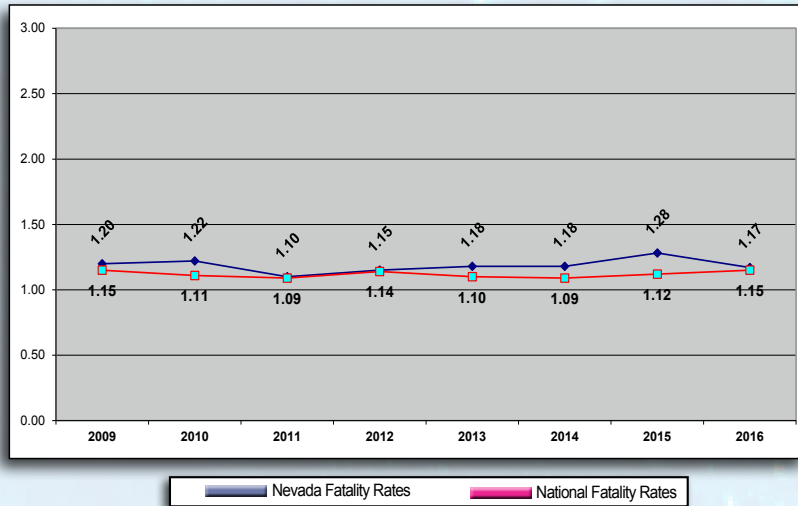


Even amid the roadway repairs, the snow and rain continued, as did NDOT's dedication to keeping roads clear and safe. As one example, NDOT's approximately 150 permanent roadway maintenance staff in northwestern Nevada dedicated 31,000 man hours in January and February 2017 alone -equivalent to three and a half years of time- to keeping winter roads clear.



Fatality Rates

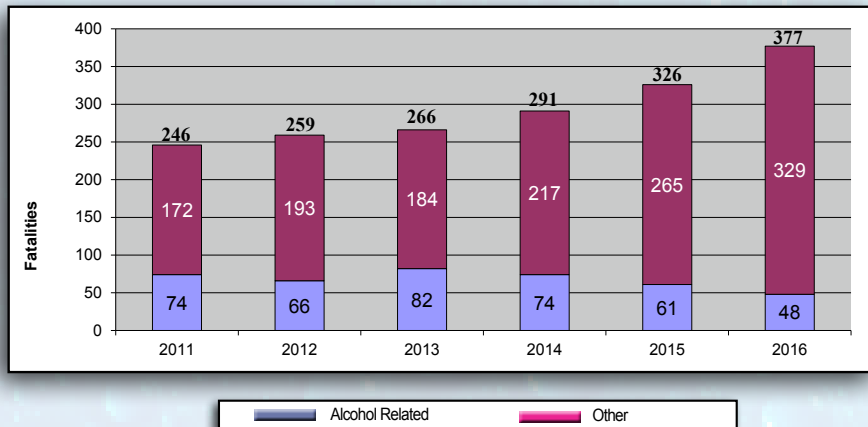
Fatality Rates Per 100 Million Vehicle Miles of Travel



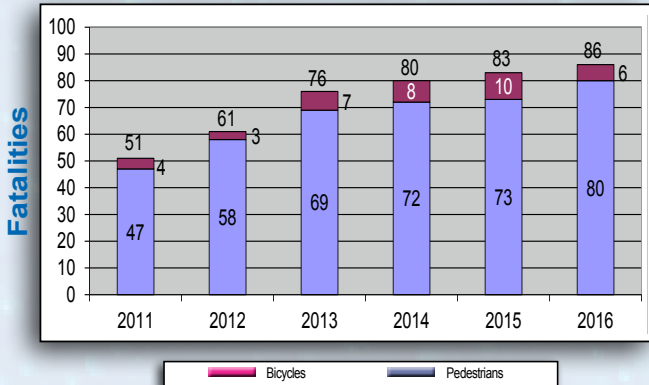
Fatalities By Cause

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

Fatalities

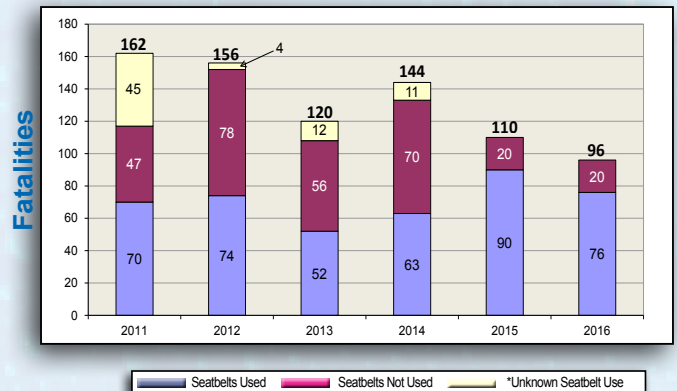


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



*Discontinued for Year 2015

2015 – 2018

I-11 Phase 1 from Foothills Drive grade separation to Silverline Road north of US 95: Construct 2.5 mile, four-lane concrete interstate freeway. \$83 million construction bid, 80% complete, project completion Jan 2018.



I-11 Phase 2 from Silverline Road north of US 95 to the Nevada Interchange: Construct 12.5 mile, four-lane interstate freeway, - \$225M construction bid, 85% complete. Project completion Oct 2018.

US 95 Northwest Phase 3A: Construct the US95 North to CC215 East and CC 215 West to US95 South ramps and collector roads for the CC-215/US-95 system to system interchange; \$47 M Construction began in August 2015 and was completed in September 2017.



2016

Tropicana pedestrian bridge escalators replacement:

Remove and replace sixteen escalators, design and construct structural and aesthetic improvements for four bridges and eight elevators. CMAR project delivery. \$35 M estimate (Construction is 50% as of August 2017)

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

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

SR 160 Phase 1: construction from SR-159 (Red Rock Junction) to base of the mountains, approximately 5.5 miles; Widen from 2 to 4 lanes; \$16.5 M estimate

I-80 near Verdi CMAR, GMP #1; \$2.55 M bid for construction. Construction began in late 2015 and was completed in early 2016.

FLAP SR28 from US50 to Country Club Drive: GMP# 1: construct shared use path and water quality improvements; \$4 M estimate



2016- 2018

Project NEON Design-Build: Project Neon extends 3.7 miles along I-15 from Sahara to the US95/I-15 Interchange; Began construction in FY16; \$964.8 M estimate; \$211.6 M expended in FY 2017

2016- 2017

USA Parkway (SR 439) Design-Build: construct and extend current roadway from US 50 to I 80; \$90.1M estimate; \$71.6M expended in FY 2017



2017

I-15 / US-93 Garnet Design-Build: interchange improvements, widening US93 and safety improvements; 65.5M estimate

I-15 Starr Avenue Interchange: construct a new interchange at Starr Avenue; \$33.7 M construction bid.

FLAP SR28 from US50 to Country Club Drive: GMP#2: construct shared use path and water quality improvements; \$36 M estimate

US 95 Northwest Phase 3C: Construct the US95 North to CC215 West; US95 South to CC215 East and CC 215 East to US95 South ramps for the CC-215/US-95 system to system interchange; \$55 M. Construction is anticipated to begin in Spring 2017 and be complete by Late 2019.

2018

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

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

US95 Phase 2B/S from Durango Drive to Kyle Canyon Road: widen US95, construct HOV ramps at Elkhorn Road, expand Park & Ride facilities, new interchange at Kyle Canyon Road; \$85 M estimate. Construction expected to begin in early 2018 and end in mid-2020.

2019

I-15 North Phase 4: CC-215/I-15 new system to system interchange; \$124 M estimate



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

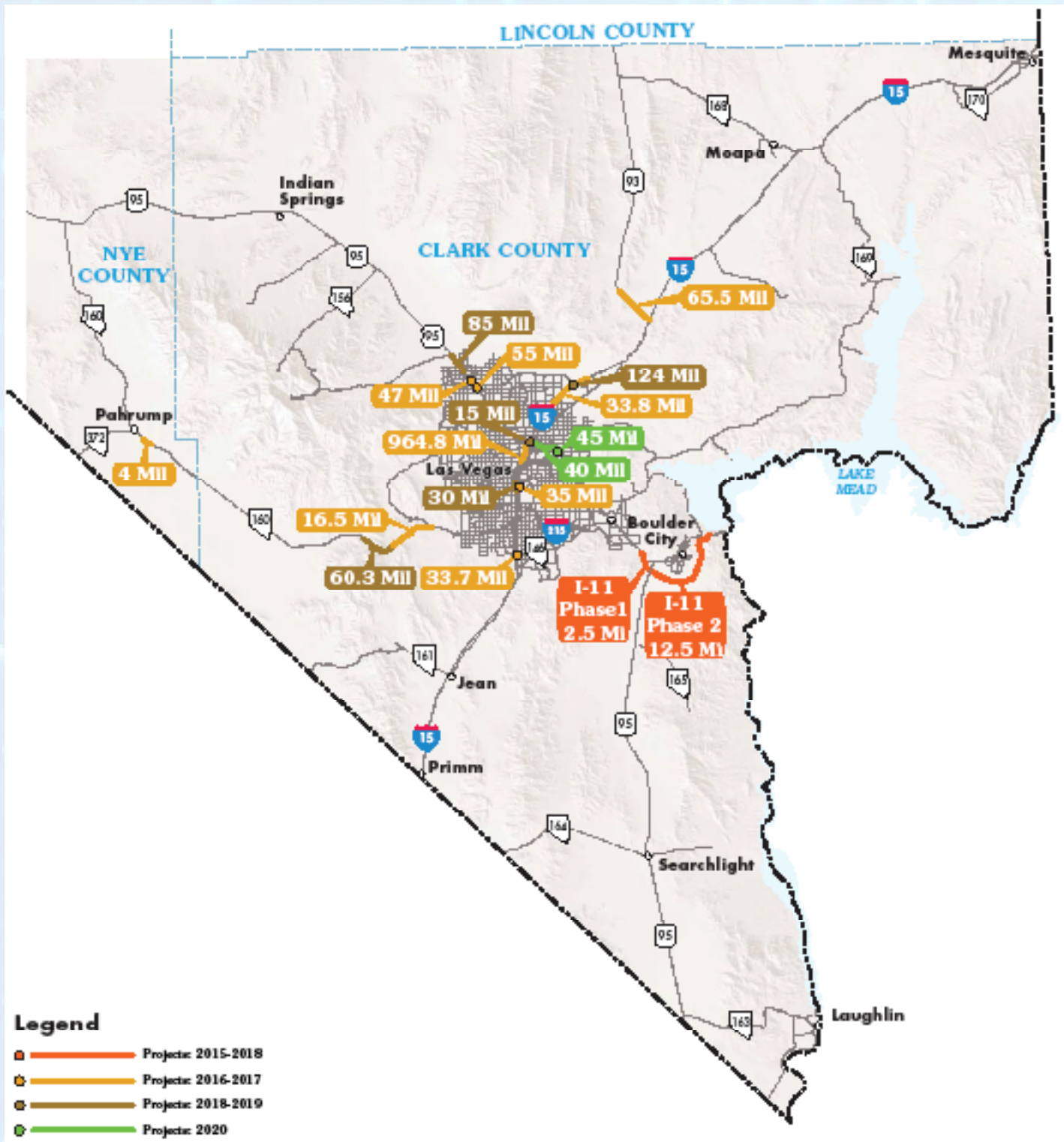
I-515 at Las Vegas Downtown Viaduct: bridge deck rehabilitation; \$26 M estimate

City Parkway Southbound Ramp: construct new exit ramp from existing SB US 95/MLK to NB I-15 ramp to City Parkway; \$15 M estimate

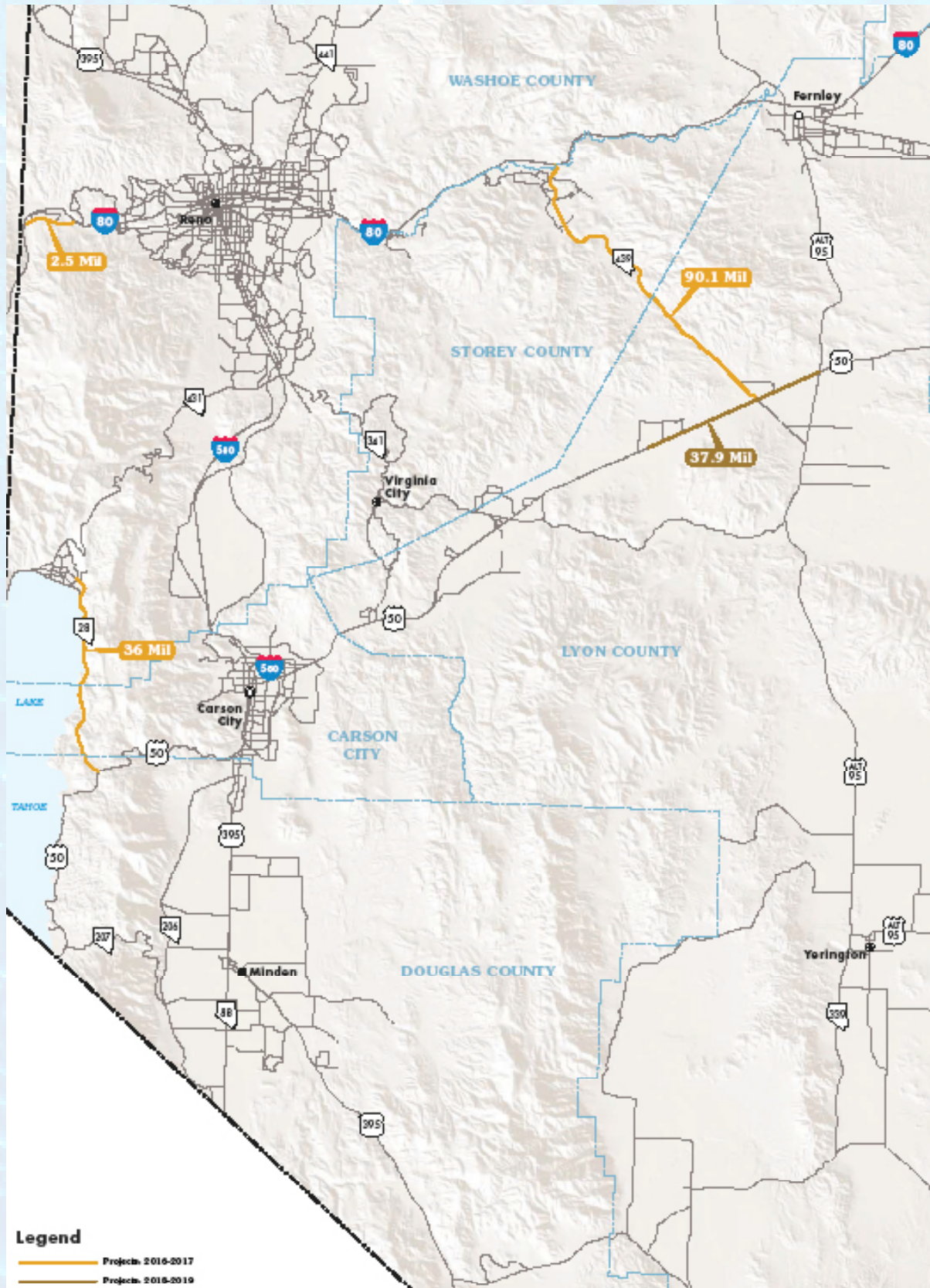
2020

I-515 Southbound Lane Drop Elimination/ I-515 Viaduct Deck & Seismic Rehabilitation CMAR: extend three lanes southbound on I-515 through Spaghetti Bowl, stripe additional lane southbound from I-15 to Eastern Avenue, combine with viaduct rehabilitation projects; \$40 M estimate

I-515/ Charleston Boulevard Interchange CMAR: reconstruct and improve TDI at Charleston Boulevard, add auxiliary lane on I-515 in each direction between Charleston Boulevard and Eastern Avenue; \$45 M estimate



Regionally Significant Projects



The Freeway Service Patrol (FSP) program operates in the Reno and Las Vegas areas to mitigate traffic congestion in the heavily-traveled sections of our metropolitan freeways by providing quick and safe incident clearance. Statistics indicate that roadway incidents account for 25% of travel delay and that for every minute that a travel lane is blocked, the resulting congestion takes 4 minutes to dissipate and the probability of a secondary incident increases by 2.8%. The FSP program, as a guideline, aims to mitigate traffic incidents in under 15 minutes. These traffic incidents may include but are not limited to: crashes, disabled and abandoned vehicles, debris, lost or sick motorists, pedestrians and animals, scene safety, and other situations that disrupt traffic flow such as fires and hazardous spills. Table 1 below reflects the statistical data for State Fiscal Year 2017.

TABLE 1: FY2017 FSP STATS

Freeway Service Patrol	Las Vegas	Reno
Routes	11	2
Centerline Miles	80.5	28.5
Mitigation Clearance Times	Las Vegas	Reno
Under 15 Minutes	82%	87%
15-30 Minutes	12%	8%
Over 30 Minutes	6%	5%
Mitigations	Las Vegas	Reno
Disabled Vehicle	17,817	4,442
Abandoned Vehicle	3,801	1,180
Incident Scene Safety	6,796	2,086
Crash Incident	3,534	1096
Roadway Debris	1,584	893
Left On Arrival	2,305	1049
Other	313	19
Total Mitigations	36,150	10,765

FY2016/FY2017 Comparison:

Las Vegas FSP

- Total number of routes remained at 11
- Total centerline miles increased from 78.7 miles to 80.5 miles
- Total mitigations increased by 7.4%
- Clearance times under 15 minutes remained at 82% of the total mitigations

Reno FSP

- Total number of routes remained at 2
- Total centerline miles decreased from 38.6 miles to 28.5
- Total mitigations increased by 13.5%
- Clearance times under 15 minutes decreased from 89% of the total mitigations to 87%

WHAT'S NEW FOR FY 2017?

In early 2017, NDOT introduced the Multi-Use Response Vehicle (MRV) to evaluate the benefits and merits of having a tow vehicle in the FSP fleet. The purpose of the MRV is to provide quick incident clearance of disabled vehicles from travel lanes for improved safety and non-recurring congestion. The MRV patrols designated routes and can perform all the standard functions of the FSP program. Its unique flat-bed/wheel-lift tow feature allows for the simultaneous removal of up to two vehicles. The disabled vehicle(s) are removed from the scene of the incident and placed at the nearest secured location where the vehicle(s) can then be towed by a towing company.

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

Performance Measures Overview						
Performance Measure	Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend	
Employee						
Reduce Work Place Accidents (1)	Injuries/Illnesses per 100 employees	2% Annual Reduction	2.6% Decrease			
	Injuries/Illnesses requiring medical attention per 100 employees	2% Annual Reduction	0.5% Decrease			
Provide Employee Training (2)	Percentage Employees Trained According to Requirements	74% Compliance Annually	Average 83% Compliance			
Improve Employee Satisfaction (3)	Percentage Employees Satisfied with NDOT	75% Annually	67% Satisfied			
Project Delivery						
Streamline Agreement Process (4)	Percentage Agreements Processed within 30 days	90% Annually	96% Processed within 30 days			
Streamline Project Delivery – Bid Opening to Construction Completion (7)	Percentage Projects Completed on Schedule and Within Budget	80% Annually	90% within Budget			
			100% within Schedule			
			62% Change Order < 3% Cost Increase			
Streamline Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of Scheduled Projects Advertised within the Reporting Year	75% Advertised within the Reporting Year	78% Performance			
	Percentage of Advertised & Awarded Projects within Established Construction Cost Estimate Range	70% Delivered within Established Cost Estimate Range	32% (Oct. vs Award) 44% (Eng. vs Award)	 	 	
Streamline Permitting Process (15)	Percentage Encroachment Permits Processed within 45 days	95% Annual	94.6% Processed within 45 Days			
Assets						
Maintain State Highway Pavement (8)	State Roadways Maintained at "Fair or Better" Condition (Road category definition in report)	Category 1: 95%	99.6%			
		Category 2: 95%	93.7%			
		Category 3: 95%	95.7%			
		Category 4: 95%	80.6%			
		Category 5: 95%	49.1%			
Maintain NDOT Fleet (9)	Percentage Mobile Equipment in Need of Replacement	1% Annual Decrease	5.8% Decrease			
	Percentage Fleet in Compliance with Condition Criteria	1% Increase	7.1% Decrease			
Maintain NDOT Facilities (10)	Percentage of Facilities Assessments & Condition	2% Annual Increase	0% Increase			
Maintain State Bridges (14)	Annual Reduction in Structurally Deficient (SD) Bridges	Replace or Rehabilitate at least 1 SD Bridge Per Year	0 SD Bridge replaced			

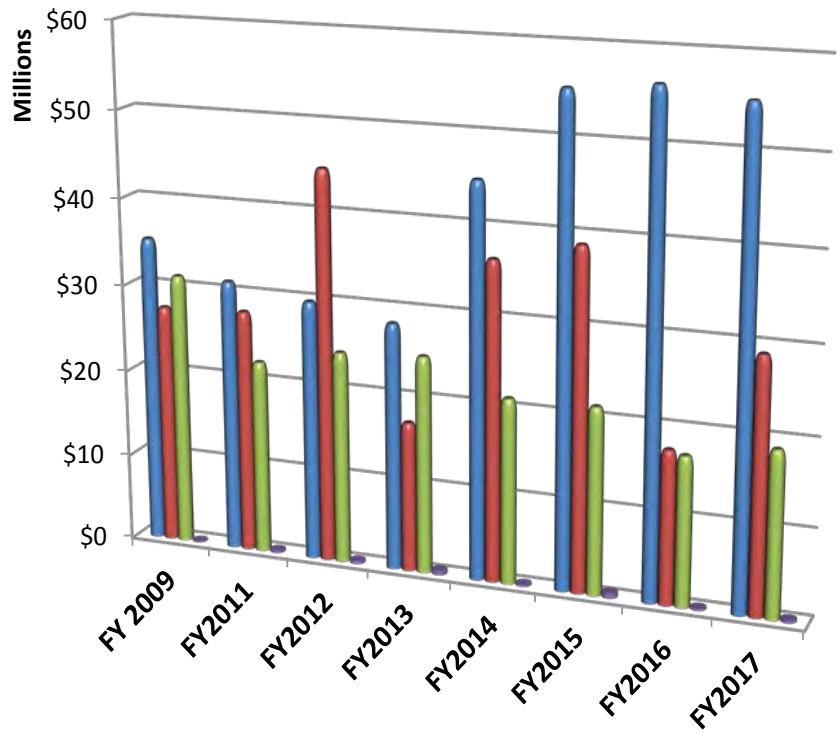
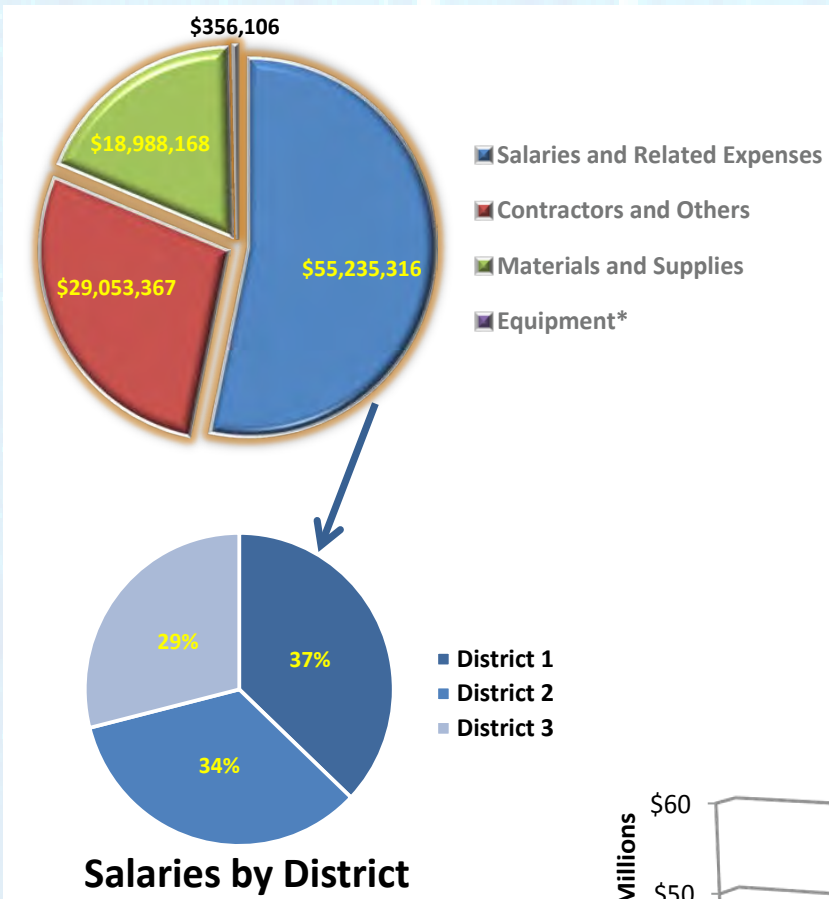
Performance Measures Overview						
Performance Measure	Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend	
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of Emergency Management Plans Implemented	100% Annually	87.5% Compliance			
Reduce Fatal & Serious Injury Crashes (12)	Number of Traffic Fatalities	Decrease the projected 2013 - 2017 five year rolling avg. of 303 fatalities by at least one	N/A	2017 status to be determined by end of 2018	Adoption of new target in 2017	
	Number of Serious Traffic Injuries	Decrease the projected 2013 - 2017 five year rolling avg. of 1,184 serious injuries by at least one	N/A	2017 status to be determined by end of 2018	Adoption of new target in 2017	
	Number of Traffic Fatalities per 100M VMT	Decrease the projected 2013 - 2017 five year rolling avg. of fatalities per 100M VMT by at least .05	N/A	2017 status to be determined by end of 2018	Adoption of new target in 2017	
	Number of Serious Traffic Injuries per 100M VMT	Decrease the projected 2013 - 2017 five year rolling avg. of serious injuries per 100M VMT by at least .05	N/A	2017 status to be determined by end of 2018	Adoption of new target in 2017	
Our Partners						
Improve Customer and Public Outreach (5)	Customer Satisfaction & Public Outreach	Annual Increase in Social Media Goals (Facebook likes, Twitter followers & retweets, YouTube views)	48.9% Average Increase above set targets			
Reduce and Maintain Congestion Levels on the State Roadway System (6)	Percent of person-miles traveled on Nevada Interstate that are reliable	85%	88.50%			
	Percent of person-miles traveled on Nevada non-interstate NHS that are reliable	65%	66.00%			
	Annual hours of peak-hour excessive delay per capita	Pending	N/A	N/A	N/A	
	Percent of non-single occupancy vehicle travel in Nevada urbanized areas	Pending	N/A	N/A	N/A	

zero[®]
Fatalities
Drive Safe Nevada

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

Maintenance Costs

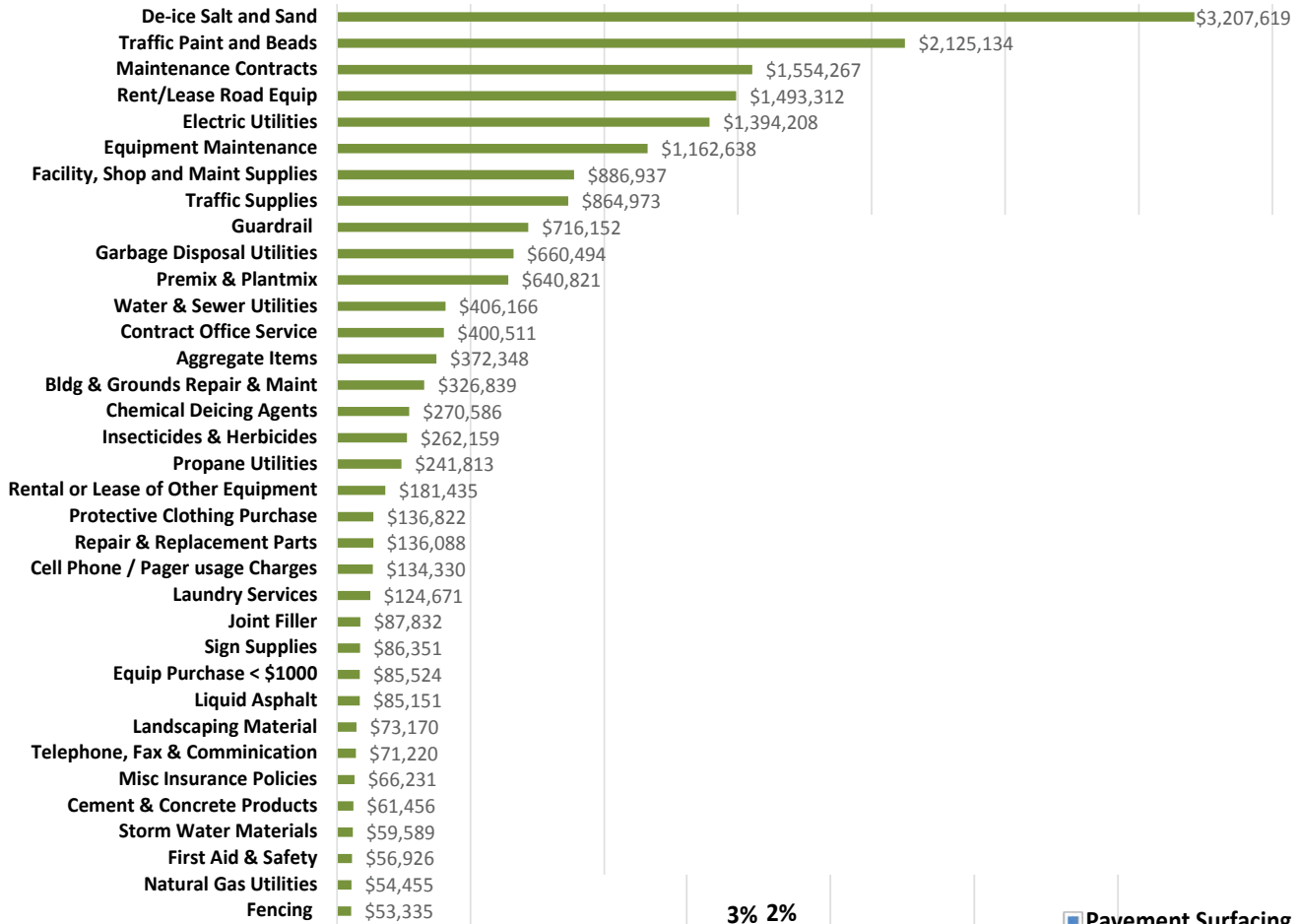
Based on Fiscal Year 2017 Expenditures



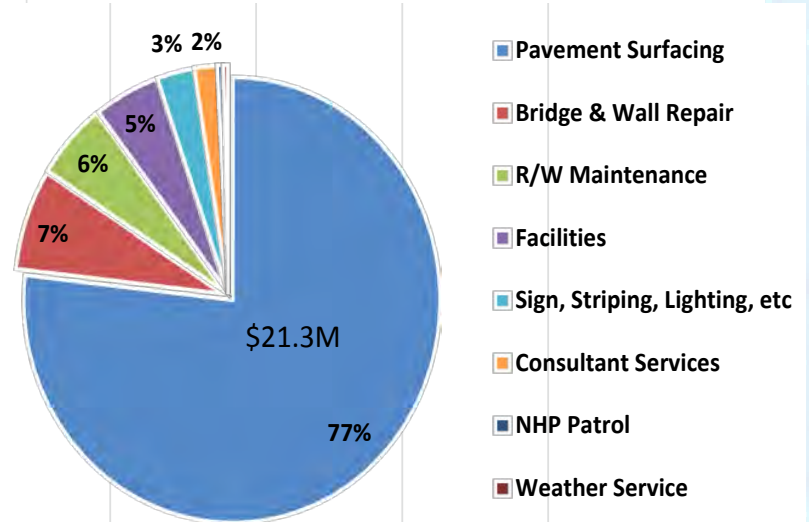
FY Comparison

Maintenance Costs

Based on Fiscal Year 2017 Expenditures

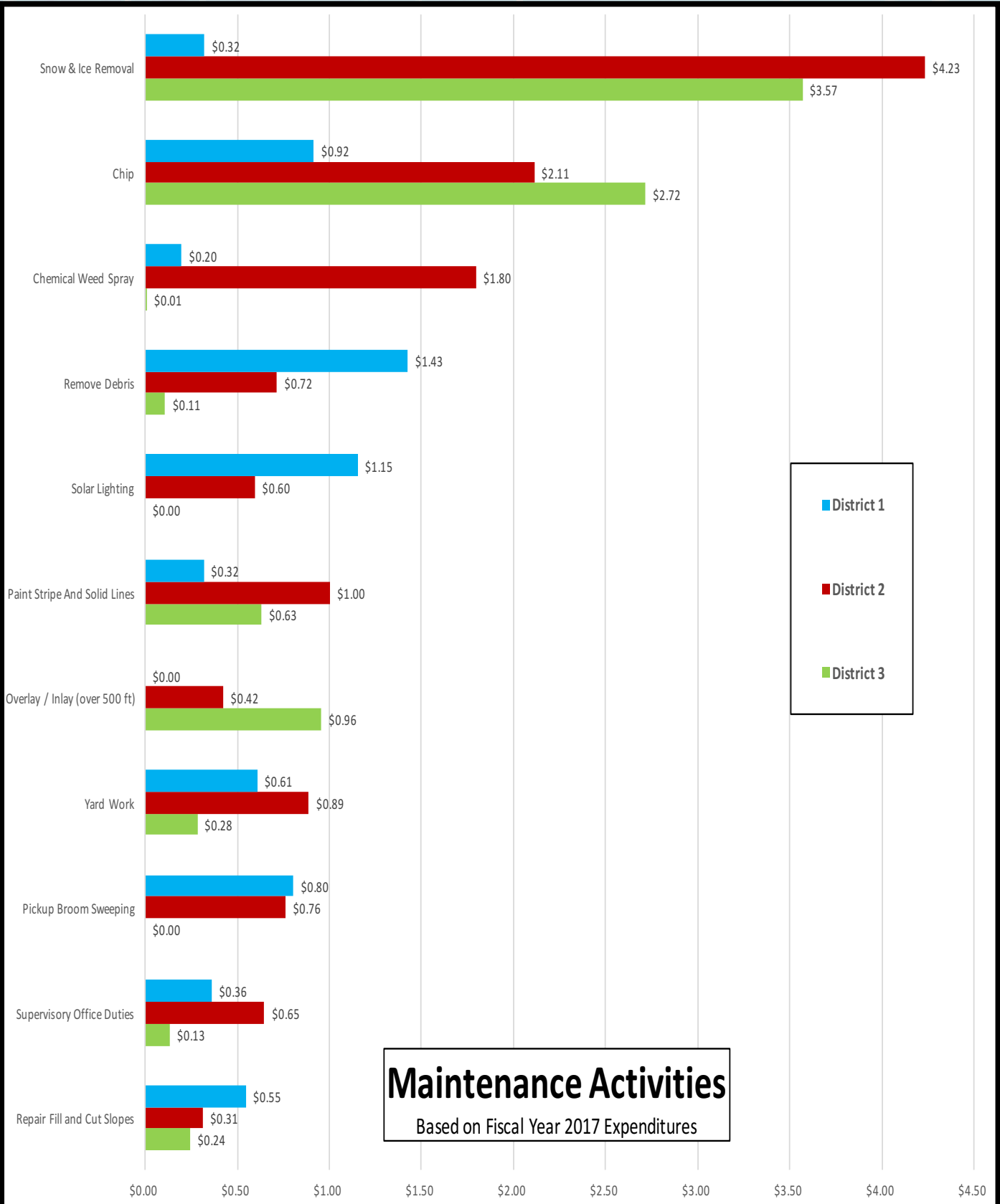


Expenditures for Material and Supplies



Contractor Payments by Type of Work

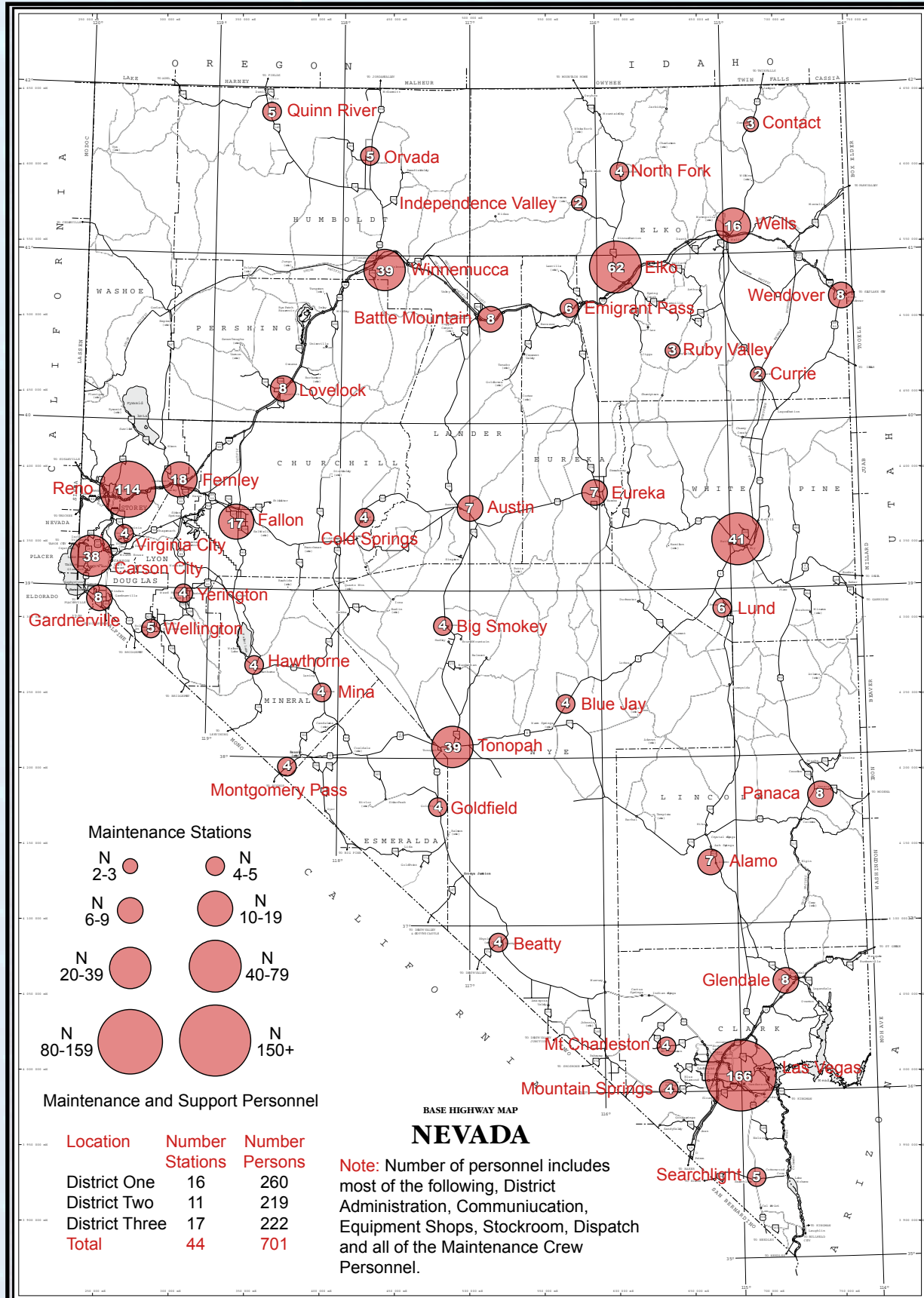
Maintenance Costs and Activities



Maintenance Activities
Based on Fiscal Year 2017 Expenditures

Top Expenditures Per District (In Millions of Dollars)

Maintenance Stations and 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.

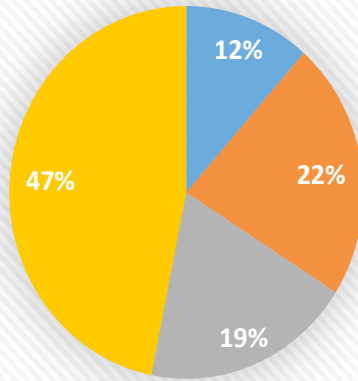
Rapid population growth of past years and spikes in commodity movement have greatly increased traffic on Nevada highways. With staff overseeing ever-increasing transportation needs and ever more complex projects and programs, NDOT looks to innovation, partnership and increasing efficiency to successfully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

FY 2016



■ Administration ■ Pre-Construction ■ Construction ■ Maintenance

249



Administration

348



Construction

406



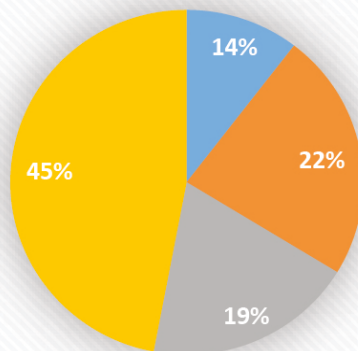
Pre-Construction

823



Maintenance

FY 2017



■ Administration ■ Pre-Construction ■ Construction ■ Maintenance



TIM Coalition

The NDOT-sponsored Traffic Incident Management Coalition (TIM) held its first-ever multi-jurisdictional emergency drill in May 2017 along the alignment of Interstate 11 in Henderson. Organized by NDOT and its partners, who include emergency responders, tow truck drivers and government entities, the team created three scenarios: a hazardous materials situation, a mass-casualty incident and a work zone crash. The three-day event drew hundreds of volunteers who worked to prepare the state for potential crisis situations.

Nevada Electric Highway

Members of NDOT's Roadway Systems, Asset Management and Traffic Operations meet quarterly with State Office of Energy to further Gov. Brian Sandoval's Electric Highway/Alternative Fuel Highways Program. Gov. Sandoval first designated U.S. 95 from Las Vegas to Interstate 80 in Northern Nevada as the "Electric Highway." NDOT officials are in the process of constructing Electric Vehicle (EV) fueling sites on U.S. 95 in Hawthorne and in Tonopah on state right-of-way. In working with the Office of Energy, it is their goal to push forward with the private installations of fueling facilities by assisting them with grants and other services. Working together allows both NDOT and the Office of Energy to plan locations and coordinate routes to ultimately fulfill the Electric Highway designation as well as the Federal Highway Administration's route designations for national recognition as Alternative Fuel Highways.

80 MPH Speed Limit

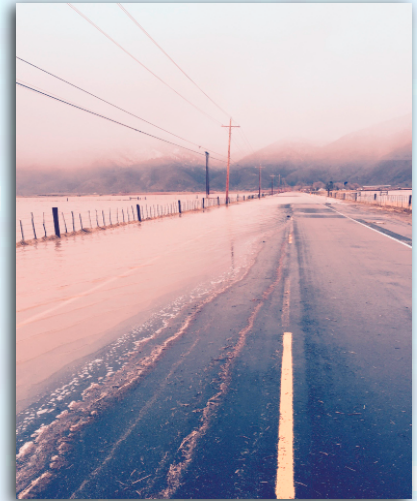
NDOT raised the maximum speed limit from 75 to 80 mph on sections of Interstate 80 between Fernley and Winnemucca in May 2017. Roughly 30 new speed limit signs were installed with the 80 mph speed limit on Interstate 80 between Fernley and Winnemucca, excluding a section of interstate through Lovelock.

The change was per a revision to Nevada law (NRS 484B.613) authorizing NDOT to raise the maximum speed limit to 80 mph where safe and practicable to do so. In 2016, the Department conducted formal speed studies on 24 segments of I-80. Travel speeds, history of crashes, roadway geometry and other factors were analyzed to determine appropriate areas for an 80 mph speed limit. Local and state law enforcement also provided feedback. NDOT will monitor the segments of I-80 to ensure the new speed limits remain effective, with speed studies to be conducted in the first and third year following the speed limit increase.



Emergency Flood Contracts

Just days after historic flooding in northern Nevada, the Department of Transportation issued emergency contracts and dispatched crews to affected areas to begin cleaning up and repairing roadways. Contracts were issued for nearly 10 state routes and highways after Gov. Brian Sandoval toured the ravaged regions. A Lahontan Reservoir water release was expected to flood U.S. Highway 95 in March 2017. In response, an emergency contractor was hired to build four sets of triple pre-cast box culverts across U.S. 95, preventing the imminent disaster. The work was completed in less than a week.



One Nevada Plan

The One NV Transportation Plan is an update to Nevada's Long Range Transportation Plan (LRTP). State Departments of Transportation are required by the federal government to prepare LRTPs to ensure the continued movement of people and goods over a 20-year horizon. The One NV Transportation Plan seeks to not only meet these federal requirements but to better align Nevada's various transportation plans and processes and create a framework to make more

informed transportation decisions. The plan process includes the development of specific goals and objectives. In general, the One NV Transportation Plan aims to:

- Identify, track and report transportation performance measures to decision makers and the public
- Make more informed and transparent project decisions across NDOT's entire program
- Improve project prioritization and project certainty
- Create a lasting collaborative process to ensure the plan continuously moves Nevada towards achieving statewide goals while also adapting to new developments

One Nevada Plan began hosting public meetings to collect community feedback across the state in the summer of 2017.

NDOT Website Redesign

In March 2017, NDOT launched a newly redesigned nevadadot.com website providing quicker and easier access to Nevada road information. The Department's website was last redesigned in 2011. New components include a more modern navigation system – the site offers six quick link buttons, giving viewers instant access to traveler, business, road project, highway stormwater preservation and commercial vehicle information. The new “safe and connected” link quickly takes users to information about traffic safety and alternative transportation modes from walking and bicycling to Nevada freight, aviation and rail information. The recent design is aimed at improving convenience and speed for the more than two million page visit the site receives every year.



Stormwater

The Nevada Department of Transportation Stormwater Division has had a productive and successful year. Working with the Environmental Protection Agency and the Nevada Division of Environmental Protection, consent decree requirements for the stormwater program have been met, and a foundation for a sustainable program has been built.

Water quality improvement practices, such as Low Impact Development (LID), have been incorporated into many projects. For example, on the USA Parkway, a barrier rail was removed and additional shoulder areas were provided to increase the amount of runoff that is infiltrated. Increased monitoring efforts are being implemented to assess how the highway system impacts water quality and to evaluate the effectiveness of current practices intended to reduce pollutants leaving NDOT right-of-way roads. These programs provide essential information and guidance to meet NDOT stormwater permit requirements.

Enhanced program elements for NDOT Construction Projects and NDOT Encroachment Permits Projects statewide have been developed and implemented. A robust Illicit Discharge Detection and Elimination program and Maintenance Facility inspection program has been developed to achieve and maintain compliance with the NDOT stormwater permit requirements and to promote stormwater stewardship with NDOT stakeholders through a compliance based approach.

Over 400 employees and contractors completed training on topics such as basic stormwater awareness, construction site stormwater management, stormwater best management practices (BMPs), illicit discharge detection and elimination (IDDE), post-construction stormwater management, and water quality management of highway runoff. New classes have been developed to meet the specific stormwater related learning needs of maintenance and construction personnel.

Stormwater information technology continues to develop with innovative geographic information system (GIS) mapping. Mobile applications allow crews to conduct inspections, monitoring and design work while in the field.

Through ongoing participation in public and industry events, school presentations, partnering with other MS4's, and through social media platforms, the NDOT stormwater outreach program Love NV Waters, continues to promote stormwater pollution prevention education and NDOT's commitment to water quality preservation on every project and roadway activity.

The NDOT Stormwater Division will continue to promote stormwater stewardship as an essential element of all NDOT operations, moving forward on a compliant and successful path.

Emergency Management/Homeland Security

During early January and early February of 2017 northwestern Nevada and northeastern Nevada experienced significant flooding from a series of weather systems (storms) called “Atmospheric Rivers”. These storms caused extensive damage to numerous NDOT maintained highways. The most significant damage occurred on SR446 in the Pyramid Lake region north of Reno as well as SR233 near the town of Montello. Other routes damaged were Washoe County; I-80, US395, US395-A, SR431, SR877, SR659, SR445 and SR447, Douglas County; US50, US395 and SR207, Lyon County; US95A, US50A and SR342, Pershing County; SR447, Storey County; SR342, and in Elko County; US93 and SR225. These storms also created an unprecedented amount of snow accumulation for Nevada. Snow melt during the spring caused an increased rise of water flow to areas that hadn’t seen water in decades, Lemmon Valley also north of Reno was one of these areas. The Nevada Division of Emergency Management (NDEM) requested that NDOT’s Emergency Management section to facilitate a resource request from NDOT’s District II to have contractors supply sand to fill flood protection barriers to prevent further damage to the community of Lemmon Valley from the rising snow melt water run-off. In addition, NDOT was requested by the Bureau of Reclamation to help mitigate the increased out-flow from the Lahontan Dam, this out-flow could have potentially closed US50 and US95 in Churchill county for months. NDOT installed six separate culverts to allow for the increased flow which prevented these routes from being over taken by this water. The total loss for both events was \$20,000,000.00. NDOT’s Emergency Management section was in direct coordination with the Federal Highway Administration (FHWA) and FEMA for obtaining Federal Funds for emergency reimbursement to cover the losses from both of these events.



NDOT Emergency Management – “Vigilant Guard 2017”/ ”Operation Earth Hammer” This functional exercise simulated a 6.7 magnitude earthquake on the Frenchman Fault in the Las Vegas Valley causing widespread damage. More than 150 NDOT Staff participated, collaborating with the Nevada and California National Guard as well as the Nevada Division of Emergency Management.

Zero Fatalities

(www.zerofatalitiesnv.com)

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



Nevada Traffic Safety Summit

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



What is a Safety Management Plan?

A Safety Management Plan (SMP) is a transportation analysis effort that focuses on traffic safety for all road users incorporating corridor studies, access management, public and stakeholder input, crash analysis, roadway engineering and applications of the Highway Safety Manual methods to reduce roadway crashes. The SMP process is consistent with the Nevada Strategic Highway Safety Plan's (SHSP) goals of significantly reducing the number of fatalities and serious injuries on Nevada's roadways. SMPs are in progress for the following corridors in 2017: SR Rancho Drive (from US Highway 95 up to Cheyenne Avenue (SR 574)) in Las Vegas, NV, Lamb Boulevard (from Lake Mead Boulevard to its transition to East Desert Inn Road) in Las Vegas, NV and McCarran Boulevard (from Greg Street to Probasco Way) in Sparks, NV.

Pedestrian Safety Improvements

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

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

Wrong Way Driving

Wrong way movement crashes are a major cause for safety concern along freeways and limited access facilities. Despite providing the necessary DO NOT ENTER and WRONG WAY signs and pavement markings (wrong way arrow and others) as per the MUTCD, wrong way entry onto limited access facilities is still occurring. NDOT and FHWA are researching the effectiveness of installing a Red RRFB Wrong Way Assembly to face the wrong way driver to caution and warn them of the wrong way movement with the expectation that corrective action will be taken.



NDOT Traffic Safety Engineering, Railroad Safety Program

Railroad Safety, housed within the Nevada Department of Transportation Traffic Safety Division, is considered the administrative agency for the State of Nevada for all public at-grade railroad crossings. The program is required to conduct and systematically maintain a survey which

identifies those railroad crossings that may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose. Railroad Safety maintains a crossing inventory database, including information about warning devices and signage, for each public crossing in Nevada. The following Railroad Crossings Safety Improvement Projects will be completed in 2017. Railroad crossing surface improvements at three crossings on Mitchell St, Donovan Way South and El Campo Grande in City of North Las Vegas, one crossing on N. City Parkway in City of Las Vegas and one crossing on Yucca Street in Boulder City, NV.



Complete Streets

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



Roundabouts

www.nevadadot.com/roundabout

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



High Risk Rural Road Program

High Risk Rural Roads are defined in Federal Code as “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan.” Due to the number of crashes on Nevada’s Rural Roads, NDOT is now required to establish a High Risk Rural Roads (HRRR) program. Under HRRR program, NDOT Traffic Safety Engineering has identified two projects for Federal Fiscal year 2018. The projects include adding larger signage, widening shoulders, installing rumble strips and adding high friction surface treatments along roadways to help vehicles stay on the roadway.



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

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



Metal sculpture reflecting Basque heritage of area, I 580 at Koontz Lane bridge, Carson City



Erosion control with vegetation and existing boulders, USA Parkway, Storey County

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



Sculpture representing Old Spanish Trail, transplanted cactus, SR160, Blue Diamond

The addition of landscape and aesthetic features to our roadway projects helps to attain and reflect economic prosperity and is a strong contributor to the success of commercial development. These amenities add to the state's economic development efforts by employing a wide variety of professionals from landscape architects to artists.



Sculpture of native fauna and transplanted vegetation, roundabout at Pahrump Valley Blvd., Pahrump

Projects with landscape and aesthetic treatments create opportunities in many construction industry fields such as operators, welders, metal and concrete workers, masons, painters and landscapers. In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air quality, restores native vegetation, and protects our wildlife. Funding for landscape and aesthetics is included in projects where capacity is being added or for new construction. Up to 3 percent of the construction cost is directed toward landscape and aesthetics.

Naturalistic treatments along rural highways, and art installations at highly visible urban areas, are both included under Landscape and Aesthetics. Most importantly, the program supports the NDOT's vision for the highway system as outlined in its Master Plan for Landscape and Aesthetics, "A Pattern and Palette of Place." The appropriate application of landscape and aesthetics relieves the monotony of driving long distances and promotes the safety of traffic by increasing drivers' attention and interest. For more details about the Landscape and Aesthetics Program, visit www.nevadadot.com.



Sound Walls on US 95, Las Vegas

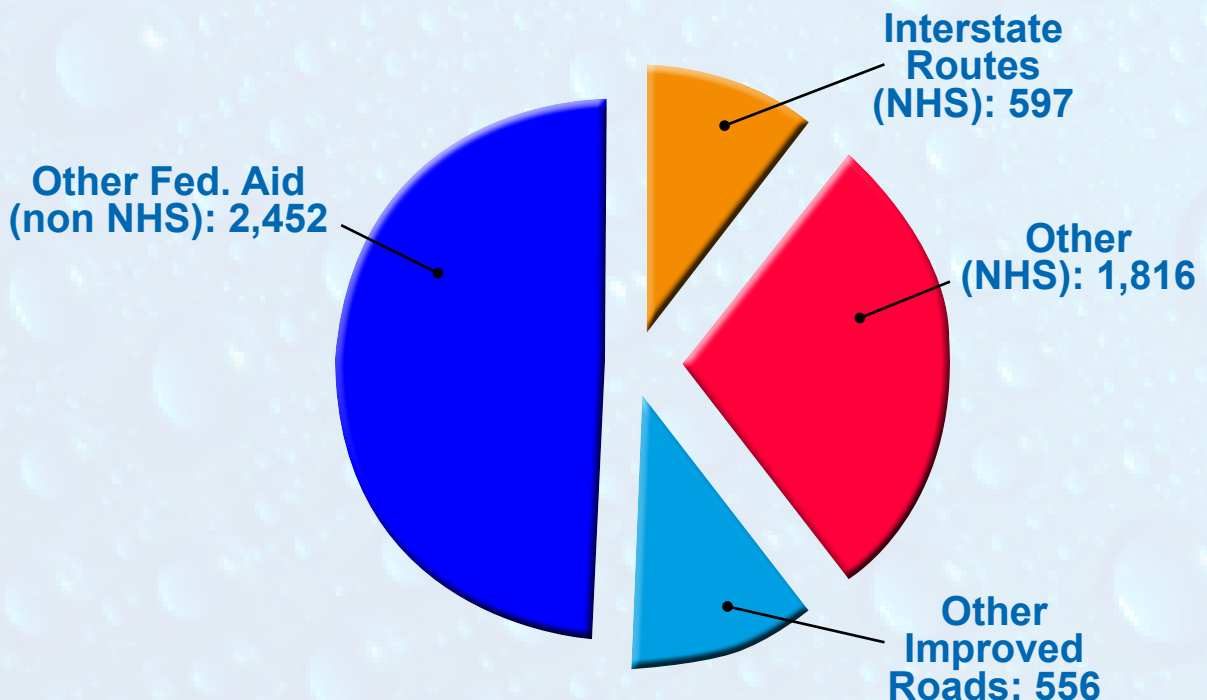


Metal sculpture reflecting the historical pioneer crossing, USA Parkway, Storey County

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	2,413	147	2,560
STP	2,452	2497	4949
Non-Federal Aid			
Other Improved	556	19,649	20,205
Unimproved	0	14,868	14,868
Total	5,421	37,161	42,582

Total Roadway System Mileage Maintained By NDOT (5,421 Centerline Miles)



NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

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

NATIONAL HIGHWAY SYSTEM (NHS)

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

NON-NHS ROADS

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

OTHER IMPROVED ROADS

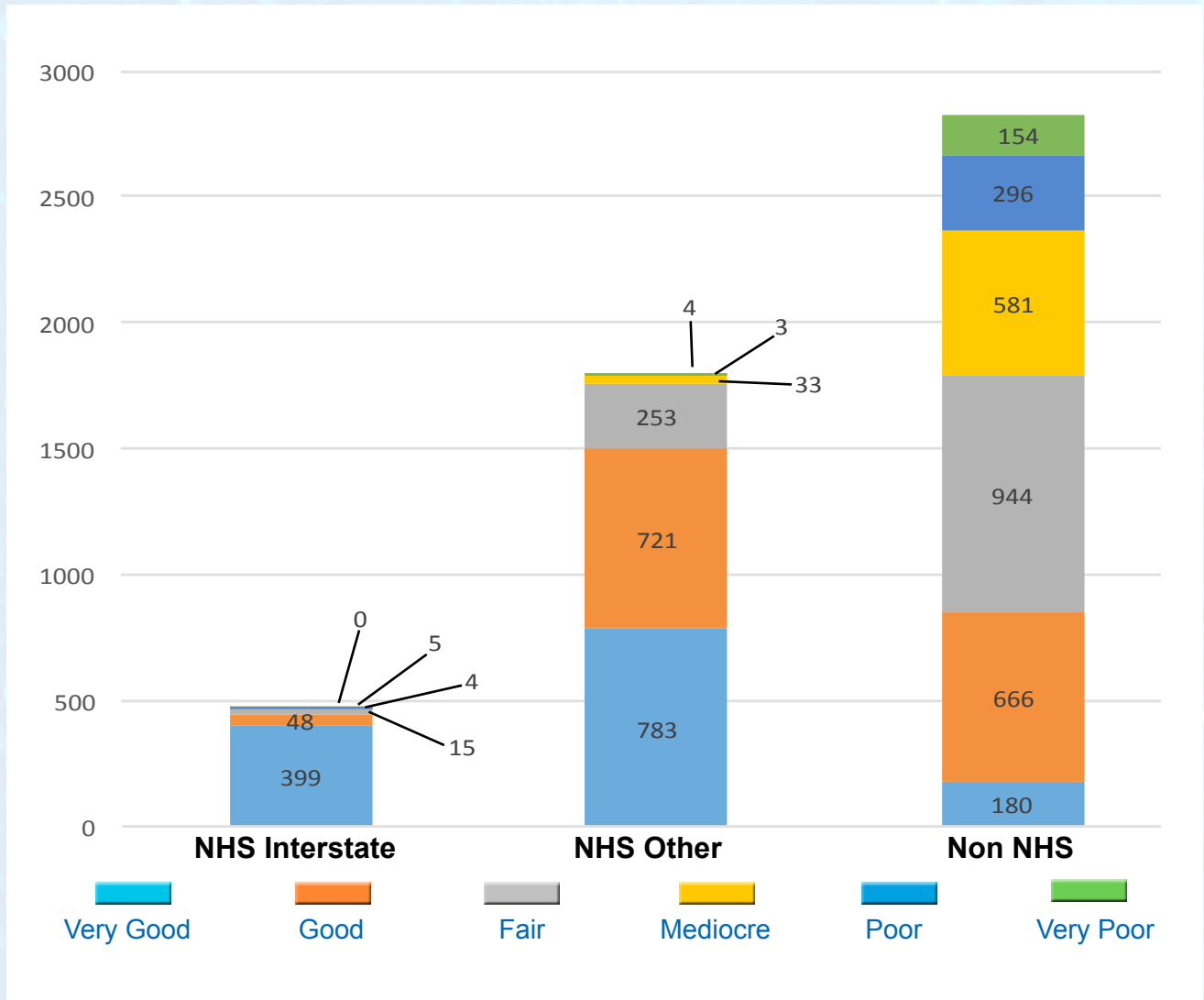
Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include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

UNIMPROVED ROADS

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

CENTERLINE MILES BY SYSTEM - 2017 Condition (Required Treatment)

Centerline Miles

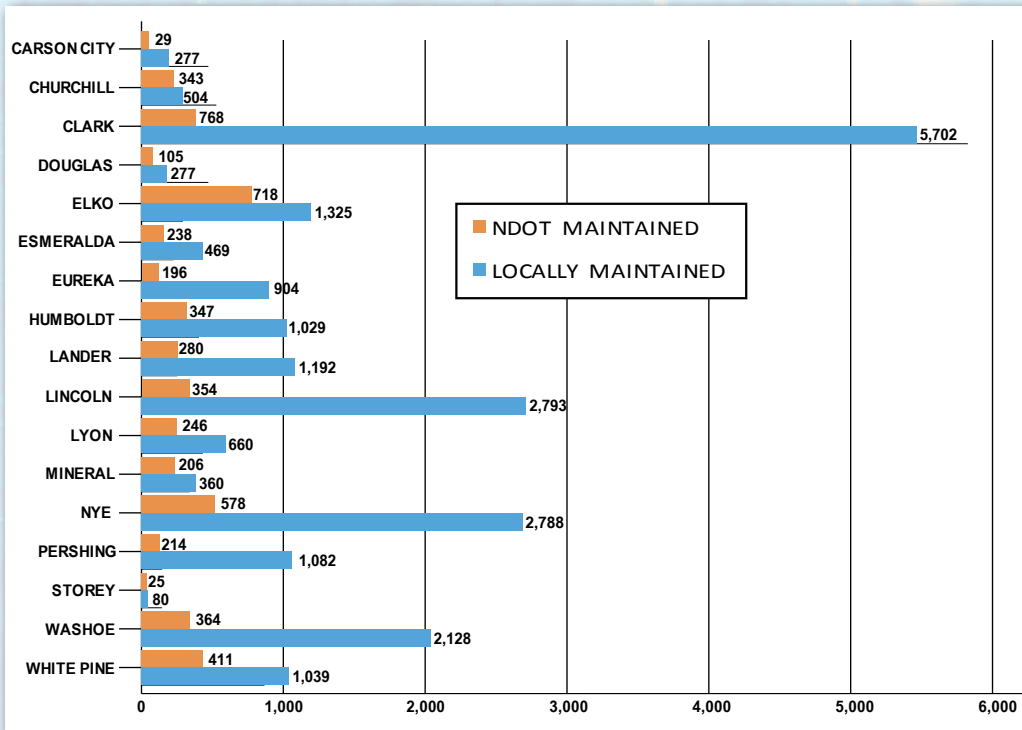


Highway System

Note: System miles above may not match those on page 33 because not all roads have had their condition rated.

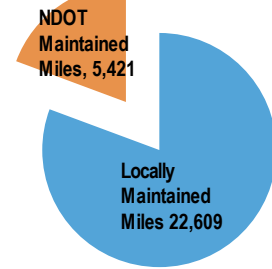
*Data is collected every two years.

2016 Miles of Improved Road By County

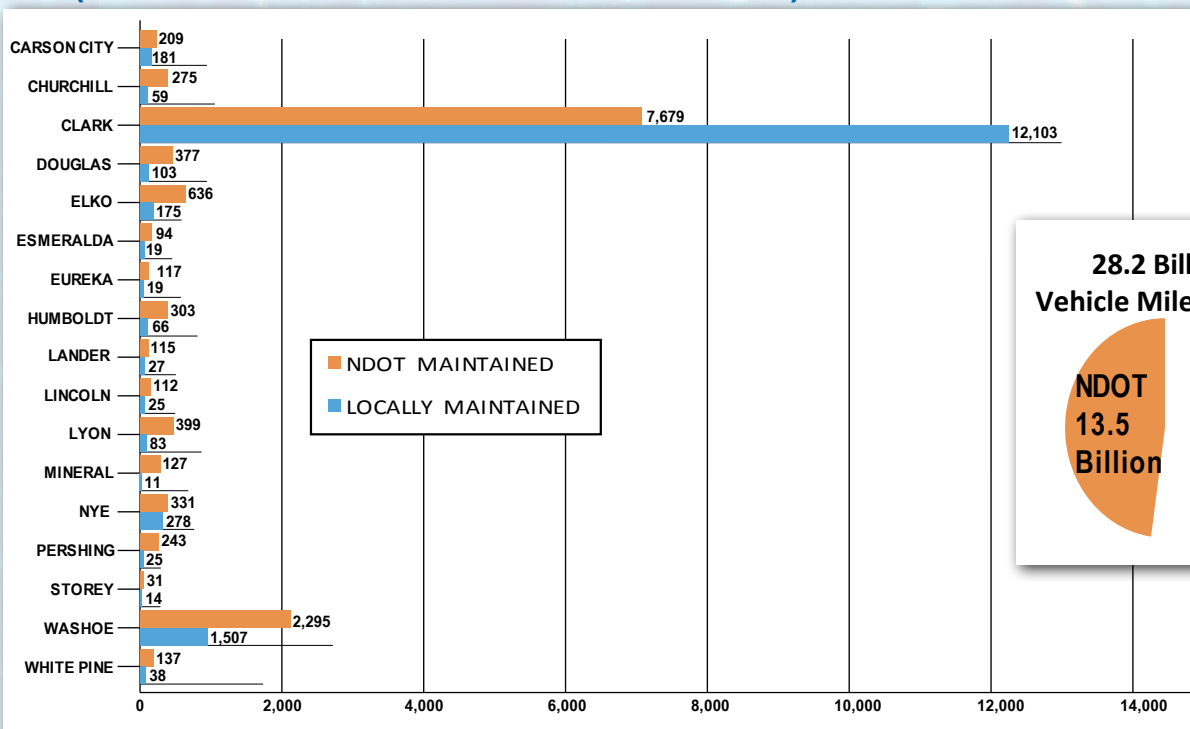


Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 51 percent of the total vehicle miles of travel. The remaining 49 percent of travel is on systems maintained by county, city or other governmental agencies. The vehicle miles of travel on all Nevada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

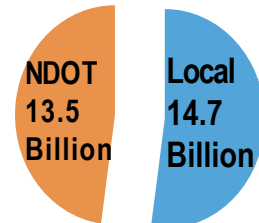
28,030 Total Miles Of Improved Road



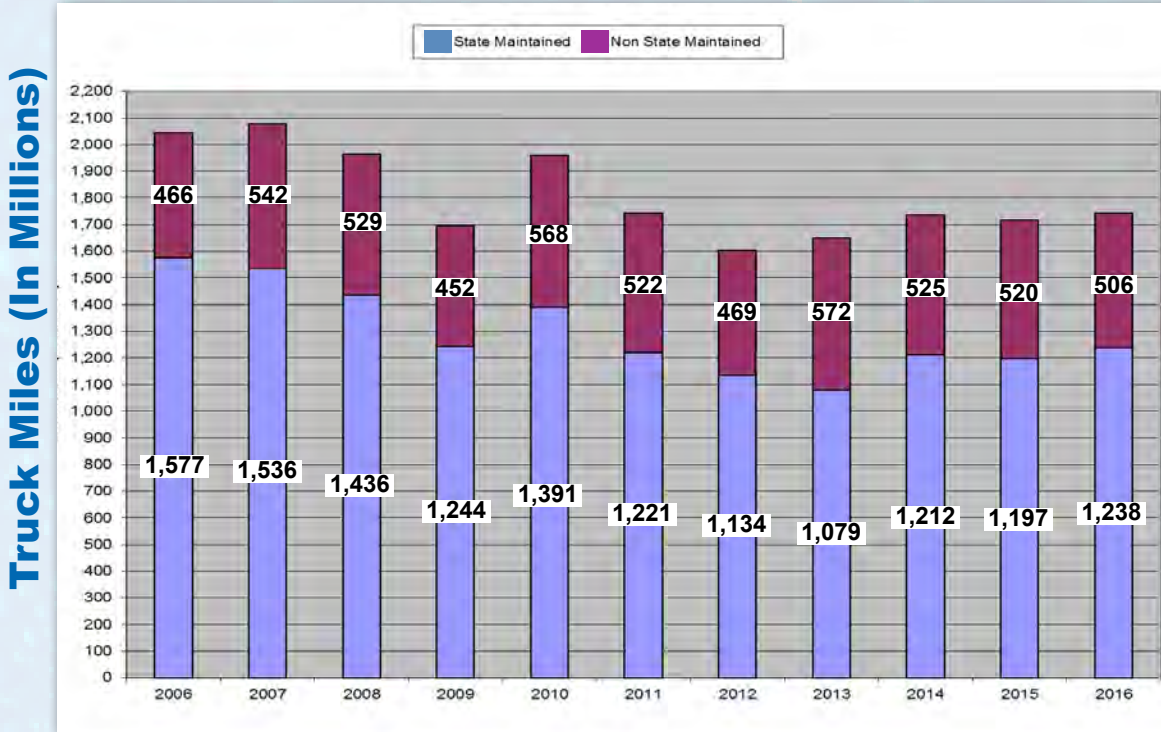
2016 Vehicle Miles of Travel by County (IN MILLIONS OF VEHICLE MILES TRAVELED)



28.2 Billion Total Vehicle Miles Traveled



Truck Miles of Travel



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

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

NDOT Maintained Bridges Needing Renovation by Deficiency

Seismic 82
Structural 14

A bridge is defined as an obstacle-spanning structure of 20 feet or more in length. Currently, there are 2,014 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 1,165 bridges; 838 bridges are maintained by county, city, other local agencies, railroad or other state agencies; and 11 bridges are privately maintained.

What makes a bridge structurally deficient?

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

What do we mean by a seismic deficiency?

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

CAPITAL ASSETS AND DEBT ADMINISTRATION

As allowed by GASB Statement NO. 34, the State has adopted an alternative process for recording depreciation expense on selected infrastructure assets. Under this alternative method, referred to as the modified approach, the State expenses certain maintenance and preservation costs and does not report depreciation expense on infrastructure. Utilization of this approach requires the State to: 1) commit to maintaining and preserving affected assets at or above a condition level established by the State; 2) maintain an inventory of the assets and perform periodic condition assessments to ensure that the condition level is being maintained; and 3) make annual estimates of the amounts that must be expended to maintain and preserve assets at the predetermined condition levels. To monitor the condition of the roadways the State uses the International Roughness Index (IRI). The State has set a policy that it will maintain a certain percentage of each category of its roadways with an IRI of less than **95*** and will also maintain its bridges so that not more than 10% are structurally deficient or functionally obsolete. The most recent condition assessment shows a decline in the condition level of the roadways is being preserved above, or approximately at the condition level established. The following table shows the State’s policy and the condition level of the roadway and bridges:

Condition Level of the Roadways					
Percentage of roadways with an IRI of less than 95*					
	Category				
	I	II	III	IV	V
State Policy-minimum percentage	70%	65%	60%	40%	10%
Actual results of 2016 condition assessment	91%	88%	92%	66%	30%
Actual results of 2015 condition assessment	87%	82%	85%	45%	13%
Percentage of roadways with an IRI of less than 80*					
Actual results of 2014 condition assessment	84%	71%	62%	33%	7%
Condition Level of the Bridges					
Percentage of substandard bridges					
	2016	2012	2011		
State Policy-maximum percentage	10%	10%	10%		

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

****New IRI Number do to recent policy change, approved by the State of Nevada Transportation Board.***

General

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

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government are placed in the Federal Highway Trust Fund (HTF). Congress allocates these funds to the states per provisions in the FAST Act passed in 2015, and annual appropriation bills. HTF is the main source of funding for most of the programs in the FAST Act passed in 2015. Federal funds are available only for reimbursements of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.



State Constitutional Provisions

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

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.

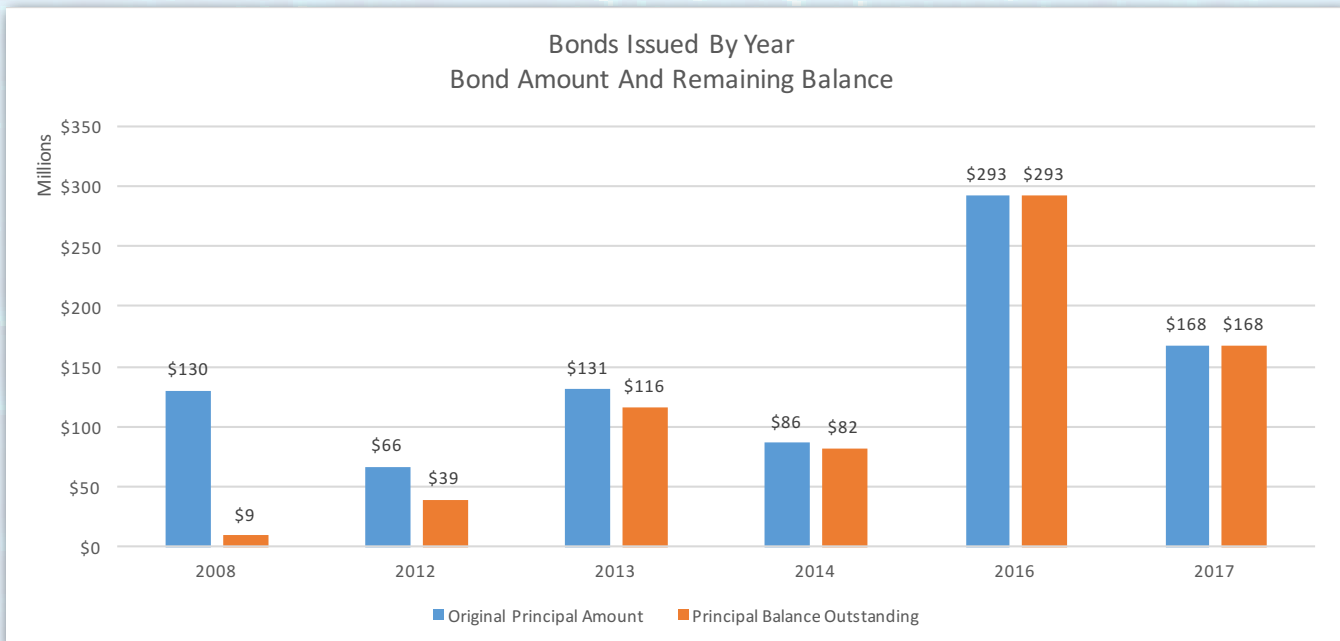


All over Nevada, NDOT employees are determined to build and maintain a top transportation system for the state.

Annual Report State of Nevada Highway Improvement Revenue Bonds

June 30, 2017

Highway Revenue Bonds	Original Principal Amount	Principal Balance Outstanding
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2008	\$129,970,000	\$8,925,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2012	\$66,490,000	\$39,295,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	\$131,245,000	\$116,010,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2014	\$86,020,000	\$81,670,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	\$292,600,000	\$292,600,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2017	\$167,665,000	\$167,665,000
Total	\$873,990,000	\$706,165,000



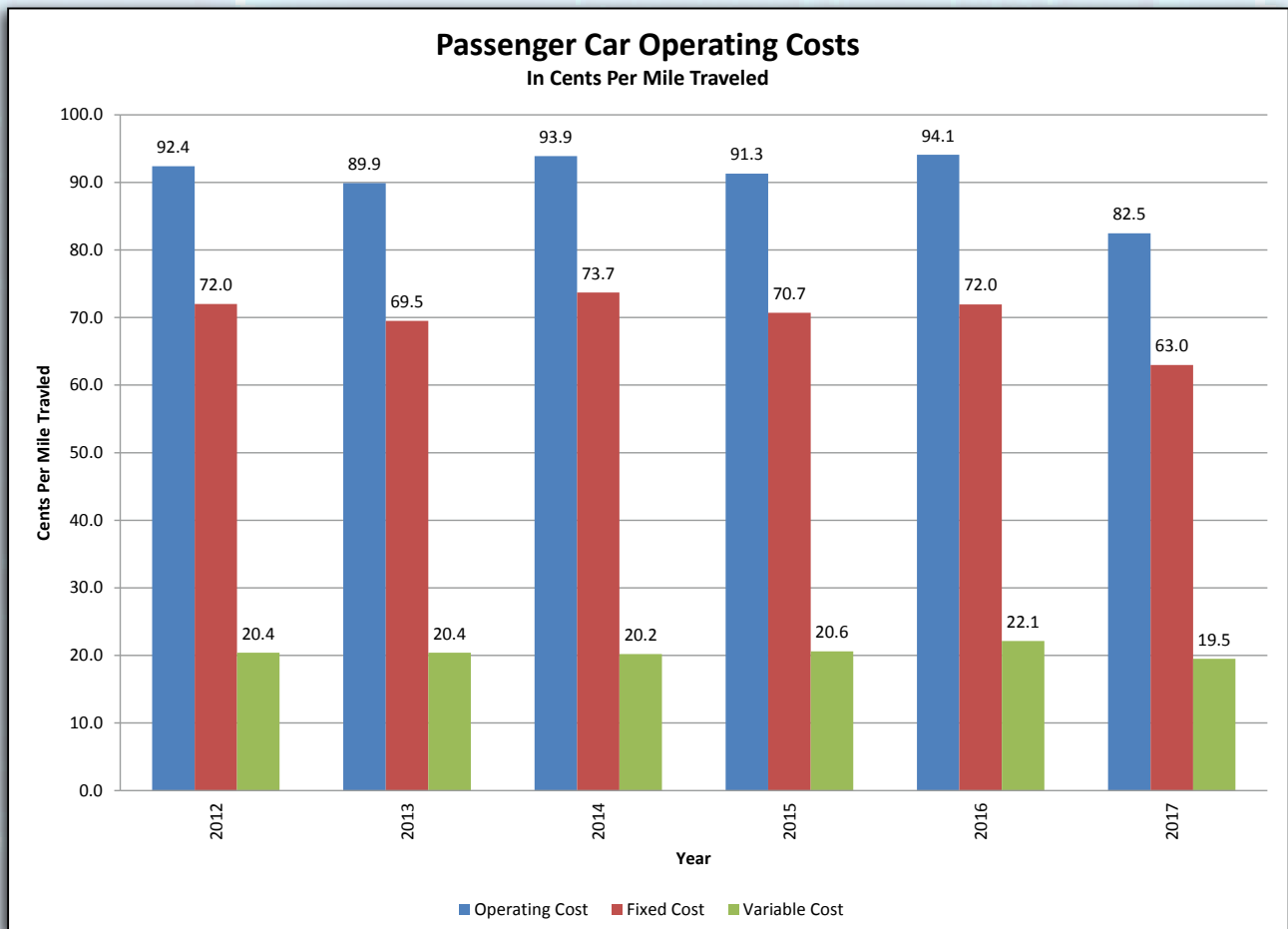
2017 model year, large sedan with V-6 which gets 24 MPG. Vehicle travels 10,000 miles annually. Gas price used was \$2.95 per gallon. Based on Nevada's gas tax and licensing fees.

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

Variable Costs: 19.5¢ per mile traveled. Includes gas, gas tax, oil, tires and maintenance

Fixed Costs: 63.0¢ per mile traveled. Includes depreciation, insurance, finance and licensing fees.

Total Operating Costs: 82.5¢ per mile traveled



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

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 Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 445C.330) For cleanup of petroleum
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline.
- 18.455¢ Total State Gasoline Tax

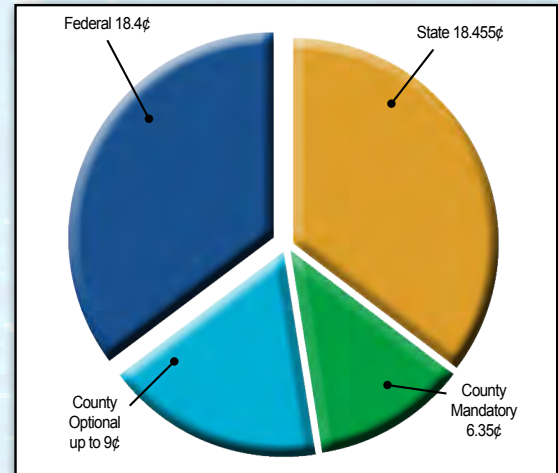
3. County Mandatory

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

6.35¢ Total County Mandatory Tax

Legal Citation Chapter 365, Nevada Revised Statutes

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



4. County Optional

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

Fuel Tax Inflation Indexing

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

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

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

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

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

	Total Collections		State	County	County	County	RTC	RTC
	Mandatory/	Optional	Share	Share	Option #	Option*	Option #	Option *
1923	2.0¢		\$60,000					
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"

Legal Citation Chapter 366, Nevada Revised Statutes

Distribution (Cents Per Gallon)

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 ¢

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

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

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

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

- \$60 per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW
- \$10 for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
- \$60 for non-reducible loads carried on over legal-size or weight vehicles.

* Declared Gross Vehicle Weight



GOVERNMENTAL SERVICES TAX

Legal Citation Chapter 371, Nevada Revised Statutes

Current Annual Rates

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

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

Distribution

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

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used for road construction or other governmental functions of the county.

DRIVER'S LICENSE FEES

(4-year renewable)
(Transitioning to 8-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

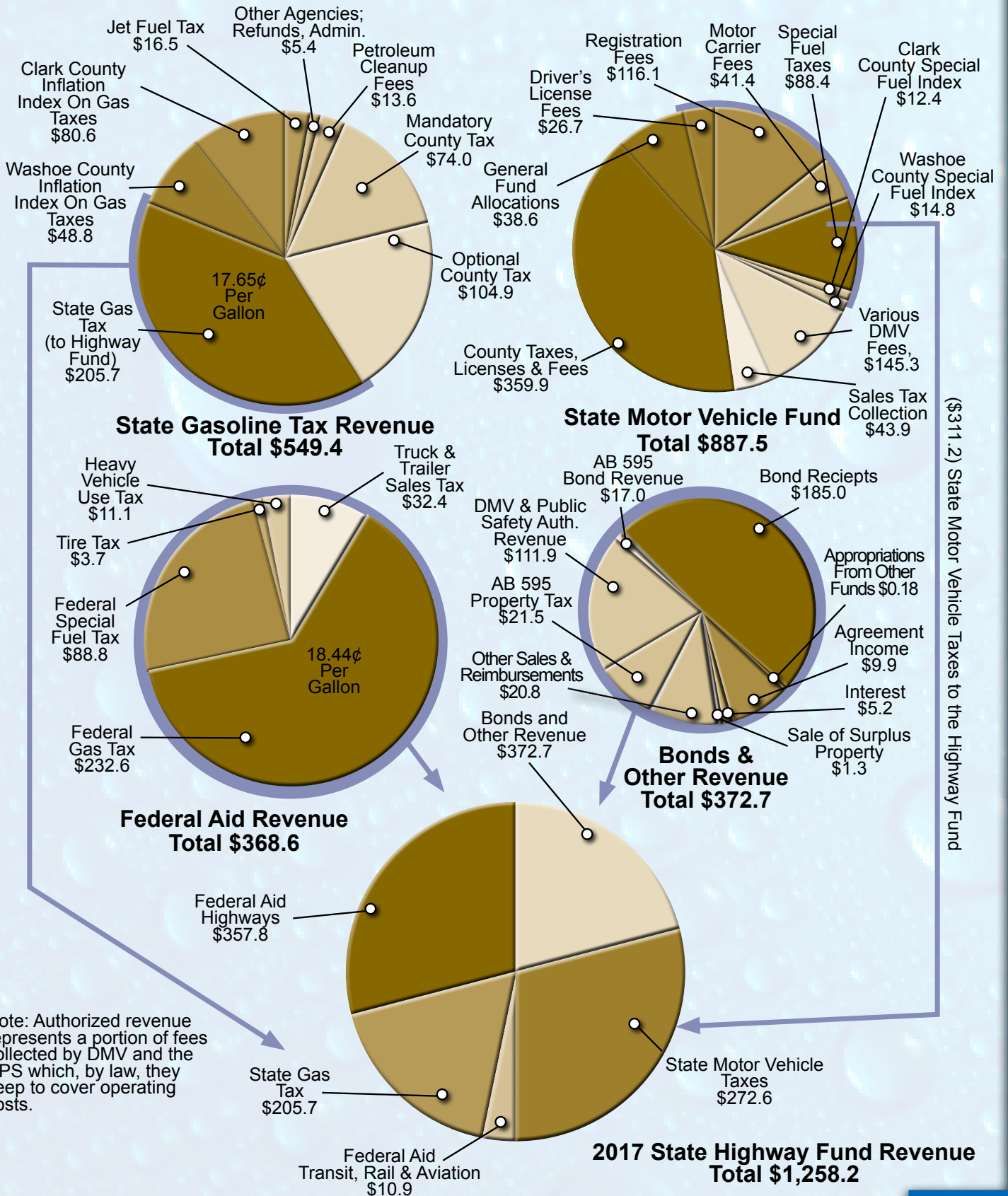
- \$23.25 for operating passenger cars
- \$18.25 for persons 65 or older
- \$9.25 for a motorcycle endorsement
- \$142.25 for operating commercial vehicles (Original)
- \$112.25 for operating commercial vehicles (8-yr Renewal)
- \$58.25 for operating commercial vehicles (4-yr Renewal)
- \$42.00 for operating passenger cars



TITLE FEE (one-time fee)

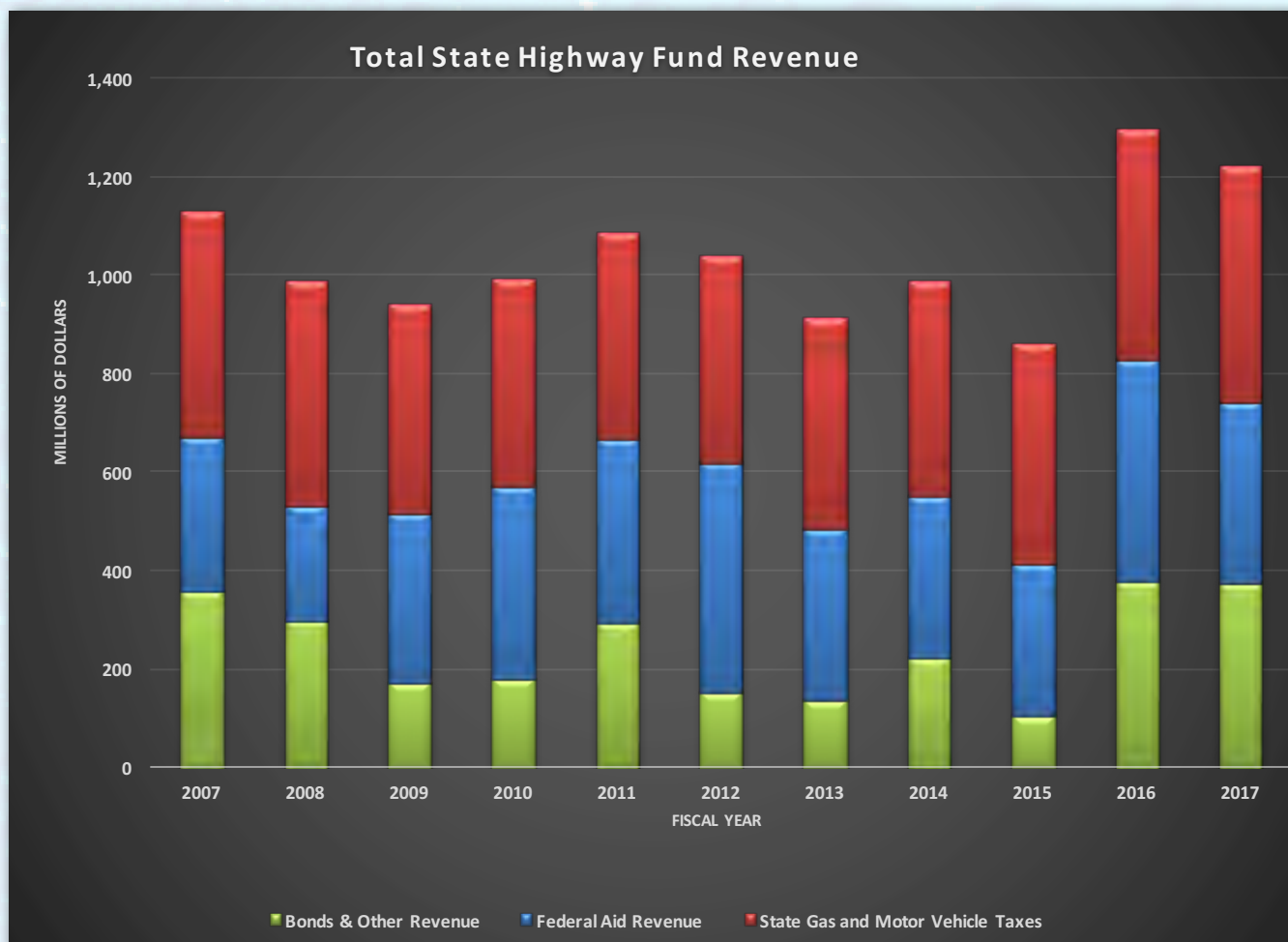
\$36.00 all out of state vehicles

2017 Revenue (in Millions)



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

Total State Highway Fund Revenue (in millions)



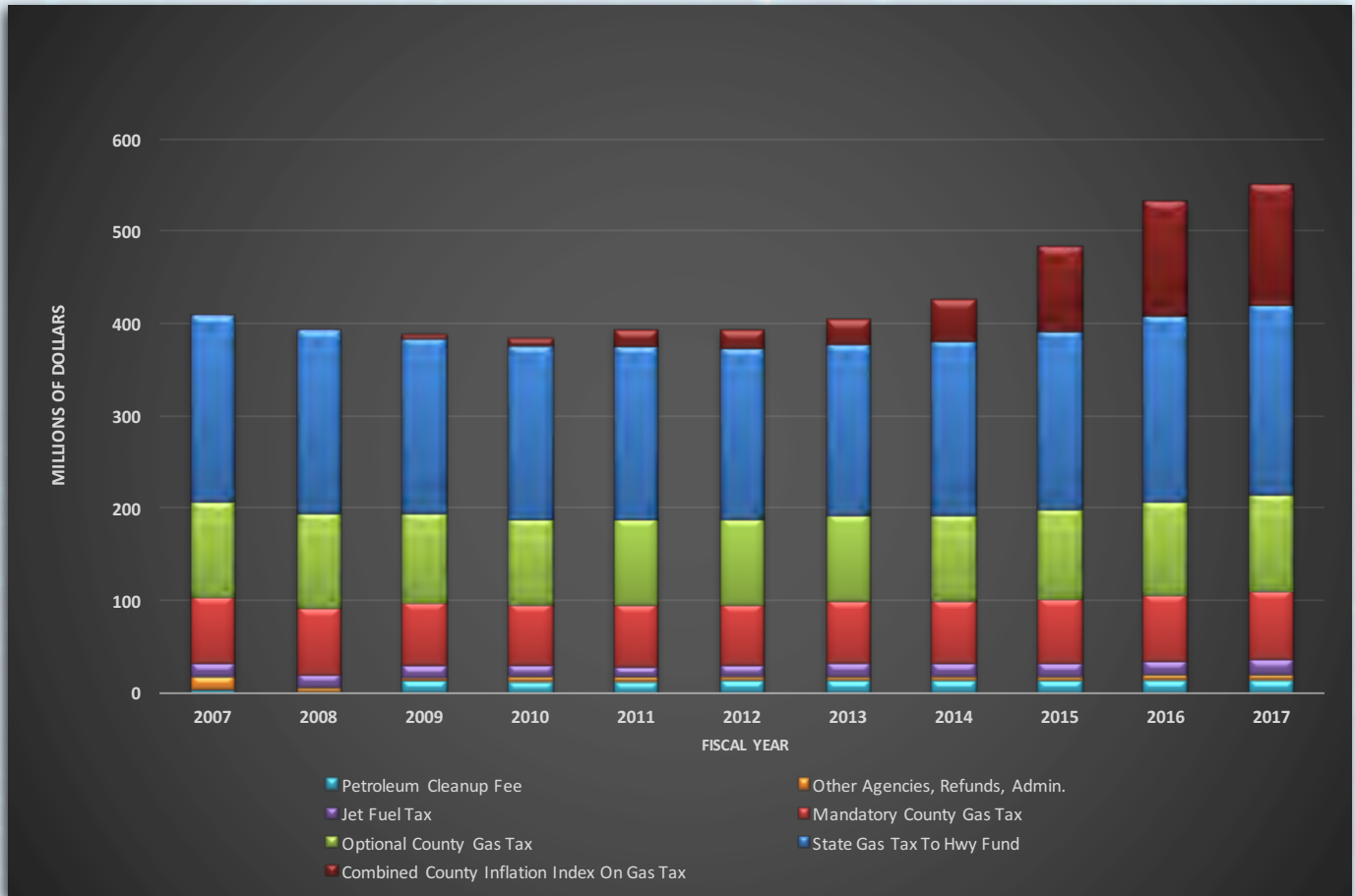
Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.3	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.8	291.2	1,084.2
2012	466.7	421.7	150.7	1,039.1
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.1
2016	450.8	466.6	375.8	1,293.2
2017	368.6	516.9	372.7	1,258.2

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

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

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

State Gasoline Tax Revenue (in millions)



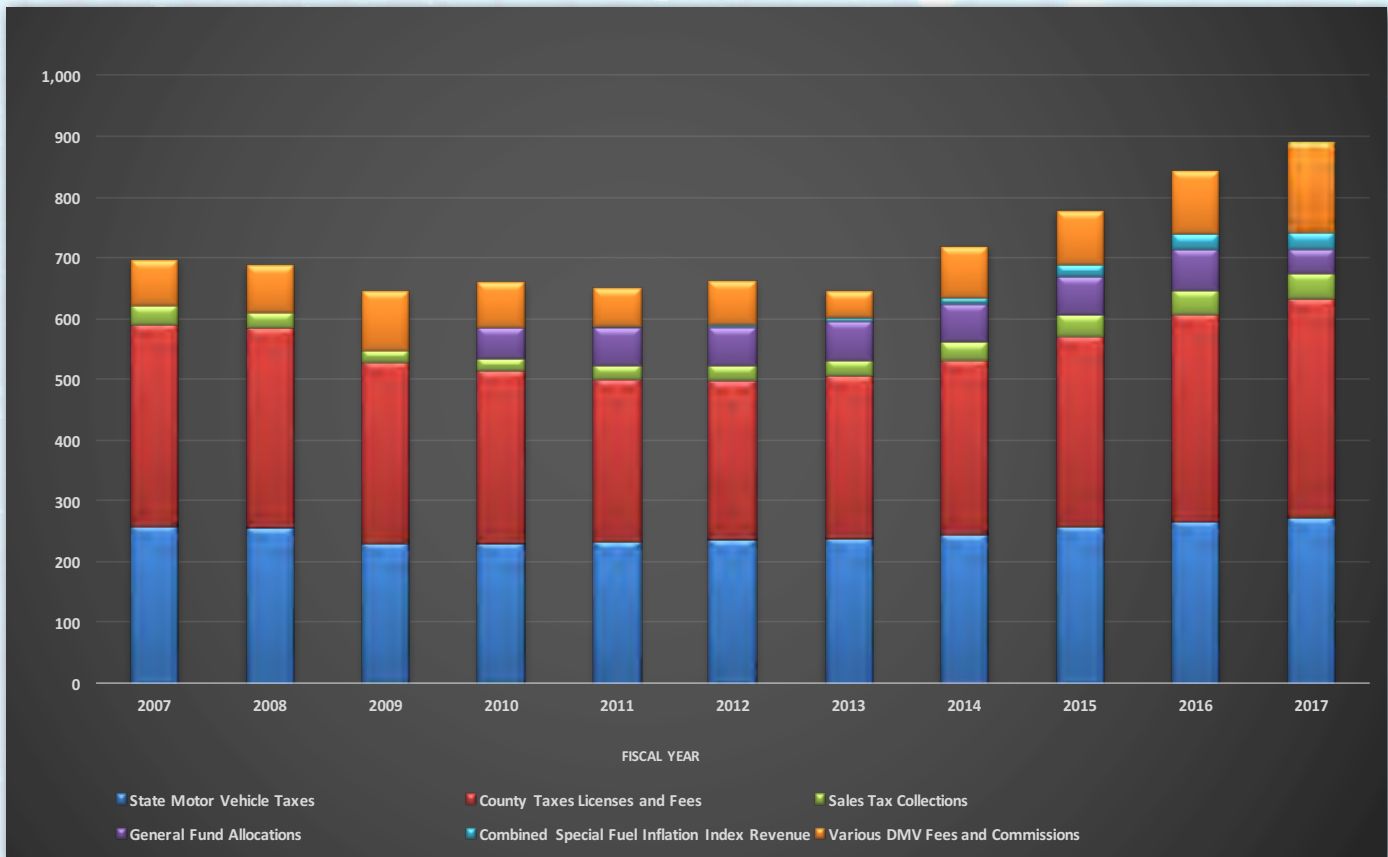
Fiscal Year	State Gas Tax To Hwy Fund	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other* Agencies Refunds Admin.	Total
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5		14.8	0.2	5.0	392.1
2009	189.9	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	66.9	92.6	18.1	11.4	12.3	5.0	392.3
2012	185.2	66.6	92.0	19.7	11.5	12.7	4.8	392.5
2013	185.7	66.8	92.5	25.6	15.1	12.7	4.7	403.0
2014	187.8	67.5	94.0	44.1	14.2	12.9	4.3	424.8
2015	193.4	69.5	96.6	89.9	14.4	13.0	5.3	482.1
2016	200.1	72.0	100.9	123.1	15.5	13.3	5.6	530.5
2017	205.7	74.0	104.9	129.4	16.5	13.6	5.4	549.5

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

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

State Motor Vehicle Fund

(taxes, licenses & fees revenue in millions)

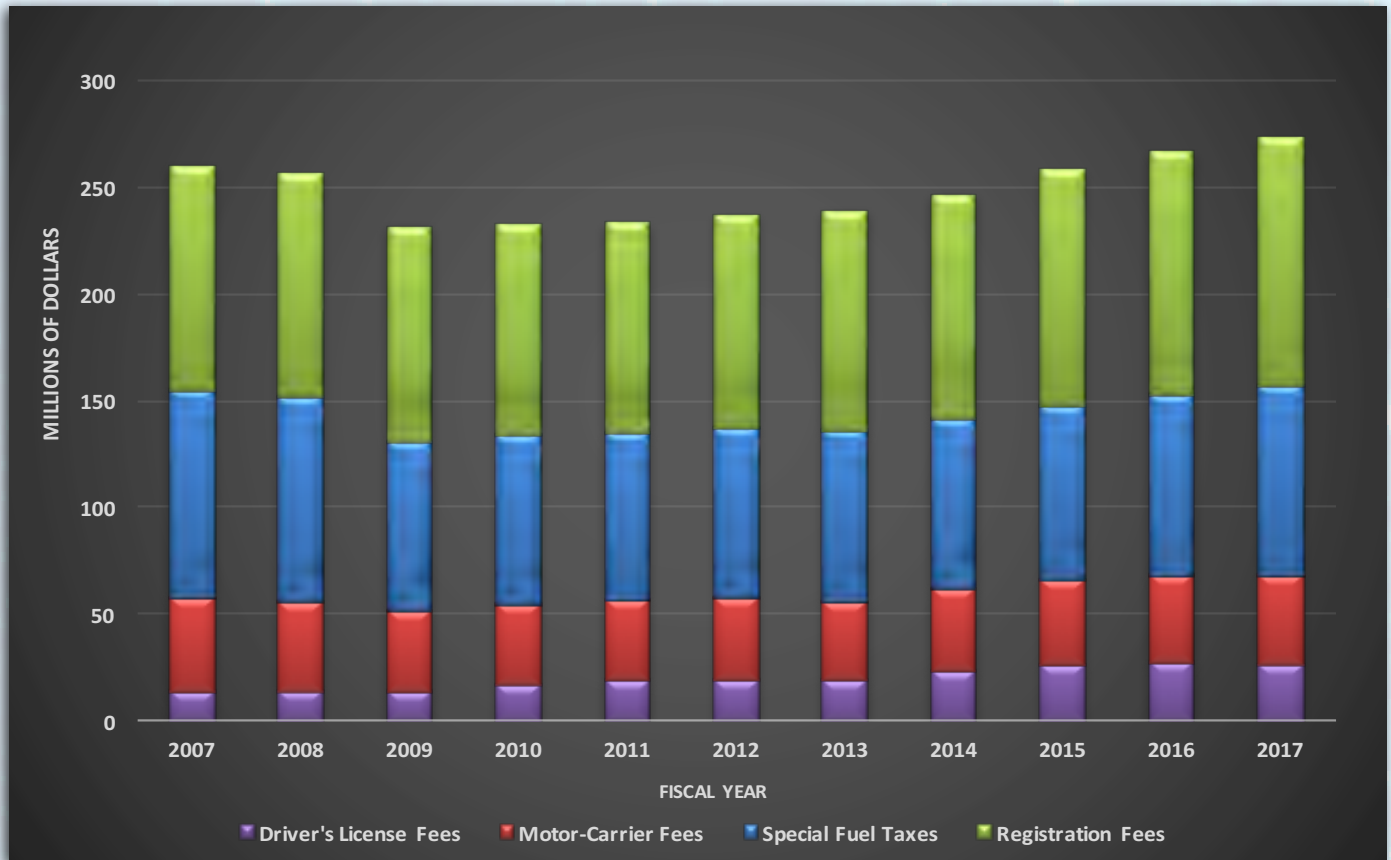


Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses and Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees and Commissions	Total
2007	259.4	329.9	33.6			71.8	694.7
2008	255.7	328.0	27.5			73.6	684.9
2009	231.2	298.3	20.0			93.8	643.3
2010	232.0	281.7	21.0	51.3		72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.6	261.2	25.3	62.4	4.8	70.4	660.6
2013	238.5	266.8	27.7	63.5	6.4	41.3	644.1
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	35.4	62.9	19.8	86.3	776.8
2016	266.5	341.0	40.3	66.7	24.8	102.3	841.6
2017	272.6	359.9	43.9	38.6	27.2	145.3	887.5

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

State Motor Vehicle Taxes to Highway Fund

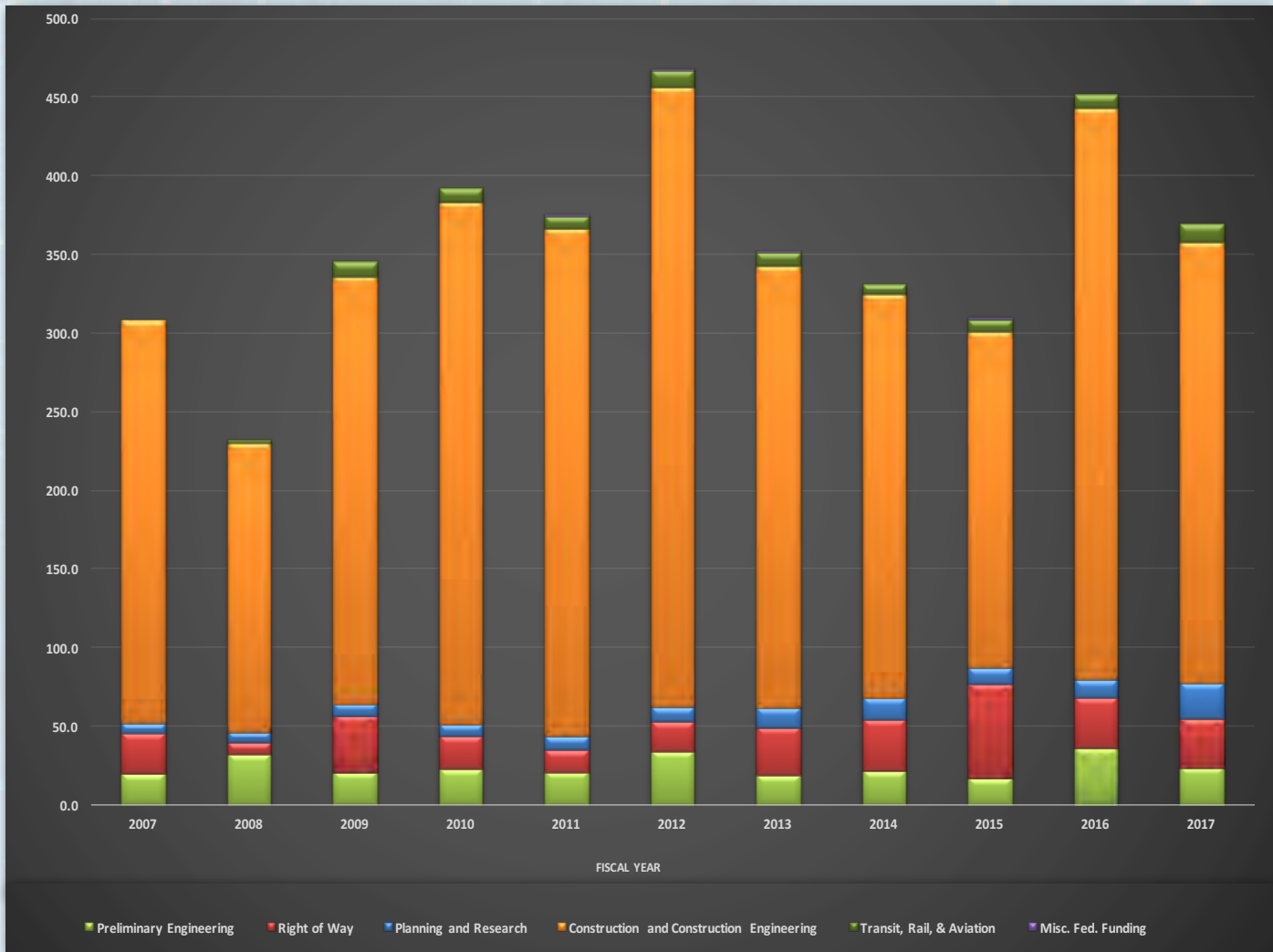
(derived from the state motor vehicle fund in millions)



Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fee	Total
2007	97.0	44.1	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7
2009	79.5	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7
2012	79.2	38.5	99.8	19.0	236.5
2013	80.9	36.7	102.1	18.7	238.4
2014	79.1	39.0	104.7	23.1	245.9
2015	81.1	40.2	110.3	26.2	257.8
2016	84.7	40.9	113.9	27.0	266.5
2017	88.4	41.4	116.1	26.7	272.6

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

Federal-Aid Revenue (in millions)



Planning & Fiscal Year	Research	Construction & Preliminary Right of Way	Construction Engineering	Transit, Rail, Engineering	Misc. Fed & Aviation	Funding	Total
2007	6.5	25.9	19.3	256.1			307.9
2008	6.7	7.6	31.6	184.1	1.9		232.0
2009	8.3	36.0	20.3	271.8	8.6		344.9
2010	7.7	20.9	22.7	331.6	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	8.0	0.5	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.5
2013	12.8	29.4	19.2	281.3	8.1		350.8
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.7
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7
2016	11.5	32.1	35.6	363.7	7.9	0.0	450.8
2017	22.6	31.0	23.8	280.3	10.9	0.0	368.6

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

Federal-Aid Apportionments

(under MAP 21 starting FFY 2013; totals only prior to FFY 2013)



■ National Highway Performance Program* ■ Congestion / Air Quality* ■ Surface Transportation Program* ■ Other* ■ Total

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

Fiscal year	Interstate Maintenance	National Hwy System	Congestion/ Air Quality	Surface Transportation Program	Other	ARRA	Total
2009	50.0	72.9	18.3	47.6	96.8	201.0	486.6
2010	77.1	84.3	35.8	111.2	84.0		392.4
2011	82.2	93.6	28.4	82.5	43.2		329.9
2012	79.8	88.6	32.8	82.1	46.8		330.2

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

Fiscal Year	National Highway Performance Program*	Congestion/ Air Quality*	Surface Transportation Block Grant Program*	Other*	Total
2013	182.0	31.3	86.4	44.4	344.0
2014	187.2	41.4	88.7	37.7	355.0
2015	187.2	42.5	88.7	45.0	363.0
2016	190.2	25.8	96.8	43.7	366.6
2017	190.3	26.6	87.1	49.9	354.2

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

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

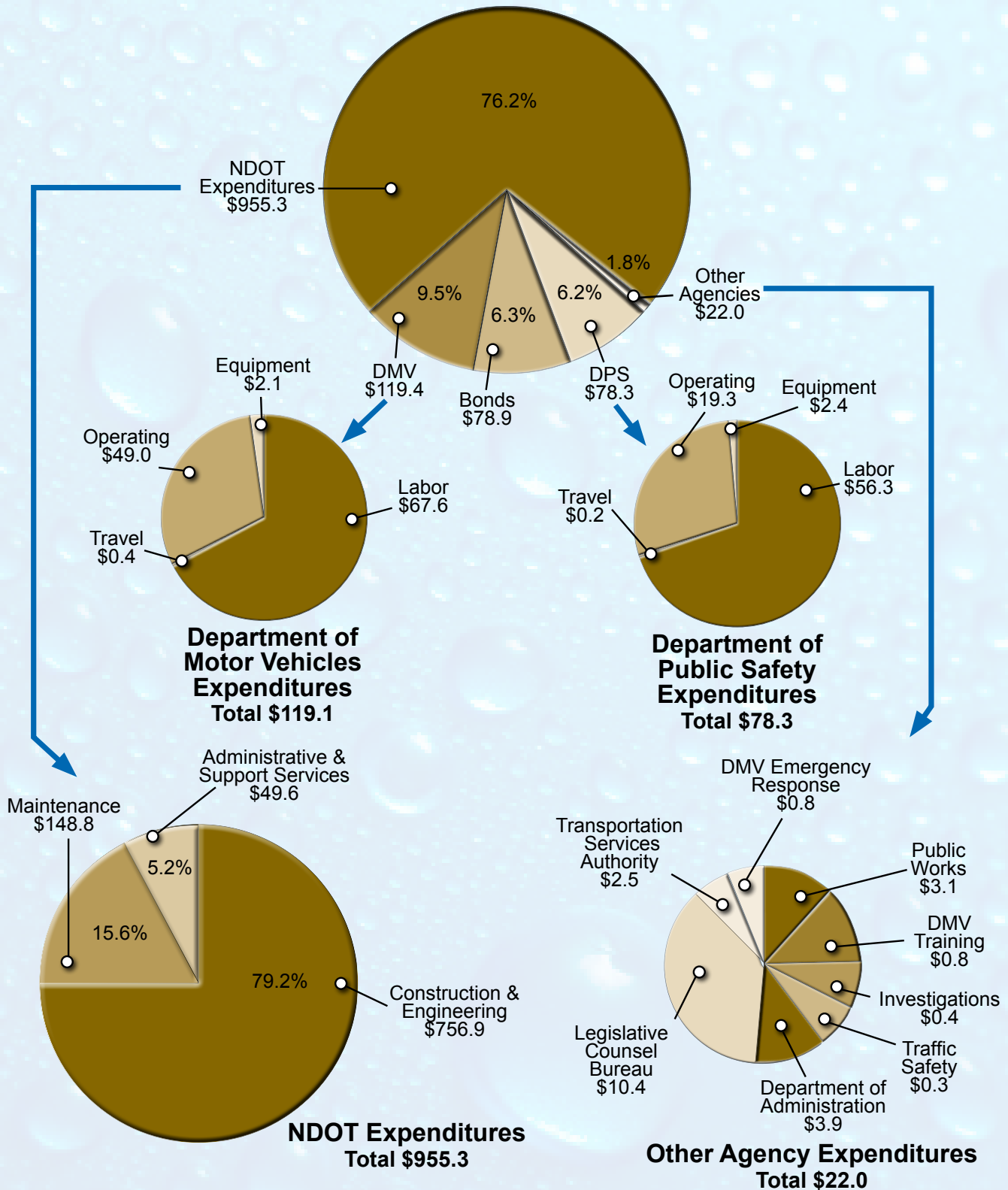
State Highway Fund Expenditures & Disbursements

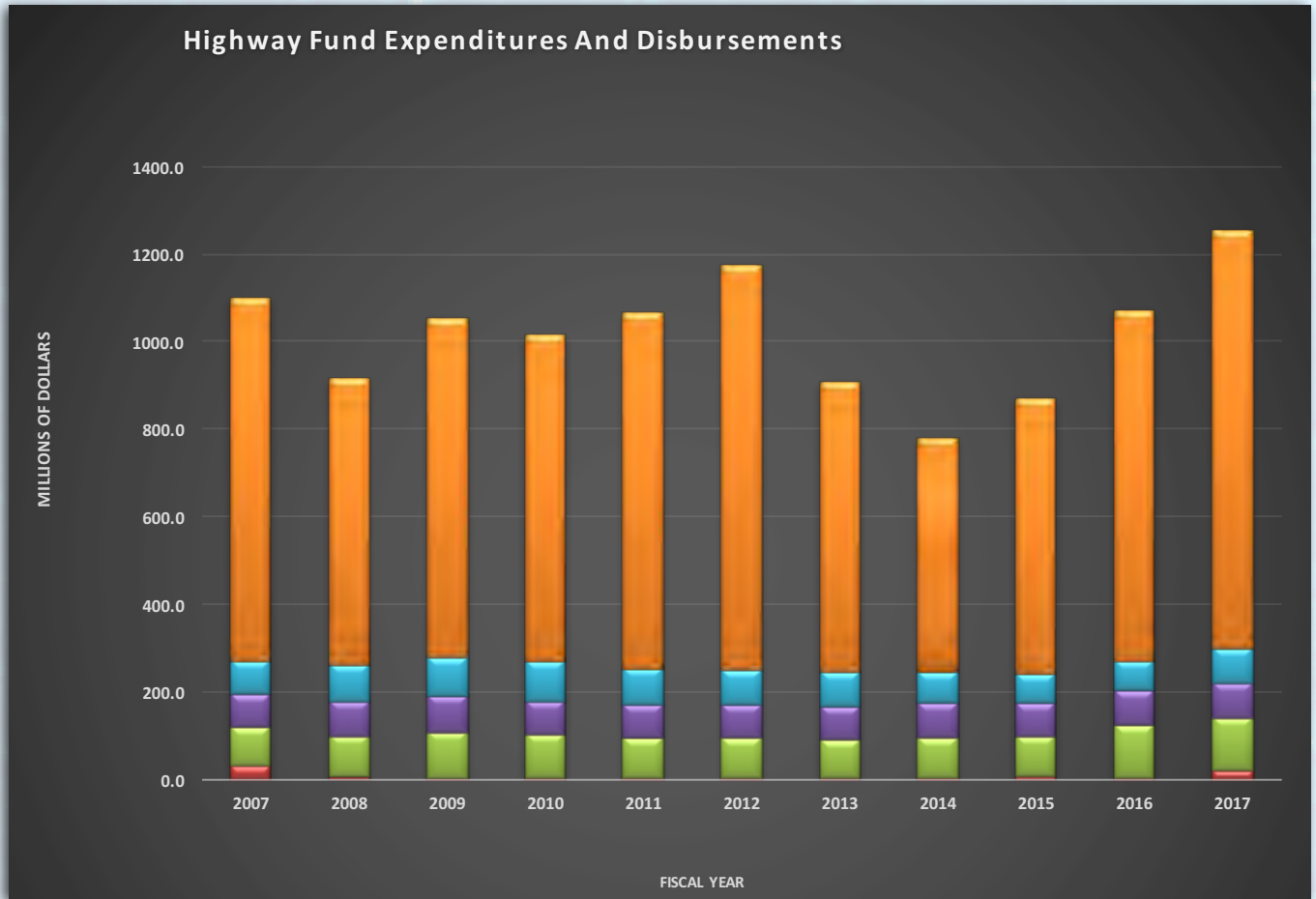
(in millions)



(2017 Expenditures Shown in Millions)

2017 State Highway Fund Expenditures
Total \$1,253.9





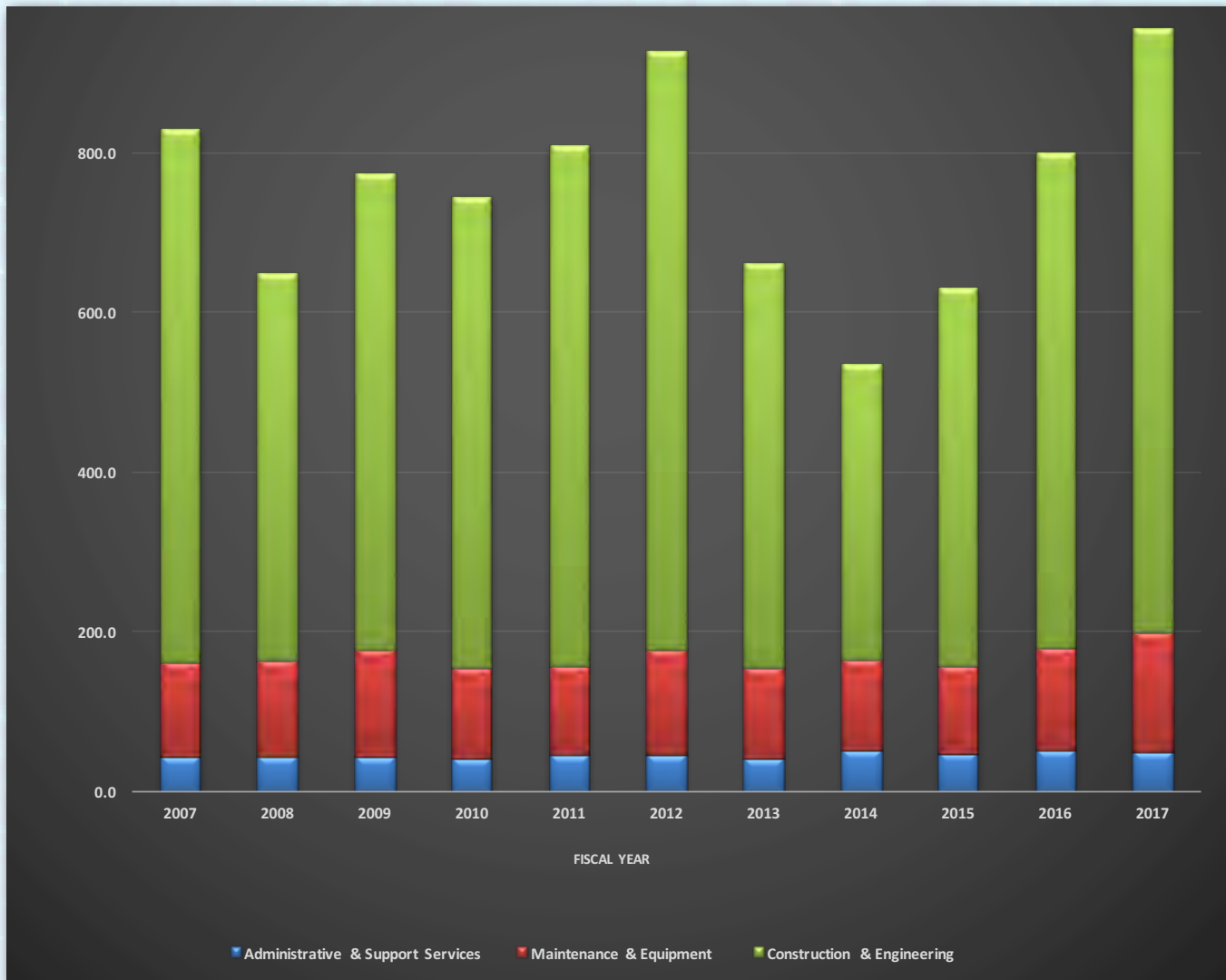
■ Transfers to Other Agencies ■ DMV Expenditures ■ DPS Expenditures ■ Bond Principal & Interest ■ NDOT Expenditures

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.8	108.0	81.1	89.0	772.4	1,052.3
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.2	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4
2013	4.2	85.5	76.5	79.8	661.0	907.0
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,070.3
2017	22.0	119.4	78.3	78.9	955.3	1253.9

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

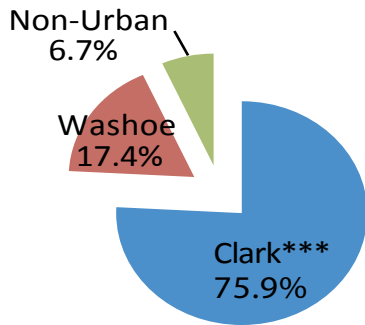
DMV stands for Department of Motor Vehicles.

NDOT Expenditures By Activity (in millions)

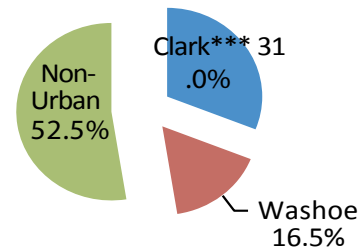


Fiscal Year	Administrative & Support services	Maintenance & Equipment	Construction & Engineering	Total
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.2	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.2
2015	47.5	109.2	472.2	628.9
2016	51.7	128.1	619.5	799.3
2017	49.6	148.8	757.0	955.4

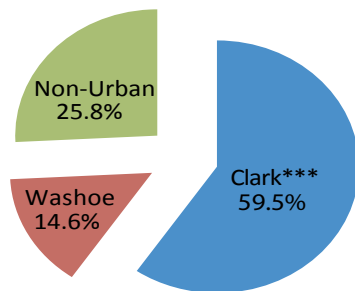
FY 2017 Capacity Projects (\$265.4 Million)



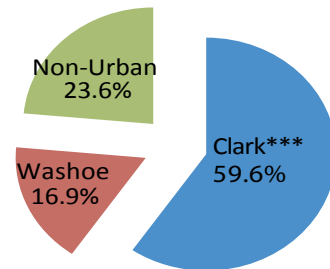
FY 2017 Preservation Project Obligations (\$150.9 Million)



FY 2017 Other Project Obligations (\$43.6 Million)



FY 2017 Total Projects Obligations (\$459.9 Million)



FY 2017 Projects*

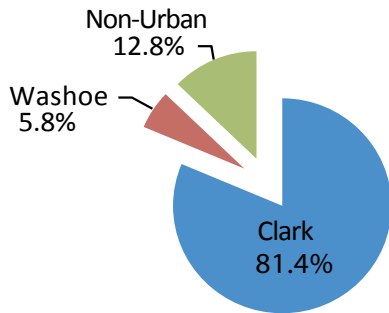
	Capacity	Preservation	Other**	Total
Clark***	\$201,288,874	\$46,798,917	\$25,974,980	\$274,062,770
Washoe	\$46,286,497	\$24,830,715	\$6,388,013	\$77,505,225
Non-Urban	\$17,800,775	\$79,241,563	\$11,257,421	\$108,299,760
Total	\$265,376,146	\$150,871,195	\$43,620,414	\$459,867,755
Percent	57.7%	32.8%	9.5%	100%

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

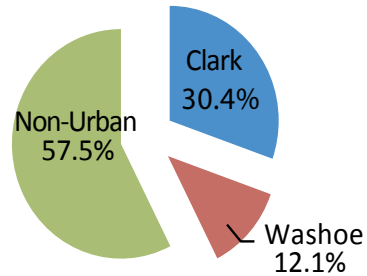
**Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.

***Includes Garnet Interchange Design Build \$66,202,175

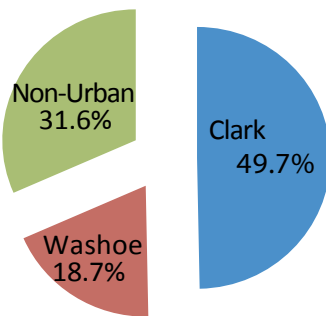
FY 2013-2017 Capacity Projects Obligations (\$1.7 Billion)



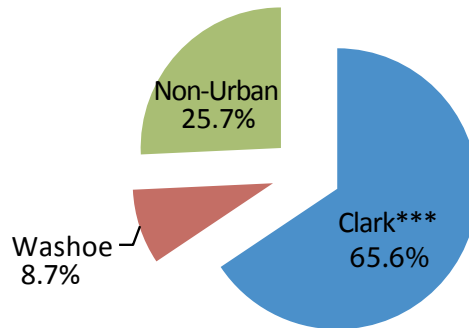
FY 2013-2017 Preservation Project Obligations (\$663.9 Million)



FY 2013-2017 Other Project Obligations (\$260.3 Million)



FY 2013-2016 Total Project Obligations (\$2.7 Billion)



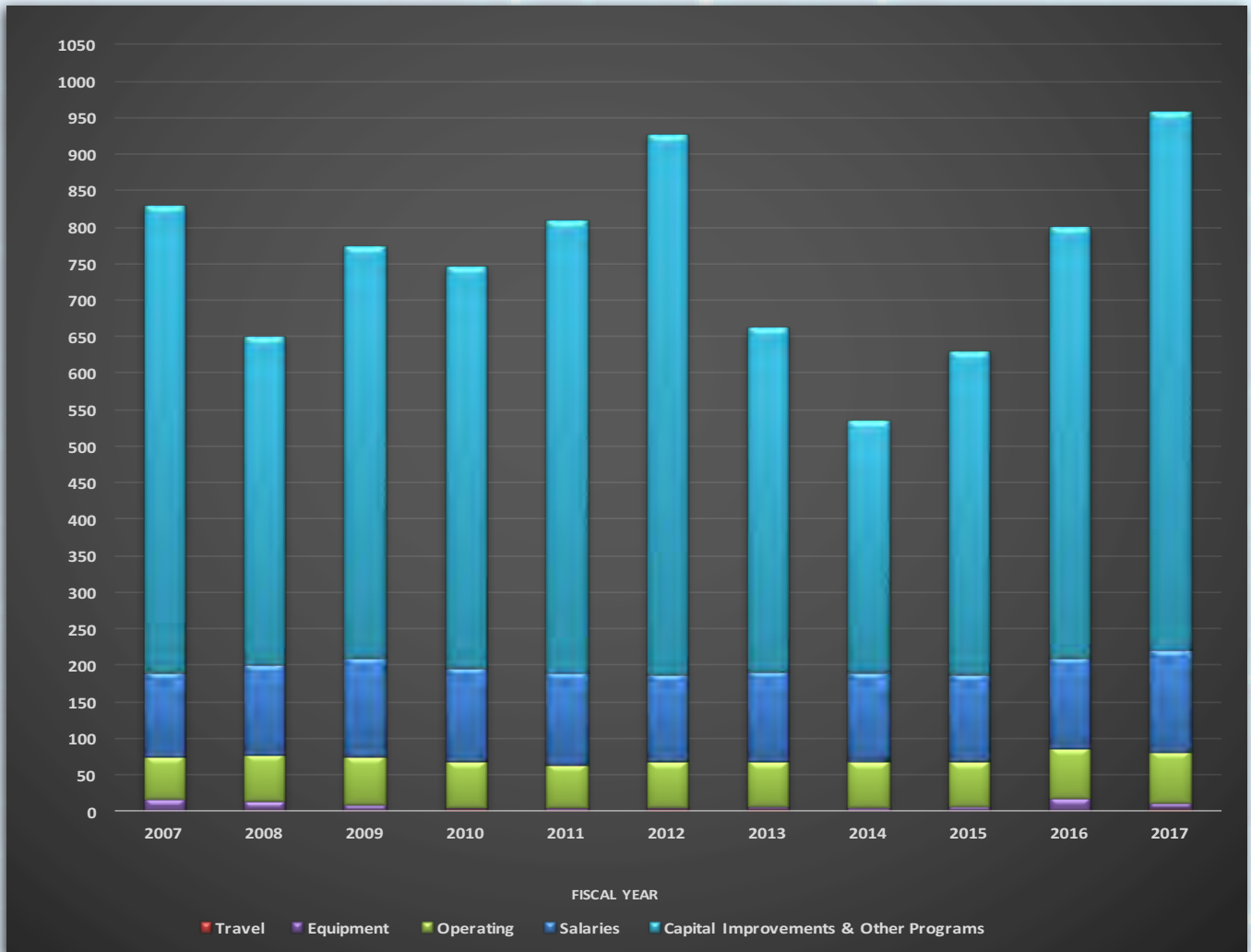
FY 2013-2017 Total Distribution of Project Funding*

	Capacity	Preservation	Other**	Total
Clark	\$1,422,924,222	\$201,804,458	\$129,344,873	\$1,754,073,554
Washoe	\$102,084,889	\$80,472,958	\$48,789,143	\$231,346,990
Non-Urban	\$224,114,739	\$381,661,319	\$82,183,392	\$687,959,451
Total	\$1,749,123,850	\$663,938,735	\$260,317,409	\$2,673,379,995
Percent	65.4%	24.8%	9.7%	100%

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

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

NDOT Expenditures By Appropriation



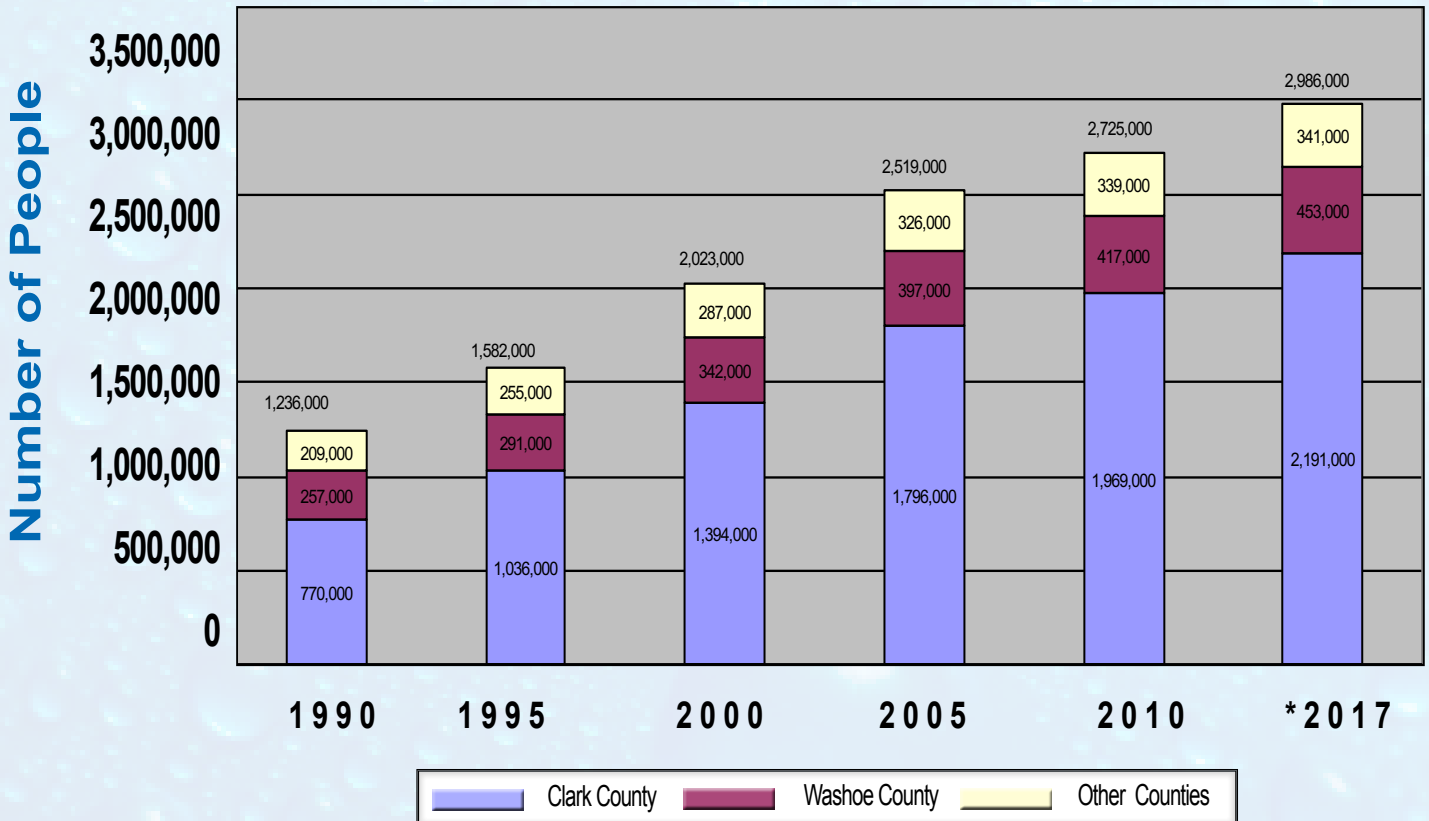
Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements & Other Programs	Total
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.9
2013	123.8	1.9	60.8	4.9	469.7	661.1
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.8
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.3

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1995	1,072,376
	2017	1,872,376
Passenger Vehicles	1995	1,130,278
	2017	2,147,216

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

Population Of Major Areas Of Nevada *2017 Projections





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.

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 2016, NDOT distributed approximately \$10 million in funding throughout the state for vital transit programs.

The result? Each year close to one and a half million rides are given on vehicles provided by NDOT’s disbursement of federal funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access

to employment, medical, shopping, government services, cultural activities, and to meet daily transportation needs. Since the program began in 1975, over 500 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state’s Indian reservations and colonies.

FEDERAL TRANSIT ADMINISTRATION (FTA) TRANSIT RIDERSHIP FUNDED THROUGH NDOT BY COUNTY Rural Transit Program 2016*

County	Total Riders**
White Pine	69,403
Washoe	411,529
Storey	0
Pershing	163,114
Nye	0
Mineral	26,601
Lyon	51,129
Lincoln	47,432
Lander	0
Humboldt	39,121
Eureka	9,121
Esmeralda	159,456
Elko	220,056
Douglas	2,326,637
Clark	1,572,544
Churchill	102,523
Carson City	0
Total	5,198,666

*Calendar year January through December 2016.

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

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

Bicycle and Pedestrian Programs

Planning

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

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

Education

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

Safe Routes to School

The purpose of Safe Routes to School program is to enable and encourage children, including those with disabilities, to walk and bicycle to school. The goal of the Safe Routes to Schools is to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. In addition, the program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

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





The Freight Planning Section develops strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. The planning process considers access to ports, rail, airports, intermodal transportation facilities, major freight distribution routes, and enhancement of the efficient movement problem areas, as determined in cooperation with appropriate private sector involvement, including but not limited to, addressing interconnected transportation access and service needs of intermodal facilities.

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

- **The Freight Plan** identifies potential infrastructure improvements and/or polices to facilitate efficient freight movement throughout the State of Nevada, with the ultimate goal of providing the state with a competitive advantage that will result in a growing and diversifying economy.
- **Commercial Truck Parking** in Nevada presents a series of maps and information on available truck parking and facilities on major highways that cross the State. This information is updated as information changes or becomes available.
- **Freight Assessment Project (2013)** completed an initial freight assessment study preparatory to developing a new Nevada State Freight Plan. This effort included the evaluation of recent planning efforts regarding freight movement in the state, as well as the effectiveness of any previous recommendations that have been implemented.
- **The Goods Movement Study (2000)** report summarized Nevada's initial attempt to examine the state's freight transportation system, with an eye on how to best utilize Nevada's freight strengths in the economic development and economic diversification process.

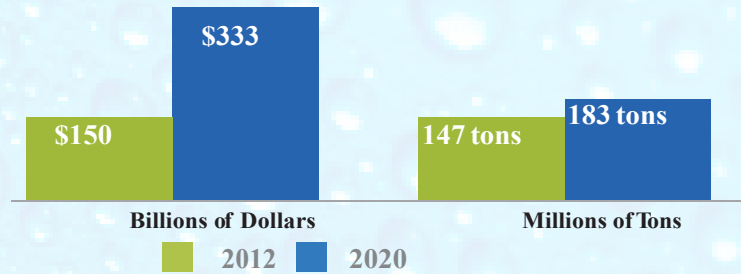
Commodity Flows: Nevada's economy is dependent on the daily distribution of millions of tons of goods shipped by a multimodal network of highways, railways, airports, ports, and pipelines

Existing Freight Flows

Currently, Nevada is primarily a consuming economy. Goods received from external sources (inbound flows) exceed the output of goods created or distributed (outbound flows) from within Nevada at a ratio of 2:1. The majority of top commodities by tonnage belong to resource-based industries (mining, construction) and are moved within the state, while the majority of top commodities by value belong to consumer goods industries (retail, food, beverage) and are inbound to the state.



Inbound flows exceed outbound flows 2:1



Forecasted Growth in Freight

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

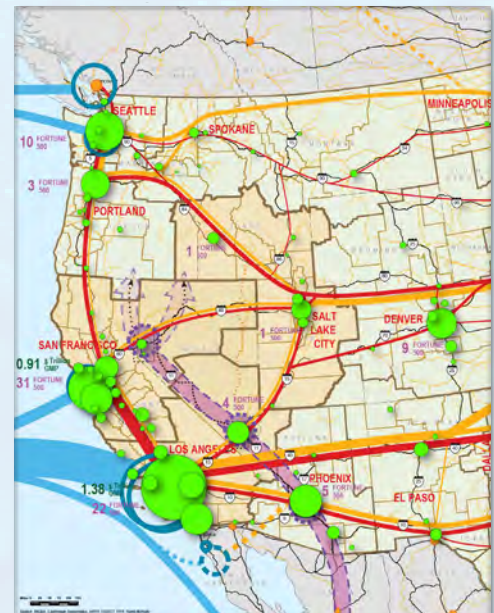
Future Opportunities

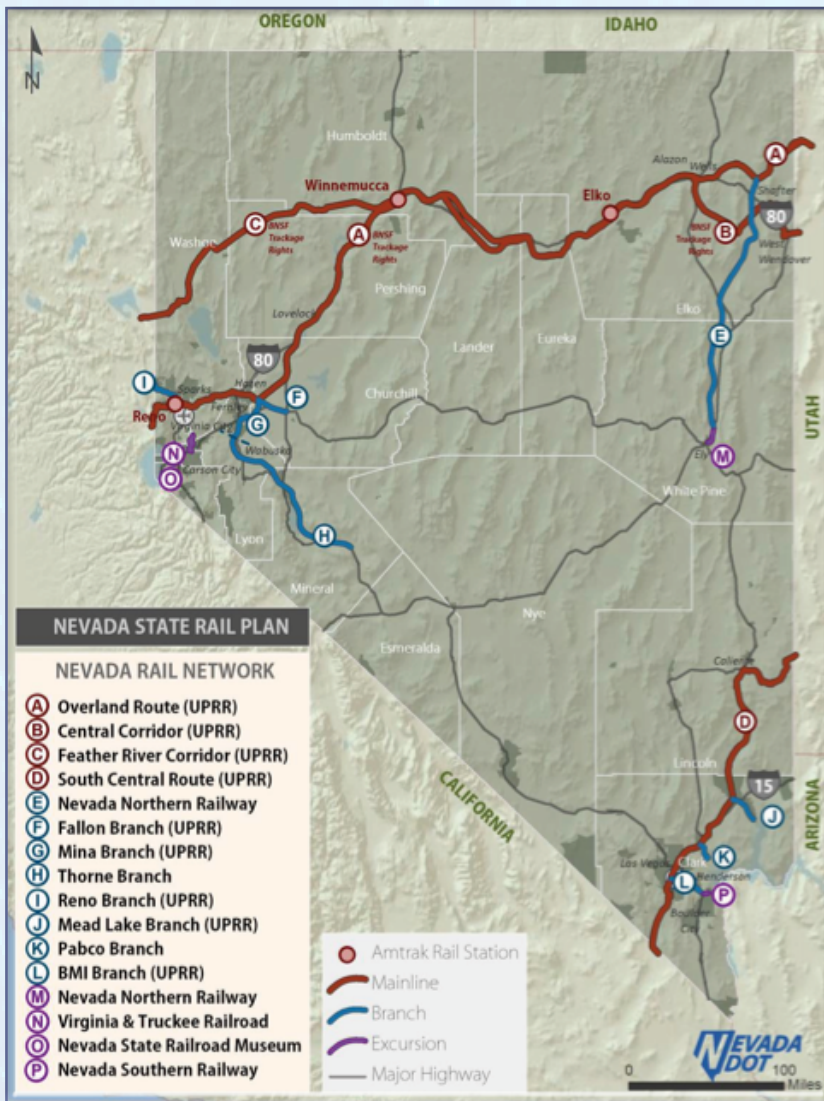
However, the urban and economic growth in Nevada combined with its proximity to the increasingly congested gateway hubs in California is changing the nature of goods movements within Nevada, and increasing the potential for a new relationship to domestic and global trading hubs.

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

Economic Regions and Trade Corridors

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





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

2012 Nevada State Rail Plan

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

Passenger Services from southern Nevada to southern California

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

Freight Rail

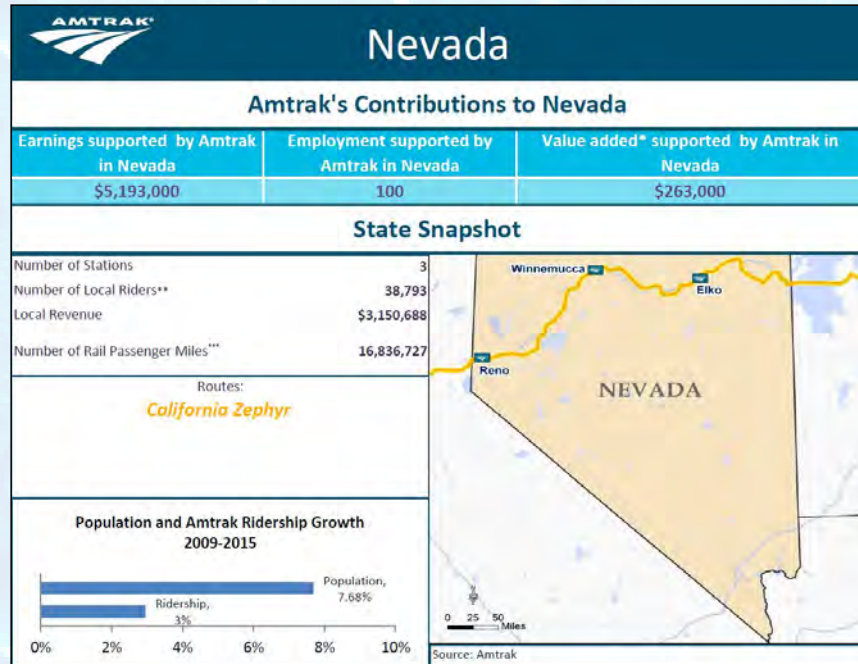
Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single – and 62 miles of double-track). BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada. Combined, these two railroads hauled about 190 million net tons of freight through Nevada in 2009; of the total, Nevada is primarily (96%) a pass-through state for shipments traveling to and from the ports in California.

Excursion Railroads

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

Amtrak

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



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

Fiscal Year 2015 Station Usage in Nevada

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

Source: <http://www.amtrak.com/pdf/factsheets/NEVADA15.pdf>

NEVADA AVIATION DEPARTMENT OF TRANSPORTATION



In support of the Nevada Department of Transportation's vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life, the Aviation Planning Section is responsible for helping Nevada's general aviation public and private use airports and heliports meet applicable safety requirements and provide maximum utility to their communities and the flying public. Nevada's public-use airports include two international facilities, three commercial airports and 45 General Aviation airports.

As part of the Federal Aviation Administration's (FAA) Airport Safety Data Program the Aviation section conducts annual airport inspections on all of Nevada's general aviation airports. Today Nevada has 124 registered facilities, 75 are privately-owned airports and heliports, and 49 are publicly owned. Included are 27 registered heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operations, electrical generation plants, and mining operations. Nevada has 48 airports open for public-use. NDOT Aviation Section inspects General Aviation airports under contract with the FAA open to the public-use and any other facility on request.

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

NDOT Aviation provides local matching grant funds to airports with FAA projects using funds provided by the Nevada 2017 legislature. The Nevada Aviation Technical Advisory Committee (NATAC) provides recommendations to the Department on project funding for General Aviation Airports based on the current federal funding programs and income from the Aviation License Plate program. A recent FAA grant to NDOT Aviation allows us to inventory and update the pavement condition reports at 22 federally funded public-use airports throughout the state in 2018.

In 2017 Nevada was listed as having more than 6,000 resident pilots with about 4,600 registered general aviation aircraft listed as based within the state. Recently, the FAA designated Nevada as one of six national test sites that is ready to conduct research vital to integrating UAS into the nation's airspace. Nevada is the third of six congressionally mandated test sites to become operational. A recent proposal to register Unmanned Aerial Systems / Unmanned Aerial Vehicles (UAS/UAV) as well as operators by the U.S. Department of Transportation and the state will allow Nevada to continue its leadership in the national aerospace flight testing as it has for more than 75 years in a safe and efficient manner.

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

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

Nevada's Airport Activity Levels – 12 Months to July 2017

Airport Classification Type	Airport Name	Community Location	2016 Passenger Enplanements	2017 Airport Operations
International	McCarran International	Las Vegas	22,665,289	635,989
	Reno-Tahoe International	Reno	1,771,432	98,021
Commercial	Elko Regional	Elko	14,893	19,635
	North Las Vegas	No. Las Vegas	15,828	198,309
Primary	Henderson Executive	Las Vegas	406	92,066
	Boulder City	Boulder City	105,806	99,306
General Aviation	Other Public-Use Airports		1,626	259,607
Totals			24,575,280	1,402,933

A temporary airport with 2 runways and 3 heliports was reestablished this year in the Black Rock Desert, near Gerlach in Pershing County for the annual Burning Man event that attracts more than 70,000 participants for a week-long event. The lakebed / playa surface runways are laid out and surveyed to be more than 8,000 feet in length. The Black Rock City Municipal airport opens with air traffic controllers and a portable control tower. Runways are tested to accommodate Beechcraft 1900 Airliners who operate commercial air service here now from several major airports for the 2nd year.



2017 NEVADA TRANSPORTATION FACTS AND FIGURES



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