

## **Chapter IV – Guiding Principles, Strategies, and Objectives**

Throughout the development of this Plan, NDOT reached out to the citizens, businesses, and government agencies in Nevada to find out what’s important to them and what they want our transportation system to look like in the future. And we heard you loud and clear. You told us that you wanted safe accessibility and mobility that enhanced Nevada’s economy, but as we build you want us to preserve your quality of life. You told us that we need to respect the environment as we construct facilities and consider such things as endangered species, safe passage for wildlife to preserve historical migration and improve our air quality. And you want multimodal options like bicycle facilities that parallel and cross our transportation corridors, safe walking routes for recreation and health, and transit options for those who cannot drive or afford to pay the high costs for gasoline. And lastly, you asked us to spend your money wisely and provide friendly, efficient services to you. Our intent is to develop direction for this Plan that reflects the opinions of the users of our transportation system.

But NDOT is only one of many agencies responsible for maintaining and operating the State’s multimodal, interconnected, transportation system so it was crucial that we coordinated with all of the transportation agencies in the state to ensure that we are moving in the same direction. In fact, you will find that many of the Guiding Principles in this Plan are the same or similar to other transportation agencies throughout the state. All of the input that we collected over the past four years through our public outreach efforts was used to develop the Guiding Principles of this Plan. Our public outreach efforts, references, and survey

results are included in the Appendices of this document.

We chose to use the term “Guiding Principles” because a principle is a standard of conduct, an idea, or a belief. And these principles represent the ideas, beliefs and standard of conduct that NDOT will use every day to guide the decisions we make. These principles will be used to guide us when selecting transportation projects for our state. We have also developed strategies and objectives to help guide us and assess our progress towards achieving our Principles. Where possible, we have developed short, mid and long-term targets to further monitor our progress at different intervals and keep us on track to meet our Guiding Principles.

Every employee at NDOT plays a vital role in developing our transportation system but our performance is based for the most part on completed highway projects. Transportation facilities are the most visible indication to the public that our agency is appropriately executing and accomplishing our job. In truth, many of the support functions facilitate and allow those high profile construction activities to occur. Without the assistance from our support divisions, those transportation projects could not be completed which is why some of the strategies and objectives we used are specific to internal processes and procedures at NDOT. Ultimately, the more streamlined and efficiently our agency operates, the better utilization of our taxpayer funds and the better transportation improvements our customers receive.

In 2007 the Nevada State Legislature passed Assembly Bill 595, providing approximately \$1 billion dollars in bonding capacity for Super/Mega (Major) projects identified by NDOT as priority projects for our State. This bill required NDOT to

develop a plan for measuring the performance of the Department as a stipulation of receiving this funding. All of the objectives that were established as a requirement of this bill have been included under the Guiding Principles in the Plan. For more information on our Performance Measures see the “Annual Report for Assembly Bill 595.”

Plan supported the NDOT mission, vision, and goals. Through the mission statement, the general direction of the organization is established. NDOT’s mission is:

*“Providing a better transportation system for Nevada through our unified and dedicated efforts”*

And finally, as an agency we wanted to ensure that the Guiding Principles in this

### **GUIDING PRINCIPLES:**



#### **SAFETY**

Improve safety for all modes of our transportation system.



#### **CUSTOMER SERVICE**

Improve internal and external customer service and satisfaction.



#### **FISCAL RESPONSIBILITY**

Secure the highest amount of funding possible for our state and ensure that it is invested responsibly and properly.



#### **ASSET MANAGEMENT**

Protect the public’s investment in our transportation system.



#### **MOBILITY/ACCESSIBILITY**

Provide a statewide, multimodal, interconnected, efficient transportation system that enhances Nevada’s Economic Competitiveness.



**FREIGHT MOVEMENT** - Improve the safety and mobility of freight movers.



## **ENVIRONMENTAL STEWARDSHIP**

Ensure the human and natural environments are considered when developing the transportation system.

The following pages describe each of our seven Guiding Principles, our strategies, and our objectives.



**GUIDING PRINCIPLE: SAFETY**

**Improve safety for all modes of our transportation system.**

A core priority of NDOT and all citizens in this state is transportation safety across all modes. The fatality rates in Nevada are similar to the national experience, with significant decreases during the 80’s and early 90’s followed by a noticeable flattening over the past decade. However, Nevada’s fatality rate has consistently been 20% to 40% above the national average.

While Nevada continues to rank high nationally in the statewide rate of traffic fatalities on the state’s highway system, improvement has been made through concentrated and coordinated efforts. Nevadans should be able to look at NDOT as the driving force behind the development and implementation of multimodal transportation safety improvement programs.

NDOT will work to ensure that safety is considered and implemented, as appropriate, in all phases of transportation planning, design, construction, maintenance, and operations. NDOT will strive to raise the safety awareness of both the transportation industry and users of transportation facilities. We will work closely with other local, state, tribal and federal agencies to improve information reporting on transportation crashes, exposure to risks, and trend analysis, in order to identify potential safety problems, analyze potential solutions and implement appropriate actions.

Following are the strategies, objectives and targets that were identified in Nevada’s 2006 Strategic Highway Safety Plan, initiated by NDOT and the Department of Public Safety.

**STRATEGIES:**

1. Create an education program aimed at reducing lane departure crashes by focusing on drivers and public officials responsible for law enforcement activities.
2. Conduct public service campaigns to reduce impaired driving.
3. Provide subsidized bus/limo/taxi service to/from bars.
4. Provide pedestrian safety education for pedestrians and motorists.
5. Conduct highly publicized DUI checkpoints.
6. Seize vehicle/license plate and create a “zebra” plate for DUI offences.
7. Conduct highly publicized seat belt enforcement campaigns coupled with a primary seat belt law and targeted education message.
8. Enforce pedestrian laws at high crash locations (judicial follow-thru).
9. Adopt automated enforcement including red-light running cameras.
10. Implement cost effective improvement to keep vehicles in their lane.
11. Flatten side slopes and remove roadside objects.
12. Increase pedestrian safety by constructing sidewalks, refuge islands, and upgrading signals.
13. Follow the principles of access management.
14. Implement geometric intersection improvements (i.e., left-turn lanes, roundabouts).
15. Increase intersection awareness with traffic control devices
16. Implement traffic signal upgrades and improvements.
17. Provide first responder training for highway maintenance workers, state patrol, etc.

- 18. Use technology to reduce emergency response times.
- 19. Improve ability to perform crash data analysis across agencies.
- 20. Develop criteria to identify high pedestrian crash locations and placement, design and implementation guidelines for pedestrian amenities.
- 21. Reduce crashes involving bicyclists and motor vehicles by at least 10% by the year 2010 (with additional increases achieved by 2020).

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Safety	Annual average lane departure failures.	Reduce from 186 to 132	
Safety	Annual average alcohol-related fatalities.	Reduce from 93 to 66	
Safety	Annual average alcohol-related repeat offender fatalities.	Reduce from 7 to 5	
Safety	Annual average unbelted fatalities.	Reduce from 164 to 116	
Safety	Annual average pedestrian fatalities.	Reduce from 55 to 37	
Safety	Annual average signalized intersection fatalities.	Reduce from 41 to 29	
Safety	Annual average intersection red-light running and speed fatalities.	Reduce from 18 to 13	
Safety	Annual average running off the road fatalities.	Reduce from 135 to 96	
Safety	Annual average unsignalized intersection fatalities.	Reduce from 88 to 63	
Intermodal Planning	Reduce crashes involving bicyclists and motor vehicles.	2010 = 10% 2015 = 2020 =	



**GUIDING PRINCIPLE: CUSTOMER SERVICE**

**Improve internal and external customer service and satisfaction.**

Everyone in our state is a customer of NDOT at some point because everyone relies on some form of transportation. Whether it’s the roads you use to get to and from work, the freight services that deliver food to your local grocery store, or the visitor using our transit services to get around Las Vegas. NDOT is working to improve and enhance our transportation network so we have a positive impact on our customers and the traveling public; but we also want to improve our relationships with the contractors and crews who build our roads, the local business and

developers who need access to their facilities, and our elected officials who are trying to satisfy their constituents. By working on the services that NDOT provides our business customers, like streamlining our permitting and agreement procedures, we hope they in-turn will be able to provide better services to their customers. We also feel that improving employee satisfaction and providing them the proper training and materials they need to perform their jobs, will ultimately improve our public’s overall satisfaction.

**STRATEGIES:**

1. Improve Customer/Outreach Satisfaction
2. Improve employee satisfaction
3. Provide training opportunities that will improve the skills of employees.
4. Streamline permitting process.
5. Streamline agreement execution process.
6. Designate an individual in each District / Division to be responsible for planning outreach activities.

<b><u>Reporting Division</u></b>	<b><u>Objective</u></b>	<b><u>Target</u></b>	<b><u>Actual</u></b>
Operations Group	Create a single point of contact in each District that can forward information to the appropriate person and provide a consistent response to the public.	Yes / No	
Operations Group	Track customer service requests yielding a satisfactory outcome and issues resolved in one day.	Yes / No	

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Human Resources Training	Percentage of employees trained in accordance with prescribed training plan.	2010 = 15% 2015 = 100% 2020 = 100%	
Human Resources	Overall satisfaction rating of 8 on scale of 10.	2010 = 8 to 10 2015 = 8 to 10 2020 = 8 to 10	
Administrative Services	Percentage of Agreements executed within 45 days.	2010 = 90% 2015 = 95% 2020 = 95%	



**GUIDING PRINCIPLE: FISCAL RESPONSIBILITY**

**Secure the highest amount of funding possible for our state and ensure that it is invested responsibly and properly.**

Nevada receives state and federal funds to build our transportation facilities, but these funds are also used to pay for such things as the day-to-day operation of our agency, our personnel, managing programs, and asset maintenance. There are a number of responsibilities attached to these funds. NDOT has the responsibility for ensuring proper utilization of these funds and to fulfill all of the state and federal requirements that go along with the privilege of receiving these funds.

NDOT also has a responsibility to work towards securing the highest amount of federal and state funding possible. This is accomplished

in a number of ways such as adhering to proper accounting procedures for these funds year-after-year, streamlining our project advertisement and delivery process, and maintaining low administrative project costs.

And finally, the citizens of Nevada expect the financing they provide for the state’s transportation system be managed and invested responsibly. NDOT must use effective planning and decision making to ensure that our limited transportation dollars are spent in the most responsible way and that we prioritize projects to ensure that limited transportation resources are allocated to the state’s highest priorities.

**STRATEGIES:**

1. Assist management with the effective discharge of their responsibilities by providing an independent review and appraisal function, guided by professional audit standards.
2. Through the Pioneer Program, continue to explore and develop new and creative ways to finance and deliver transportation improvements.
3. Ensure that adequate financial resources are available when needed.
4. Ensure that no federal obligation authority is lost and no federal apportions or grants lapse.
5. Secure the highest amount of federal and state funding possible for the Department and ensure the optimum use of those funds.
6. Ensure that the Traffic Monitoring System will meet the statistical precision established by the FHWA for the Highway Performance Monitoring System (HPMS)
7. Maintain the Disadvantaged Business Enterprise (DBE) Program for the Department to ensure that DBE certified businesses have an equal opportunity to participate in NDOT work.
8. Maintain an accounting system of internal control, recording, classifying, summarizing and interpreting the financial transactions for the Department.
9. Streamline project delivery – schedule and estimate from pre-development state to bidding.
10. Streamline project delivery – schedule and estimate from bid opening to construction completion.

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Auditing	Outside review of work procedures by AASHTO Peer Review Committee (every 3-5 years) approved.	Pass / No Pass	
Financial Management	Pass annual certification of financial integrity.	Pass / No Pass	
Financial Management	Year-end report for Utilization of Federal Funds passed.	Pass / No Pass	
Financial Management	All consultant audits passed.	Pass / No Pass	
Financial Management	Pass financial integrity review and evaluation (FIRE).	Pass / No Pass	
Major Projects	Percentage of projects completed within range of established cost estimate and schedule after environmental process.	2010 = reduce by 25% 2015 = 100% 2020 = 100%	
Construction	Percentage of projects within established range of cost estimate and schedule to completion.	2010 = reduce by 25% 2015 = 100% 2020 = 100%	
Traffic Information	Submit the annual Traffic Monitoring System in accordance with 23 CFR F 500 B by January 31.	Yes / No	
Operations Analysis	Benefit / Cost analysis completed on projects over \$25M.	Yes / No	
Contract Compliance	Achieve a DBE Goal of 5.7% per year in a race neutral DBE program.	2010 = 5.7% 2015 = 2020 =	
Contract Compliance	Conduct six DBE contract reviews per year.	Yes / No	



## GUIDING PRINCIPLE: ASSET MANAGEMENT

**Protect the public’s investments in our transportation system.**

NDOT is responsible for billions of dollars worth of assets, including right-of-way, structures, pavement, signs, and signals. This represents a considerable taxpayer investment to be protected.

Asset management is a systematic process of maintaining, upgrading and operating physical assets, cost effectively. Objective, fact-based tools and techniques are systematically applied to determine how best to deploy available resources in order to achieve system-wide agency goals.

NDOT realized many years ago that it is less expensive to keep our infrastructure maintained in good condition rather than let it

deteriorate to the point where major reconstruction is needed. This strategy maximizes the life of our roads and assets and is a more efficient utilization of our dollars. However, with highway construction costs and right-of-way acquisition prices continuing to rise, many preservation and construction projects are being delayed. This prolonged reduction in our program will have serious consequences in future costs. And the strain on resources brought about by an inadequate maintenance system will have a direct effect on the economic development efforts across the state as well. Our challenge is balancing these scarce dollars with the appropriate maintenance that will effectively protect our assets.

### STRATEGIES:

1. Maintain our Interstate system at a high level of serviceability by applying timely overlays where possible, and reconstructing inferior segments.
2. Maintain our Non-Interstate principal arterials by applying maintenance treatments such as chip seals and flush seals.
3. Optimize the available resources to efficiently manage the Department’s assets in a responsible, secure manner.
4. Provide an efficient and well-conceived engineering based process for establishing and maintaining the quality of materials and products incorporated in the facilities and structures constructed.
5. Sustain and enhance current quality standards and materials, and continue to strive to improve service delivery.
6. Maintain NDOT’s mobile fleet within prescribed limits.
7. Implement a computer based payroll system to be used by NDOT’s contractors and subcontractors, including items required under NRS 338.
8. Reduce work place accidents.
9. Maintain Facilities Infrastructure Security Plan and the Mobile Fleet Security Plan to comply with quickly changing Homeland Security Guidelines.
10. Rehearse the various security plans to identify weaknesses making necessary modifications as required.
11. Provide adequate education and training to NDOT personnel in order to ensure that security objectives are met during the design and construction as well as maintenance and operations phases.

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Bridge	Percent of NDOT owned bridges categorized as structurally deficient or functionally obsolete.	2010 = reduce by 2.6% 2015 = 2.6% 2020 = 2.6%	
Materials	Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index.	2010 = 92% 2015 = 100% 2020 = 100%	
Operations Group	Maintain the percentage of the mobile fleet needing replacement within prescribed limits.	Yes / No	
Operations Group	Maintain mobile fleet utilization within the prescribed limits.	Yes / No	
Operations Group	Maintain the percentage of buildings and facilities in good condition and are compliant with appropriate codes, ordinances and Department guidelines within prescribed limits.	Yes / No	
Construction	Ensure that preventable causes of change orders and supplemental do not reoccur, with a 90% success rate.	Yes / No	
Contract Compliance	Reduce the number of late payrolls.	2010 = 90% 2015 = 2020 =	
Operations Group	Number of exercises of the various security plans will be within the prescribed frequency.	Yes / No	
Operations Group	Number of breaches in security will be within prescribed limit.	Yes / No	

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Human Resources Safety & Loss Control	Reduce number of work place injuries and illness to total number of employees.	2010 = reduce by 10% 2015 = Zero injury/illness 2020 = Zero injury/illness	



**GUIDING PRINCIPLE: MOBILITY/ACCESSIBILITY**

**Provide a statewide, multimodal, interconnected, efficient transportation system that enhances Nevada’s economic competitiveness.**

With Nevada’s population growth projected to continue, it is clear that NDOT needs to continue to increase the capacity of our highway system by adding new roads, widening existing corridors and constructing new interchanges. However, our population and travel demand growth has surpassed the resources that we have available for adding this new infrastructure. One way to address this challenge is to find ways to make the existing system work better. In doing so, we will need to focus on strategies such as Intelligent Transportation Systems, Access Management, and Travel Demand Management. This also means that we need to improve our project estimates and streamline our project delivery. NDOT will continue to promote and support other modes of transportation that alleviate congestion and improve our environment, such

as transit services and facilities for pedestrians and bicycles. We are working to ensure that all of our citizens and visitors have mobility and access, regardless of physical limitations, social status, economic level or geographic location.

Transportation and the supporting infrastructure are essential to the economic growth and development within Nevada and across our nation. Not only does a superior transportation system support and retain existing economic development interests within the state, but it will help to make Nevada attractive in the recruitment of new economic development. It is important that the transportation system not only serves the state’s citizens and business, but also places the citizens and business in a position that makes them competitive on a national and global scale.

**STRATEGIES:**

1. Reduce the percentage of daily vehicle miles traveled that occur at Level of Service “E” or worse on the state system.
2. Provide a consistent and effective operation of NDOT’s roadway network to provide a safe and reliable trip to the traveling public.
3. Streamline project delivery from pre-development to advertise date.
4. Increase levels of bicycling for transportation throughout Nevada, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020).
5. Foster and promote the development of a safe, efficient, dependable and environmentally compatible air transportation system.
6. Cooperate and coordinate with Federal government, regional transportation planning agencies, local governments, other appropriate political subdivisions, the public, the air carrier and general aviation industries, and the private sector in carrying out the aviation responsibilities.
7. Continue to evaluate existing ITS architectures (statewide and regional) and implement program updates to minimize congestion.
8. Create and maintain an NDOT Continuity of Operations plan to ensure greater participation in emergency exercises held by other state and local agencies.

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
NDOT	Percentage of daily vehicle miles traveled at LOS E or worse.	2010 = 15% 2015 = 2020 =	
NDOT	Portion of federally funded projects advertised for contract in the year intended.	2010 = 100% 2015 = 100% 2020 = 100%	
Operations Group	Traffic Management Programs will be in place statewide, to the regionally appropriate level, and utilized by each District.	Yes / No	
Operations Group	Create regional incident management programs to minimize impacts of non-recurrent congestion.	Yes / No	
Operations Group	Expansion and implementation of ITS strategies on new roads will be included in contracts as the projects are built, enabling the roadway to operate at a higher level.	Yes / No	
Intermodal Planning	Airport Capital Improvement Program.	2010 = \$1,100,000,000 2020 = \$4,700,000,000	
Intermodal Planning	Rural passenger enplanements.	2010 = 32,300,000 2015 = 38,200,000 2020 = 44,500,000	
Intermodal Planning	Rural air carrier and taxi operations.	2010 = 780,000 2015 = 880,000 2020 = 990,000	
Intermodal Planning	Public use airports aircraft operations (A takeoff or landing).	2010 = 1,100,000 2015 = 1,200,000 2020 = 1,300,000	
Intermodal Planning	Bikeway projects implemented that were identified through NDOT and local government planning process.	2010 = # of bikeway projects implemented.	
Intermodal Planning	Integrate bikeway system plans with other transportation plans & programs.	Yes / No	

<u>Reporting Division</u>	<u>Objective</u>	<u>Target</u>	<u>Actual</u>
Intermodal Planning	Rural transit ridership per year.	2010 = 1,200,000 2015 = 1,500,000 2020 = 2,000,000	



## GUIDING PRINCIPLE: FREIGHT MOVEMENT

### **Improve the safety and mobility of freight movers.**

Freight carriers dominate the transportation industry, representing the overwhelming majority of the domestic transportation market in both volume and revenue. Highways carry the bulk of freight in Nevada, followed by rail (tonnage) and air (value). Due to the nature of Nevada's commodity flow, water borne freight movements are insignificant or nonexistent.

Ensuring that we have sufficient intermodal accessibility and mobility is essential for freight movement in order to meet the needs of the state's industrial and commercial sectors. We understand that freight carriers need to move and that delays cost them money, so we are working to make their trips through our state safer and more efficient. A well functioning multimodal freight transportation system (roadways, airports, and railways) is vital to Nevada's economy and the national economy.

With the tragic events of September 11, 2001, safety for the freight carrier industry took on a new dimension. It forced them to increase their efforts to ensure the safe, secure and efficient movement of goods across the US. The threat of terrorists using hazardous materials in the transportation system as a weapon was a new danger to this industry. NDOT always considers the security of our transportation system and is working closely with our Federal, state, local, and tribal governments to ensure that all our freight carriers can travel in our state securely.

Truckers are the third largest motorist group using our highways, after commuters and tourists, and Nevada has seen an increase in the number of large truck crashes as well as fatalities over the period 2001 – 2005. The number of large trucks involved in fatal and non-fatal crashes increased 12 percent during that time period. The number of buses involved in fatal and non-fatal crashed increased 65 percent, from 20 to 33. NDOT works in cooperation with the Department of Public Safety and the Highway Patrol Division on improving highway engineering and design to reduce the likelihood of crashes caused by highway geometrics.

Nevada has fewer restrictions on trucking than any other state. For reducible loads, we allow a number of trailer combinations, including triples. For non-reducible loads, NDOT offers efficient and timely permitting to assist carriers in getting their loads to their destination safely.

Overall commodity freight tonnage for Nevada is expected to grow at an annual rate of around 2.5 percent, both for inbound and outbound freight. Airfreight is expected to grow the fastest at around 3.4%. In accordance with Nevada Revised Statutes Chapter 408, NDOT will promote and encourage development of adequate ground access to public use airports with multimodal interface to develop and coordinate a balanced transportation policy consistent with social, economic and environmental goals of the State.

**STRATEGIES:**

1. Reduce the number and severity of large truck/bus related fatalities on Nevada’s highways.
2. Improve the efficiency and administrative processes for the motor carrier industry and government agencies.
3. Promote safety on Nevada’s highways by providing law enforcement traffic services to the motoring public.
4. Reduce congestion costs for freight carriers.
5. Ensure regulatory compliance.
6. Streamline credentials and tax administration.
7. Provide timely and accurate road condition and weather information to prevent avoidable delays whenever possible.
8. Work with local governments to identify and address airport ground transportation problems.
9. Include intermodal facility and warehousing in future regional plans and small urban plans.

<b><u>Reporting Division</u></b>	<b><u>Objective</u></b>	<b><u>Target</u></b>	<b><u>Actual</u></b>
DPS/HPD	Reduce large truck and bus related fatalities.	2011 = 0.16 fatalities /100 million vehicle miles.	
Traffic Information	Annual Truck Weight Characteristics Data report issued on time.	Yes / No	
Traffic Information	Vehicle (Truck) Size and Weight Enforcement Certification report issued on time.	Yes / No	
Administrative Services	Single trip over-dimensional vehicle permits issued within one day (or same business day).	2010 = 100% 2015 = 100% 2020 = 100%	
Administrative Services	Annual and special permits issued within 30 days.	2010 = 100% 2015 = 100% 2020 = 100%	
Operations Analysis	Commercial vehicle accidents/Commercial vehicle miles traveled.	In process of collecting.	



## **GUIDING PRINCIPLE: ENVIRONMENTAL STEWARDSHIP**

**Ensure the human and natural environments are considered when developing the transportation system.**

Preserving and protecting Nevada’s human and natural environment and resources for the benefit of future generations is one of NDOT’s priorities. We understand that a sound transportation system must address the relationship between the movement of people and goods and the impact upon the environment. We work closely with our federal, state, regional, local and tribal governments to coordinate and preserve our environment and natural resources. We strive to protect and enhance the aesthetic values of transportation corridors in order to preserve quality of life for our citizens.

NDOT has a host state and federal laws that govern the way we plan and implement transportation projects. Mitigation strategies are incorporated into the project planning process as part of National Environmental Policy Act (NEPA) compliance. NEPA is our basic national charter for protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. NEPA procedures ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. Some of the areas we consider are social-economics, wetlands/waters of the US, storm water, threatened and endangered species, air quality, noise, and hazardous materials/waste.

Agencies are now required to integrate the NEPA process with other planning at the earliest possible time to ensure that planning and decisions reflect environmental values and to avoid delays later in the process, and to head off potential conflicts.

The Nevada Revised Statutes and Nevada Administrative Code also include provisions that authorize protection of selected plant species declared to be in danger of extinction. Historic sites and buildings are being identified by local governments, the State Office of Historic Preservation, and organizations involved in historic preservation.

NDOT’s Cultural Resources Section is responsible for ensuring that our projects comply with Federal and State requirements regarding protection of cultural resources (i.e., significant historic, architectural, archaeological and paleontological resources) and consultation and coordination with Native American Tribes. They identify affected tribal lands and interests and consult with tribal officials to address effects of proposed projects on their lands or interests. Our Archaeological Section protects, preserves, researches and learns from Nevada’s past and strives to protect that past.

### **STRATEGIES:**

1. Preserve and enhance Nevada’s transportation system while fostering relationships with the public and regulatory agencies.
2. Water Quality and Erosion and Sediment Control Program – Prevent pollution resulting from storm water runoff and wind erosion from NDOT facilities.

3. Work with Nevada’s resident and affiliated Native American tribes to protect our shared cultural heritage and values.
4. Facilitate improved communication between NDOT, the FHWA, and with Nevada’s resident and affiliated Native American tribes.
5. Ensure that Nevada’s resident and affiliated Native American tribes are informed and consulted for concerns when either their current land holdings or places/resources significant to them may be affected by NDOT’s projects.
6. Work to reduce the amount of annual energy we consume at our facilities and with our vehicles and equipment.
7. Protect the public’s interest and minimize NDOT’s potential liability through project activities, real estate transactions, or day-to-day operations.
8. Continue to employ more testing and evaluation of archeological remains using new technology, geographic information systems, and geographic positioning systems.

<b><u>Reporting Division</u></b>	<b><u>Objective</u></b>	<b><u>Target</u></b>	<b><u>Actual</u></b>
Environmental	Ensure that all Federally funded projects met requirements of the law under 23 CFR 771 & 772.	All projects subject to NEPA met federal requirements.	
Maintenance & Operations	Reduce annual energy consumption at facilities and with our vehicles and equipment from previous year.	Yes / No	