State of Nevada Transportation Facts and Figures 2012

Governor
Brian Sandoval

Director
Rudy Malfabon, P.E.

Prepared By: Performance Analysis Division

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www.nevadadot.com
# Table of Contents

## ABOUT NDOT
- Key Phone Numbers and Websites .................................................................................. I
- Director’s Message ............................................................................................................. II
- NDOT Mission Statement .................................................................................................. III
- Executive Summary ............................................................................................................ IV
- Transportation Board of Directors .................................................................................... V
- NDOT Administration ......................................................................................................... VI
- Engineering Districts and Major Maintenance Stations .................................................... VIII

## HOW ARE WE DOING?
- Awards and Recognitions 2011-2012 .................................................................................. 1
- NDOT Accomplishments 2011-2012 .................................................................................. 5
- Highway Safety Statistics ..................................................................................................... 7
- Regionally Significant Projects .............................................................................................. 8
- Freeway Service Patrol ......................................................................................................... 15
- Performance Management Plan and Performance Measures ............................................ 16
- Maintenance Costs and Activities ....................................................................................... 18
- Customer Satisfaction Survey .............................................................................................. 21
- Innovative Roadway Financing and Public Private Partnerships .......................................... 23
- Operational Improvements .................................................................................................. 24
- Safety Improvements .......................................................................................................... 26
- Landscape and Aesthetics ..................................................................................................... 28

## HIGHWAY SYSTEM, CONDITION, AND USE
- Roadway System Mileage .................................................................................................... 30
- System Definitions ................................................................................................................. 31
- NDOT-Maintained Pavement Condition ............................................................................. 32
- Vehicle Miles of Travel ........................................................................................................ 33
- Truck Miles of Travel ........................................................................................................... 34
- Bridges .................................................................................................................................. 34

## TRANSPORTATION FINANCING
- Transportation Financing .................................................................................................... 35
- State Highway Fund Revenue Sources ................................................................................ 36
- Total State Highway Fund Revenue .................................................................................... 37
- State Gasoline Tax Revenue ............................................................................................... 38
- State Motor Vehicle Fund ................................................................................................... 39
- State Motor Vehicle Taxes to Highway Fund Derived From Motor Vehicle Fund ............. 40
- Federal-Aid Revenue ........................................................................................................... 41
- Federal-Aid Apportionments ............................................................................................... 42
- State Highway Fund Expenditures and Disbursements ...................................................... 43
- NDOT Expenditures By Activity ....................................................................................... 45
- NDOT Expenditures in Urban and Rural Areas .................................................................... 46
- NDOT Expenditures By Appropriation ............................................................................... 48
- Passenger Car Operating Costs ........................................................................................... 49
- Gas Tax ................................................................................................................................. 50
- Special-Fuel Tax .................................................................................................................. 52
- Vehicle Registration and Permit Fees .................................................................................. 53
- Governmental Services Tax, Driver’s License, and Title Fees .............................................. 54

## GENERAL STATISTICS
- Maintenance Stations and Personnel .................................................................................... 55
- Department Personnel ........................................................................................................ 56
- Nevada Population Statistics .............................................................................................. 57
- Transit ..................................................................................................................................... 58
- Bicycles and Pedestrians ...................................................................................................... 59
- Freight .................................................................................................................................... 60
- Railroads ............................................................................................................................... 62
- Nevada Aviation ................................................................................................................... 64
Key Phone Numbers and Web Sites

Road Construction & Winter Road Condition Information

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

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

Other Frequently Called Numbers

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

Web Sites

NDOT online ...................................................................................................... www.nevadadot.com
NDOT E-mail .................................................................................................. info@dot.state.nv.us
Road Conditions .............................................................................................. www.nvroads.com
An Important Commitment Continues

It’s been the Nevada Department of Transportation’s driving goal: to support the commerce, mobility and safety of Nevada through an enhanced transportation system. It is what moves our great state forward, and we remain committed to this goal each and every day.

As I proudly take the reins as the new NDOT director, my previous experience as NDOT deputy director showed me just how important transportation is to our great state. It is how we connect with our community, get to work and move our economy. In fact, Nevada’s state-maintained roads carry 54 percent of total vehicle miles traveled and 80 percent of heavy truck traffic.

Whether building, maintaining or operating these vital thoroughfares, studies show an economic gain of nearly $1.50 for every $1 invested in Nevada transportation. Transportation investment is the right thing to do, and, amid transportation funding challenges, NDOT will continue to responsibly prioritize road improvements across Nevada to benefit all areas of the state.

Declining gas tax revenue is a long-term challenge for NDOT due to the economic downturn and a trend toward more fuel efficient vehicles using the roadways. As NDOT has delivered several major transportation projects statewide, the State Highway Fund Balance has decreased from $300 million in 2009 to a projected $83 million in 2014. NDOT relies on several funding sources, and we understand everyone’s concern with rising gas prices. One fact to note is that the state and federal portion of the gas tax was last raised in 1992. Meanwhile, the annual vehicle miles traveled on Nevada roads jumped from 9 billion in 1990 to 22 billion in 2010; a 244% increase. Public safety concerns also persist, with 2012 traffic fatalities unfortunately higher than those in 2011.

Amid national transportation funding concerns, the future of these vital state roads must also be fueled by ingenuity. Ingenuity such as our West Mesquite Interchange Design-Build Project, built using accelerated bridge construction that swiftly constructed two bridges without closing Interstate 15. The 2012 completion of the I-15 South Design-Build Project near the Las Vegas Strip is another example of how we have brought innovative state-of-the-art industry practices to benefit Nevada.

The need to pave Nevada’s transportation future on limited transportation funding is a challenge, but one myself and the people of NDOT are more than up to. Together with our elected leaders and the people of Nevada, we will continue moving the state forward with commitment, ingenuity and transparency.

Rudy Malfabon, P.E., Director
The nation’s leader in delivering transportation solutions, improving Nevada’s quality of life.

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

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

As one NDOT, our employees are key to successfully accomplishing our mission.
- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.
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 2012 ending June 30, 2012. 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**

2. Lane Miles NDOT & Local 13,368 NDOT/ 64,229 Local (2011 data)
3. Centerline Miles NDOT & Local 5,389 NDOT / 29,672 Local (2011 data)
4. Vehicle Miles Traveled 22.1 Billion miles (2010- best available)
5. Truck Miles Traveled 1.7 Billion miles (2010- best available)
6. Miles of Rural Highway 4,750 miles (2012 data)
7. Miles of Urban Highway 633 miles (2012 data)
8. NDOT Bridges 1,116 bridges (2012 data)
9. NDOT Vehicles 628 vehicles (2012 data)
10. NDOT Heavy Equipment 1,943 pieces heavy equip. (2012 data)
11. NDOT Staffed Maintenance Stations 42 maintenance stations (2012 data)
12. Total NDOT Employees 1,814 employees (2012 data)
13. NDOT-owned Office Space 285,228 Square Feet (2012 data)
14. NV Licensed Drivers 1,750,972 drivers (2012 data)
15. NV Registered Passenger Vehicles 1,862,838 vehicles (2012 data)

**Fuel Tax Rates**

16. State Gasoline Tax Rate 17.650¢ per gallon
17. Petroleum Cleanup Fee 0.750¢ per gallon of gasoline sold
18. Inspection Fee for Imported Gas 0.055¢ per gallon of gasoline sold
19. County Mandatory Gas Tax 6.35¢ per gallon
20. 0¢ to 9¢ County Option Gas Tax Varies by county
21. Federal Gasoline Tax Rate 18.4¢ per gallon
22. State Diesel Tax Rate 27.75¢ per gallon
23. Federal Diesel Tax Rate  
24. State Propane(LPG) Tax Rate  
25. Federal Propane(LPG) Tax Rate  
26. State Methane(CNG) Tax Rate  
27. Federal Methane(CNG) Tax Rate  

<table>
<thead>
<tr>
<th>Description</th>
<th>Rate/Revenue</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Diesel Tax Rate</td>
<td>24.4¢</td>
<td>per gallon</td>
</tr>
<tr>
<td>State Propane(LPG) Tax Rate</td>
<td>22¢</td>
<td>per gallon</td>
</tr>
<tr>
<td>Federal Propane(LPG) Tax Rate</td>
<td>13.6¢</td>
<td>per gallon</td>
</tr>
<tr>
<td>State Methane(CNG) Tax Rate</td>
<td>21¢</td>
<td>per gallon</td>
</tr>
<tr>
<td>Federal Methane(CNG) Tax Rate</td>
<td>4.3¢</td>
<td>per gallon</td>
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</table>

**State Highway Fund Revenue and Expenditures** (2012 data)

<table>
<thead>
<tr>
<th>Description</th>
<th>Revenue</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Gasoline Tax Revenue</td>
<td>$185.2 Million</td>
<td></td>
</tr>
<tr>
<td>County Mandatory Gas Tax Revenue</td>
<td>$66.9 Million</td>
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</tr>
<tr>
<td>0¢ to 9¢ County Option Gas Tax Revenue</td>
<td>$92.0 Million</td>
<td></td>
</tr>
<tr>
<td>State Special Fuel Tax Revenue</td>
<td>$79.2 Million</td>
<td></td>
</tr>
<tr>
<td>County Inflation Index Gas Revenue</td>
<td>$19.7 Million</td>
<td></td>
</tr>
<tr>
<td>County Inflation Index Special Fuel Revenue</td>
<td>$4.8 Million</td>
<td></td>
</tr>
<tr>
<td>Federal Aid Revenue</td>
<td>$466.7 Million</td>
<td></td>
</tr>
<tr>
<td>Bonds and Other Revenue</td>
<td>$150.7 Million</td>
<td></td>
</tr>
<tr>
<td>Driver’s License Fees</td>
<td>$19.0 Million</td>
<td></td>
</tr>
<tr>
<td>Vehicle Registration Fees</td>
<td>$99.8 Million</td>
<td></td>
</tr>
<tr>
<td>Motor Carrier Fees</td>
<td>$38.5 Million</td>
<td></td>
</tr>
<tr>
<td>Total State Highway Fund Revenue</td>
<td>$1.04 Billion</td>
<td></td>
</tr>
<tr>
<td>Total State Highway Fund Expenditures</td>
<td>$1.18 Billion</td>
<td></td>
</tr>
</tbody>
</table>

All data is the best available as of the end of the State Fiscal Year 2012 ending June 30, 2012.
NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety with such tasks as testing for proper compaction of roadway base materials.

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 55.
TRANSPORTATION PROJECT OF THE YEAR

Institute of Transportation Engineers – Nevada Chapter

NDOT’s West Mesquite Interchange Design-Build Project utilized an innovative Accelerated Bridge Construction technique in which existing I-15 bridges were demolished, and new bridges slid into place overnight. Bridge construction time was reduced while still allowing traffic to flow smoothly.

TRANSPORTATION OWNER OF THE YEAR (Southwest)

Engineering News-Record/Southwest Contractor

ENR/Southwest Contractor magazine recognized NDOT’s “design-build revolution” of design-build projects on I-15 in Las Vegas and Mesquite and I-80 in Reno.

In design-build projects, final project phases are often designed at the same time that earlier phases are being built; reducing both project length and cost, minimizing project risk and offering greater innovation.

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT AWARD

American Society of Civil Engineers

At nearly 900 feet above the Colorado River, the Hoover Dam Bypass Bridge increases mobility and protects security by bypassing through traffic around the dam. The federal bridge, constructed over an 800-foot gorge, is part of a five-mile bypass connecting Nevada and Arizona with four lanes of roadway and eight bridges.

The Mike O’Callaghan-Pat Tillman memorial bridge stretches majestically over the Colorado River

Continued on next page
BEST BRIDGES IN NATION
Federal Highway Administration National Bridge Inventory

Nevada’s bridges were ranked as the nation’s best by a 2011 review of FHWA data. Only 2.2% of Nevada bridges are structurally deficient, compared to a national average of 11.5%. Structurally deficient bridges are not necessarily about to fail. Rather, they become a priority for corrective measures and may be posted to restrict vehicle weight.

EMERITUS AWARD, LANE DEPARTURE SAFETY AWARD, STRATEGIC COMMUNICATIONS ALLIANCE AWARD
Nevada Strategic Highway Safety Plan Awards

Nevada transportation and safety groups have implemented a zero fatalities traffic safety goal to reduce traffic injuries and deaths. Three NDOT staff members have been named for their efforts in increasing driving safety and saving lives.

OUTSTANDING STATE DOT PROGRAM
Rubber Pavements Association

In 2011, NDOT repaved Interstate 15 through the heart of Las Vegas with an overlay made of approximately 20 percent ground, recycled tires. The asphalt rubber improved road safety, smoothness and longevity, cut road noise by more than half and used the equivalent of 56,000 scrap tires. Better yet, the project completed ten days ahead of schedule.

Asphalt rubber improves Interstate 15 through the heart of Las Vegas.
BEST AHEAD-OF-SCHEDULE PROJECT
(Medium project, Western states)
America’s Transportation Award

Using extensive partnering and innovative time and money-saving construction, NDOT improved U.S. 395 through the heart of Reno and substantially completed five months ahead of schedule.

PRESIDENT’S AWARD, HONOR AWARD
American Society of Landscape Architects, California/Sierra Chapter

NDOT’s Statewide Landscape and Aesthetics Corridor Plan defines fundamental ways of planning, designing, building and maintaining landscape and aesthetic improvements as part of NDOT road projects. The plan and associated road projects was recognized for enhancing the quality of life of Nevada’s citizens and tourism through roadside aesthetics.

Top 25 Newsmakers of 2011 - Engineering News-Record

Truitt-Felbinger Award - American Society for Public Administration

Engineering News-Record awarded NDOT’s construction innovations, including design-build, public-private partnerships and construction manager at risk partnering, as well as leadership in the I-15 Corridor Master Plan to enhance mobility on the multi-state corridor which is lifeline to a $75 billion tourism industry.

Former Director Susan Martinovich was also recognized with the Truitt-Felbinger Award. The award is presented to practitioners with exemplary contribution to transportation in public administration.
DEPARTMENT OF DEFENSE
EMPLOYER SUPPORT OF
THE GUARD AND RESERVE

National Semi-finalist

NDOT was named one of 133 national semi-finalists out of 3,236 nominations received for the Department of Defense Freedom Award for going above and beyond to support employee’s vital service to the National Guard and Reserve by providing solid employment benefits in times of military service.

BRONZE AWARD – Local TV/Cable Public Service Announcements

Telly Awards

With traffic safety a top priority, NDOT has joined with partnering agencies to oversee the state’s Zero Fatalities traffic safety outreach campaign. One of the campaign’s TV ads recreating the emotional impact of driving through a traffic crash scene received a bronze Telly Award.
Enhancing Infrastructure

Opened in summer 2012, NDOT’s I-580 freeway extension now connects Reno and the Carson City capital with a safer and more direct divided freeway that completes a vital interstate connection to the state capital first discussed in the 1950s. At the center of northern Nevada’s largest highway project stands the new Galena Creek Bridge, the world’s longest cathedral arch bridge.

Saving Lives; Helping Communities

In winter 2011/2012, devastating fires ripped through the greater Reno area, destroying homes, land and infrastructure. NDOT maintenance forces were there, dedicating nearly 2,000 man hours to helping safely direct traffic and make fire-damaged roads safe again for travel.

Every life matters. From centerline rumble strips to flashing yellow turn arrows at designated intersections, NDOT and our safety partners continue to implement life-saving strategies to reduce traffic deaths on Nevada roads. In 2012, NDOT led the state’s Zero Fatalities goal, an aggressive program to save lives through unified traffic safety education, engineering, enforcement and more. The state’s Zero Fatalities public outreach campaign has resulted in more than 80 million impressions and has reached nearly 85 percent of urban Nevadans. Approximately that same amount of Nevadans report that they now understand such driving behaviors as driving while distracted to be unsafe, thanks in part to the Zero Fatalities campaign.
Nevada Transportation Information Goes Social

Social media has become a driving force behind government communications nationwide. In Nevada, NDOT has elevated social media into a powerful and convenient way for Nevadans to receive transportation information. NDOT’s Twitter and Facebook social media accounts feed daily, even hourly, updates on everything from traffic incidents and road closures to project updates and traffic safety reminders, and have generated many positive comments from the accounts’ thousands of followers:
“I am so glad you have a Facebook page!” “Thanks @nevadadot for being open, accessible.”

Transportation for All

NDOT works with local schools and other partners to support Walk to School Day events across the state. The events help involve students and parents in increasing physical activity among children and creating safer routes for walking and bicycling. One recent Walk to School Day saw 49 schools across the state register for walking events compared to 39 schools in the year before. In one Las Vegas elementary school alone, 55 percent of the student body walked or bicycled to school.

Education for All

NDOT inspires the engineering leaders of tomorrow! At nearly a half-dozen elementary school career days throughout Clark County, students enjoyed climbing in and touring various NDOT vehicles and learning about the education and skills needed to operate the equipment. Meanwhile, NDOT engineers spoke to students at the Northwest Career and Technical Academy about the state’s first bridge slide project, educated students at Saville Middle School on bridge construction and participated in Tivoli Truckin’ Tuesdays and Touch-a-Truck events to familiarize children with heavy equipment vehicles.
**Highway Safety Statistics**

**Fatality Rates**

- Nevada Fatality Rates
- National Fatality Rates

**Fatality Rates Per 100 Million Vehicle Miles of Travel**

- Year: 2004 - 2011
- Rates: 1.01 - 2.05

**Fatalities By Cause**

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

**Fatalities**

- 2006: 431
- 2007: 373
- 2008: 324
- 2009: 243
- 2010: 257
- 2011: 246

**Seatbelt Use For Fatalities Where Seatbelts Were a Factor**

- Data Not Available For Many Crashes

**Statewide Pedestrian & Bicycle Fatalities**

- Year: 2004 - 2011
- Pedestrians: 1.22 - 1.94
- Bicycles: 1.01 - 2.05

**Nevada Fatality Rates vs National Fatality Rates**

- Year: 2004 - 2011
- Rates: Nevada: 1.01 - 2.05, National: 1.00 - 1.98

**2012 NEVADA TRANSPORTATION FACTS AND FIGURES**
Regionally Significant Projects

Significant Projects Begun In The Past Three Years:

2010

I 15 fm CA/NV Stateline to I 15/I 215 Intg (Southern Beltway); FAST Package C; $16.5 M

I 215 Southern Beltway at Airport Connector - Phase 2; Upgrade interchange; $160.5 M

US 95 at Summerlin Pkwy; Construct HOV flyover & bridge connecting Summerlin Pkwy & US 95; $40 M

US 95 fm 0.40 M S of Kyle Canyon Road to 1.20 M N of FR CL34 in Indian Springs; Coldmill, PBS w/Open grade, flatten slopes, extend drainage, reconstruct ramps, lighting, expend accel and decel lanes; $30 M

SR 160 Pahrump Valley Rd fm Durango Dr to Red Rock Canyon Rd; Widen to 2 to 4 lanes; $16 M

I 80 fm 0.92 MW of the McCarran Scenic Overlook to 1.41 ME of the Painted Rock Intg; Coldmill, PBS w/Open grade; $20.5 M

I 580/US 395 at Meadowood Mall Way; Add ramps, frontage roads and extend Meadowood Mall Way to Kietzke Lane; $31.8 M

I 580 fm Moana Lane to I 80; Add NB Auxiliary Lanes and Operational Improvements; $66 M

I 80 fm 1.87 ME of Oasis Intg to 3.07 MW of Pilot Peak Intg; Cold in Place Recycle, PBS w/Open Grade; $29 M

US 93 fm 1.82 MS of Halleck & Secret Pass Rd to Clover Valley Rd; Cold in Place Recycle, PBS w/Open grade; $15.6 M

US 95 fm 3.13 MN of China Wash to 0.79 MS of Dry Wash; Coldmill, PBS w/Open Grade; $18.4
2011
US 95 N fm Washington Ave to Ann Rd (Package 1); Widen fm 6 to 8 lanes: Add aux. Lanes; $145 M

Mesquite Blvd at I 15; Reconstruct the interchange; $25 M

I 80 fm Robb Dr to Vista Blvd (Design Build); Pavement, auxiliary lanes, ITS, ramps; $85 M

2012
US 93/95 Boulder City Bypass (Phase 1 - Package 2); tortoise fence and plant salvage; $1.7 M

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

US 50 from Chaves Road to Roy’s Rd.; Widen from 2 to 4 lanes with drainage; $21.2 M

**Significant Projects Planned For The Next Three Years:**

**2013**
I 15 at Cactus Avenue in Las Vegas; 6 lane roadway w/ interchange at I 15; $65 M

I 15 at “F” Street; 2-lane underpass beneath I-15 between McWilliams Ave and City Parkway; $21.2 M

I 15 fm Spring Mtn Rd to W of Spaghetti Bowl at Rancho Blvd (NEON); ROW Acquisition; $60 M

US 395 freeway fm South Carson St to Fairview Dr; Construct a controlled access

US 93 Boulder City Bypass (Part 1, Pkg 2); Construct frontage rd to subgrade, retaining wall, drainage and utilities; $24 M

Continued on next page
Regionally Significant Projects

2014
SR 445 Pyramid Highway at North McCarran Blvd; improvements to intersection; $17.1 M

US 50 fm CC/Lyon County line to 1 ME of SR 341; Widen to accommodate median, new interchange and off-system roads; $22 M

I-15 North – Part 2 Package A; Craig Road to Speedway Interchange; $19 M

US 95 North – Phase 2A - $32 M

2015
US 395 fm South Carson St to Fairview Dr; Construct a controlled access facility; Phase 2B-4 Package 2; $63 M

Boulder City Bypass – Phase 1 Package 3; $41.7 M

Note: These projects are shown on the maps on the following pages
Regionally Significant Projects
The Freeway Service Patrol (FSP) reduces clearance time of disabled vehicles from travel lanes and shoulders by providing cost-free motorist assistance and incident management support. The benefits achieved as a result of the program include enhanced motorist and responder safety; reduced travel delay and congestion; and reduction of secondary accidents. In spring 2013, the FSP program will be enhanced by providing increased route coverage and hours of operations, as well as the launch of the Incident Response Vehicle (IRV) pilot program. The IRV program will have vehicles equipped to better respond to incidents resulting in lane closures and other major incidents. The IRV program will provide enhanced response capabilities, temporary traffic control devices, and trained traffic control personnel. Below are FSP Statistics from FY 2012.

**Freeway Service Patrol Statistics**

**Fiscal Year 2012**

<table>
<thead>
<tr>
<th>Type of Incident</th>
<th>Las Vegas</th>
<th>Reno</th>
<th>Statewide Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Abandoned Vehicle</td>
<td>2,495</td>
<td>1,995</td>
<td>4,490</td>
</tr>
<tr>
<td>2. Debris in Roadway</td>
<td>3,723</td>
<td>1,217</td>
<td>4,940</td>
</tr>
<tr>
<td>3. Lost Motorist Re-directed</td>
<td>168</td>
<td>144</td>
<td>312</td>
</tr>
<tr>
<td>4. Pedestrian in Roadway</td>
<td>93</td>
<td>104</td>
<td>197</td>
</tr>
<tr>
<td>5. Stopped Motor Vehicle-OK</td>
<td>4,274</td>
<td>3,812</td>
<td>8,086</td>
</tr>
<tr>
<td>6. Disabled Motor Vehicle</td>
<td>9,422</td>
<td>3,671</td>
<td>13,093</td>
</tr>
<tr>
<td>7. Motor Vehicle Accident</td>
<td>1,229</td>
<td>615</td>
<td>1,844</td>
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<tr>
<td>8. Medical Emergencies</td>
<td>14</td>
<td>10</td>
<td>24</td>
</tr>
<tr>
<td>9. HazMat Incidents</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>10. Brush Fires</td>
<td>0</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>11. SMV- Scene Safety</td>
<td>18</td>
<td>1,348</td>
<td>1,366</td>
</tr>
<tr>
<td>12. Animal Rescue</td>
<td>15</td>
<td>19</td>
<td>34</td>
</tr>
<tr>
<td>13. Lock Out</td>
<td>36</td>
<td>7</td>
<td>43</td>
</tr>
<tr>
<td>14. Unsecure Load</td>
<td>229</td>
<td>78</td>
<td>307</td>
</tr>
<tr>
<td>15. Other Types of Incidents</td>
<td>33</td>
<td>0</td>
<td>33</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>21,755</strong></td>
<td><strong>13,023</strong></td>
<td><strong>34,778</strong></td>
</tr>
<tr>
<td>Motorists Assisted (Helped)</td>
<td>16,233</td>
<td>8,754</td>
<td>24,987</td>
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<tr>
<td>Patrol Miles Traveled</td>
<td>292,104</td>
<td>275,068</td>
<td>567,172</td>
</tr>
<tr>
<td>Assists</td>
<td>11,538</td>
<td>6,444</td>
<td>17,982</td>
</tr>
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</table>
NDOT uses 15 performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to http://www.nevadadot.com/documents, and then click on “Annual Performance Management Report - fy 2012”. Following are the performance measures organized by major divisions:

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

**Provide Employee Training:** Percentage of employees trained in accordance with prescribed training plans.

**Improve Employee Satisfaction:** Number rating of employees' satisfaction surveys. Ultimate target – 80%

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

**Improve Customer Satisfaction:** Number rating of public opinion and customer/user surveys. Annual Target – annual increases in public opinion and customer/user ratings.

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

Every life saved adds about $5 million to future economic earning power.
Streamline Project Delivery – Construction (Bid Opening To Construction Completion): Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule

Maintain State Highway Pavement: Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index. Ultimate Target – 100%

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

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

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

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

Streamline Project Delivery – Schedule And Estimate After NEPA Approval To Bidding: Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate target – 100%

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

Streamline Permitting Process: Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%
Maintenance Costs and Activities

Maintenance Costs
Based on Fiscal Year 2012 Expenditures

- Salaries and Related Expenses: $358,432.35
- Contractors and Others: $24,352,755.27
- Materials and Supplies: $29,810,329.79
- Equipment*: $44,847,792.34

Statewide Expenditure
* Non-Rental equipment: i.e. large tools, accessories, etc.

Salaries by District

- District 1: 37%
- District 2: 36%
- District 3: 27%

Expenditures for Materials and Supplies

- A: Liquid Asphalt
- B: Traffic Paint & Beads
- C: De-icing Sand or Salt
- D: Electric Utilities
- E: Aggregate Items
- F: Traffic Supplies
- G: Facility, Shop & Maintenance Supplies
- H: Premix & Plantmix
- I: Maintenance Contracts-Pedestrian Bridges
- J: Rental or Lease of Road Equipment
- K: Guardrail
- L: Garbage Disposal Utilities
- M: Water & Sewer Utilities
- N: Propane Utilities
- O: Maintenance Contracts-Janitorial
- P: Maintenance Contracts-Rest Areas
Maintenance Costs and Activities

**Maintenance Costs**
Based on Fiscal Year 2012 Expenditures

- Chip Seals / Micro Surface: 11.8%
- Bridge & Wall Maint. & Repair: 5.6%
- Freeway Service Patrol: 5.8%
- Paving / Pavement Repair: 3.7%
- Drainage: 3.5%
- Other: 2.9%
- Curb, Sidewalk, Intersection: 1.7%
- Guardrail & Safety: 1.7%
- Weed Control: 1.7%
- ITS/RWIS System: 0.4%
- Facilities: 0.3%
- Curb, Sidewalk, Intersection: 0.2%
- Weather Forecasting: 0.1%
- Other: 0.1%

**Contractor Payments by Type of Work**

- District 1: 41%
- District 2: 19%
- District 3: 40%

**Contract Payments by District**
(includes contracts thru maintenance & asset management)
Maintenance Activities
Based on Fiscal Year 2012 Expenditures

Top Expenditures Per District
(In Millions Of Dollars)
Maintenance Customer Satisfaction Survey
Based on University of Nevada, Reno 2012 Survey

Figure 22: Highest Priority in Maintaining the State Highway

<table>
<thead>
<tr>
<th></th>
<th>Percent of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining roadway surface</td>
<td>39.4%</td>
</tr>
<tr>
<td>Maintaining visible lane lines</td>
<td>22.5%</td>
</tr>
<tr>
<td>Snow and ice removal</td>
<td>10.4%</td>
</tr>
<tr>
<td>Litter/Garbage Removal</td>
<td>9.1%</td>
</tr>
<tr>
<td>Maintaining road signs</td>
<td>4.8%</td>
</tr>
<tr>
<td>Other</td>
<td>4.6%</td>
</tr>
<tr>
<td>Graffiti Removal</td>
<td>3.5%</td>
</tr>
<tr>
<td>Landscaping</td>
<td>2.9%</td>
</tr>
<tr>
<td>Maintaining roadside rest areas</td>
<td>1.4%</td>
</tr>
<tr>
<td>Don’t know/ not sure/ refused</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

How Well is NDOT Maintenance Doing?

Figure 19: NDOT's Performance in Maintaining the Roadway Surface by District

<table>
<thead>
<tr>
<th>District</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>6.2%</td>
<td>22.2%</td>
<td>46.8%</td>
<td>24.3%</td>
</tr>
<tr>
<td>District 2</td>
<td>7.5%</td>
<td>21.9%</td>
<td>47.4%</td>
<td>22.9%</td>
</tr>
<tr>
<td>District 3</td>
<td>5.2%</td>
<td>18.6%</td>
<td>45.9%</td>
<td>29.6%</td>
</tr>
</tbody>
</table>
Customer Satisfaction Survey

Maintenance Customer Satisfaction Survey
Based on University of Nevada, Reno 2012 Survey

NDOT's Performance in Maintaining Visible Lines on the Pavement by District

<table>
<thead>
<tr>
<th>District</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>12.5%</td>
<td>25.0%</td>
<td>36.8%</td>
<td>25.3%</td>
</tr>
<tr>
<td>District 2</td>
<td>2.9%</td>
<td>12.4%</td>
<td>40.6%</td>
<td>27.2%</td>
</tr>
<tr>
<td>District 3</td>
<td>7.2%</td>
<td>24.8%</td>
<td>48.5%</td>
<td>36.2%</td>
</tr>
</tbody>
</table>

NDOT's Performance in Snow Removal and Ice Control by District

<table>
<thead>
<tr>
<th>District</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>3.6%</td>
<td>7.0%</td>
<td>17.7%</td>
<td>41.2%</td>
</tr>
<tr>
<td>District 2</td>
<td>4.6%</td>
<td>11.2%</td>
<td>17.7%</td>
<td>41.2%</td>
</tr>
<tr>
<td>District 3</td>
<td>3.8%</td>
<td>16.2%</td>
<td>46.8%</td>
<td>34.9%</td>
</tr>
</tbody>
</table>

NDOT's Performance in Removing Debris from Roadways by District

<table>
<thead>
<tr>
<th>District</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>6.6%</td>
<td>17.8%</td>
<td>50.4%</td>
<td>32.2%</td>
</tr>
<tr>
<td>District 2</td>
<td>4.6%</td>
<td>17.9%</td>
<td>44.9%</td>
<td>31.1%</td>
</tr>
<tr>
<td>District 3</td>
<td>4.1%</td>
<td>19.8%</td>
<td>43.4%</td>
<td>24.2%</td>
</tr>
</tbody>
</table>
PARTNERING PROGRAM

Nevada transportation needs have become more complex while funding becomes increasingly limited. To continually produce top quality projects at a cost savings, NDOT and the Associated General Contractors continue the Partnering Program to further formalize ways to reduce construction delays and build the best project. To accomplish this, all NDOT projects over $10 million now utilize mandatory partnering procedures to help quickly resolve issues before they impact project cost or completion.

PIONEER PROGRAM
www.pioneerprogram.com

Nevada’s population has expanded in past years. Meanwhile, the purchasing power of transportation funding has declined, creating a gap between available funding and the road projects needed to keep Nevada moving.

The State Transportation Board authorized NDOT to explore innovative financing and construction methods to help solve Nevada’s growing transportation and congestion problems. In response, NDOT developed the Pioneer Program, a solution-oriented innovative project delivery and finance initiative designed to ensure prompt delivery of needed projects, decrease traffic congestion and provide a more efficient transportation system. These partnerships usually include the greater assumption of risk by the private partner, rather than taxpayers, along with specified responsibilities, performance and quality assurances to the taxpayer. While each entity shares in the risks and rewards, the involved government partner maintains control and ownership of the project and sets the standards under which the private partner must build, maintain and possibly operate the facility.

WEST COAST COALITION - ALTERNATIVE FUNDING STUDY

Lead Agency: Nevada Department of Transportation
Study Partners: University of Nevada Las Vegas and University of Nevada Reno, Oregon DOT, Washington State DOT, and potentially Utah, Caltrans, Colorado, and Ohio.
Overall Objective: The purpose of this study is to test the feasibility and practicality of an alternative, equitable and future-oriented transportation funding mechanism that will potentially replace the current fuel tax funding mechanism.

The study will include testing of a simple odometer-based, monthly or quarterly payment or registration-based funding system to eliminate privacy concerns and will give users the choice to select from a variety of payment mechanisms the method that best meets the user’s individual needs and preferences.

The study is not advocating for a particular payment mechanism and is not intended to discuss raising taxes or generating additional revenue. The sole purpose is to find a sustainable, future-oriented payment and collection method to potentially replace the fuel tax as the fuel tax method is becoming less effective due to technological changes and its lack of flexibility with the changing technology.
I-15 COALITION

It supports 75% of southern Nevada goods movements, and transports $172 billion in commercial and tourism revenue yearly through Nevada, California, Utah and Arizona. That is just one reason NDOT is leading a multi-state master plan to define a long-range multimodal transportation vision, governance, funding and project prioritization for all transportation on I-15 between southern California and northern Utah. The plan will help reduce traffic congestion, and enhance the movement of people, freight and other commodities along the ever-growing corridor over the next five decades.

ELECTRONIC BIDDING

It costs NDOT, and Nevada taxpayers, both time and money when a construction contract must be re-bid or awarded to the second lowest bidder because of incorrect contractor bid calculations or documentation. NDOT has unveiled an electronic bidding system to streamline the process of bidding to work on NDOT construction projects.

Electronic bidding now helps tabulate final bid numbers and ensure required bid information is accurately included for the average 60 project contracts that the Department awards each year. Electronic bidding is eventually expected to reduce manual processes, such as the time and paperwork required to manually review all bids, by 70 percent, allowing NDOT to relocate staff to other important tasks.

TRAFFIC CAMERAS

In 2011 and 2012, NDOT gave motorists a window on the road ahead with new northern Nevada traffic cameras available on-line. Traffic cameras stationed throughout Las Vegas and along Interstate 80 and U.S. 395 from the heart of Reno to Elko provide nearly up-to-the-second views of travel conditions.

It’s an important way for drivers to make decisions based on road conditions. Is there an incident blocking the freeway, or perhaps extreme weather conditions? Knowing that helps motorists detour the area, making for an improved commute and safer roadways. The cameras also feed real-time updates to NDOT traffic operations centers for improved dispatch and reporting. Traffic cameras will also be increased to 400 strong in the Las Vegas area.

TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION

NDOT’s Traffic Incident Management Coalition aims to reduce congestion and keep Nevada moving. The program began in southern Nevada, bringing emergency response and transportation agencies together to enhance emergency response to the over 15,000 traffic crashes that occur each year in the Las Vegas valley. Since inception of the Traffic Incident Management Coalition in southern Nevada, freeway system delays have been reduced by as much as 40 percent.
In 2012, NDOT integrated the program in Reno and throughout rural Nevada, bringing agencies together to further advance transportation management and emergency response throughout the state.

**ACCELERATED DELIVERY PROGRAM**

NDOT’s accelerated project delivery program has successfully improved roads across the state while pumping vital construction dollars into Nevada’s economy.

Through the program, NDOT hires contractors to quickly construct and oversee vital road preservation and safety projects. The result: needed road projects are accelerated while a bevy of road contractors across the state are put to work to enhance Nevada’s economy.

A total of 30 projects have been scoped for the program at the time of this printing, with many already constructed. With an average of only three months from identification of a project to awarding of the contract, many projects have finished early or on schedule and on or under budget.

**EMERGENCY MANAGEMENT/HOMELAND SECURITY**

Devastating snow storms, massive earthquakes, torrential rains, flooding and wind storms. These have already happened in Nevada, and what has happened once can and probably will happen again. NDOT also prepares for Homeland Security events. All of these could endanger the citizens and visitors of Nevada, put motorists at risk, and threaten the transportation infrastructure that is the source of such pride to NDOT. To prepare for such potential disasters, NDOT continually prepares for the non-routine emergencies that imperil our state.

Here are some of the recent simulated emergency training exercises which have taught NDOT staff to quickly and effectively come together to protect Nevadans and the vital transportation infrastructure on which the state relies:

**EMERGENCY TRAINING EXERCISES**

**Operation Foresight** - Table Top Exercise (TTX) (January 2012) - A Homeland Security based exercise evaluating the process on activation procedures for NDOT’s Emergency Operation Center.


**Operation FMD** – Table Top Exercise (TTX) (March 2012) – A Agricultural based exercise put on by the State of Nevada Agricultural Department, dealing with Foot and Mouth disease. NDOT’s participation dealt with simulated traffic control and road closures.

**Operation Hot Seat** – A series of 11 Table Top Exercises (TTX) (April to July 2012) – Evaluating NDOT’s Emergency Operation Center (EOC) staff (Branches and Units) with single shift operations during EOC activation, based on the NDOT’s Emergency Operations Plan (EOP). These exercises were offered as training to the EOC staff in preparation for a large “Functional” exercise coming up in February of 2013.
In general, Nevada traffic fatalities have declined since 2006. But, the Nevada Department of Transportation knows that one traffic death is too many. That’s why we support Nevada’s Zero Fatalities goal in close partnership with transportation and safety partners across the state.

To help reach Zero Fatalities, the Nevada Strategic Highway Safety Plan was updated in 2012 with additional life-saving strategies. The plan, first developed in 2006, uses the four “E’s”, engineering, enforcement, education and emergency response strategies to save lives and help Nevada reach the all-important goal of Zero Fatalities.

**ENHANCED MILE MARKERS**

Imagine accidentally veering off the roadway and crashing into the rural Nevada desert. In a recent five-year period, almost 800 people died in Nevada traffic crashes when a vehicle unintentionally left the roadway, often in rural areas.

NDOT is installing larger milepost markers on certain roads to help drivers more easily identify their location when needing to call for help, and quickly guide emergency services to locations when responding to car crashes or incidents. They’re also a vital reference for road engineers, maintainers and others working on the roadway.

More than twice as large as existing mile markers, the improved signs will be installed as future road projects are built throughout Nevada.

**WIND ROAD ADVISORIES**

In areas such as the new Hoover Dam bypass bridge and I-580/U.S. 395 between Reno and Carson City, wind can whip across the roadway.

To help protect the safety of high-profile vehicles such as commercial trucks, RVs and buses, NDOT has had a long-standing wind advisory system through Washoe Valley and has installed similar systems on the Hoover Dam bypass bridge and I-580 freeway extension. Wind warnings and prohibitions are automatically posted on overhead freeway digital message signs and other road information services, allowing large vehicles to proceed with caution or safely detour the area based on wind speed.
WebCARE

In our work to save lives, NDOT has developed the WebCARE web portal to put important crash data at the fingertips of safety officials across the state.

The portal pools data from several sources and displays it via user-friendly maps, tables, charts and search queries, helping multi-agency transportation officials pinpoint and put enhancements at any “hot spot” where safety issues may be occurring. It’s one of the tools that make up the road map of how we will reach our ultimate goal of zero traffic fatalities.

SAFETY MANAGEMENT PLAN

It’s all about safety! NDOT’s new safety management plan partners with the public and stakeholders to develop safety enhancements on state roads. First, select state roads are closely evaluated. How do vehicles, bicyclists, pedestrians and public transit interact? What about roadway lighting and other features such as turn lanes, medians and more? Public input is solicited, and short and long-term safety enhancements are developed to ensure road safety is kept on track.

SAFETY CROSSINGS

www.nevadadot.com/safetycrossing

In a recent five-year span, there were over 2,000 reported vehicle-animal collisions in Nevada.

Safety crossings are animal passages above or beneath roadways that are designed to increase road safety and reduce these collisions by allowing wildlife to safely cross. To help prevent driving safety hazards and preserve wildlife populations and habitat, NDOT, the Nevada Department of Wildlife and other partners continue to install safety crossings on roads with high vehicle-animal collision rates or safety concerns.
Landscape and Aesthetics

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

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

In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air quality, restores native vegetation, and protects our wildlife. In 2012, there were more than 40 projects undergoing aesthetic improvement along Nevada’s roadways.
Funding for landscape and aesthetics is included in projects where capacity is being added or for new construction. Up to 3 percent of the construction cost can be directed toward landscape and aesthetics.

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

Most importantly, the program supports the NDOT’s vision for the highway system as outlined in its Master Plan for Landscape and Aesthetics, “A Pattern and Palette of Place.” For more details about the Landscape and Aesthetics Program, visit [www.nevadadot.com](http://www.nevadadot.com).

Desert Big Horn sheep sculpture along Interstate 15 South in Las Vegas.

Schellbourne rest area under construction in White Pine 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.

<table>
<thead>
<tr>
<th></th>
<th>NDOT Maintained</th>
<th>Locally Maintained</th>
<th>Statewide Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Aid</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NHS</td>
<td>2,130</td>
<td>27</td>
<td>2,157</td>
</tr>
<tr>
<td>STP</td>
<td>2,653</td>
<td>1,643</td>
<td>4,296</td>
</tr>
<tr>
<td><strong>Non-Federal Aid</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Improved</td>
<td>606</td>
<td>20,161</td>
<td>20,767</td>
</tr>
<tr>
<td>Unimproved</td>
<td>0</td>
<td>7,841</td>
<td>7,841</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,389</td>
<td>29,672</td>
<td>35,061</td>
</tr>
</tbody>
</table>
System Definitions

NATIONAL HIGHWAY SYSTEM (NHS)

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

SURFACE TRANSPORTATION PROGRAM (STP)

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

OTHER IMPROVED ROADS

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

UNIMPROVED ROADS

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

Note: System miles above may not match those on page 30 because not all roads have had their condition rated.

*Data is collected every two years.
Twenty percent of all Nevada’s roads are on the state-maintained system. However, this 20 percent carries 54 percent of the total vehicle miles of travel. The remaining 46 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 22.1 billion in 2010.
The state-maintained system also carries 70 percent of all truck traffic and 80 percent of the heavy truck traffic.

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,972 public bridges in Nevada. The Nevada Department of Transportation maintains 1,116 bridges; 812 are maintained by federal, county, city or other governmental agencies; and 44 bridges are privately maintained.

**What makes a bridge structurally deficient?**

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

**How does a bridge become functionally obsolete?**

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

**What do we mean by a seismic deficiency?**

Older bridges weren’t always designed with earthquakes in mind. These bridges are considered seismically deficient and need seismic retrofits to bring them up to current earthquake-resistant standards.
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 is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and annual appropriations bills. Federal funds are available only for reimbursement 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.

On the road and in the maintenance yard, NDOT employees put on a smile, and their work gloves, to build and maintain a top transportation system for the state.
**State Highway Fund Revenue Sources**

(2012 Revenue Shown in Millions)

- **Federal Aid Revenue**
  - Total $466.7
  - Administered by the FHWA
  - Federal Highways $455.8

- **State Gasoline Tax Revenue**
  - Total $392.5
  - Administered by the Nevada DMV
  - Tax $185.2
  - $17.65c Per Gallon

- **State Motor Vehicle Fund**
  - Total $660.6
  - Administered by the Nevada DMV
  - Gas Tax $313.2
  - $18.44c Per Gallon

- **Bonds & Other Revenue**
  - Total $150.7
  - Administered by NDOT
  - Bonds and Other Revenue $150.7

- **Other Revenue**
  - Total $150.7
  - Administered by NDOT
  - Special Fuel Tax Inflation Index $4.8

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

**FHWA**

- County Inflation Index on Fuel Taxes $19.7
- Jet Fuel Tax $11.5
- Special Fuel Tax $110.0
- Tire Tax $4.4
- Gas Tax $313.2
- Federal Aid Transit, Rail & Aviation $10.8
- Gas Tax $313.2
- AB 595 Bond Revenue $56.2
- AB 595 Property Tax $13.5
- Special Fuel Taxes $79.2
- Sale of Surplus Property $1.0
- DMV & Public Safety Auth. Revenue $47.0
- Apportionments from Other Funds $0.1
- Agreement Income $13.0
- Interest $0.4
- Other Sales & Reimbursements $35.8
- Other Agencies Refunds, Admin. $4.8
- Petroleum Cleanup Fees $12.7
- General Fund Allocations $62.4
- Motor Carrier Fees $38.5
- Sales Tax Collection $25.3
- DMV & Commissions Specialty Plate Fees, Etc., $70.4
- Optional County Tax $92.0
- State Gas Tax (to Highway Fund) $185.2
- AB 595 Property Tax $13.5
- Special Fuel Taxes $79.2
- Motor Carrier Fees $38.5
- Other Agencies admin. $4.8

**State Gas Tax Revenue**
- Total $392.5
- Administered by the Nevada DMV

**State Motor Vehicle Fund**
- Total $660.6
- Administered by the Nevada DMV

**Bonds & Other Revenue**
- Total $150.7
- Administered by NDOT

**Note:** Authorized revenue represents a portion of fees collected by DMV and the DPS which, by law, they keep to cover operating costs.
### Total State Highway Fund Revenue (In Millions)

<table>
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<th>State Gas and Motor Vehicle Taxes</th>
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**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

(Administered by the Department of Transportation)
### State Gasoline Tax Revenue

#### (In Millions)

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*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, and Fees Revenue

#### State Motor Vehicle Fund Revenue

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Note: Revenue in shaded column goes into state highway fund.
State Motor Vehicle Taxes to Highway Fund (Derived From the State Motor Vehicle Fund)

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

#### Highway Fund Federal-Aid Revenue For Highways By Phase

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**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 SAFETEA-LU* since 2005)

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*2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users.
**Other includes Planning, Bridge Replacement, Advance Right of Way, High Priority, Forest Highway Funds, and Earmarked Funds, if any.
2012 State Highway Fund Expenditures
Total $1,175.4
Administered by the
Nevada Department of Transportation

NDOT Expenditures $924.8

DMV $89.7
Bonds $80.5
DPS $76.1

Other Agency Expenditures $4.3

Bond Principal & Interest $80.5

Construction & Engineering $748.1
Traffic Safety $0.2
DMV Training $0.7

Public Works $0.6
Transportation Services Authority $2.5

Other Agency Expenditures By Agency
DMV $89.7
Bonds $80.5
DPS $76.1

Operating $15.0
Operating $15.0
Travel $0.2

Labor $60.0
Labor $59.8

Operating $27.8
Equipment $2.0
Travel $0.1

Administrative & Support Services $43.8

Department of Motor Vehicles Expenditures
Total $89.7

Department of Public Safety Expenditures
Total $76.1

NDOT Expenditures
By Agency
Total $924.8

2012 NEVADA TRANSPORTATION FACTS AND FIGURES
State Highway Fund Expenditures & Disbursements

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<td>84.3</td>
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<td>76.1</td>
<td>80.5</td>
<td>924.8</td>
<td>1,175.4</td>
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</table>

NOTES: DPS stands for Department of Public Safety (includes Nevada Highway Patrol). DMV stands for Department of Motor Vehicles.
## NDOT Expenditures by Activity

### NDOT Expenditures By Activity

![NDOT Expenditures Chart](chart.png)

### NDOT Expenditures (In Millions)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Administrative &amp; Support Services</th>
<th>Maintenance &amp; Equipment</th>
<th>Construction &amp; Engineering</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>29.8</td>
<td>72.6</td>
<td>360.7</td>
<td>463.1</td>
</tr>
<tr>
<td>2002</td>
<td>30.2</td>
<td>74.5</td>
<td>319.6</td>
<td>424.3</td>
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<td>2003</td>
<td>40.1</td>
<td>74.5</td>
<td>393.6</td>
<td>508.2</td>
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<td>39.5</td>
<td>84.0</td>
<td>552.8</td>
<td>676.3</td>
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<td>36.4</td>
<td>86.4</td>
<td>571.5</td>
<td>694.3</td>
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<td>2006</td>
<td>38.0</td>
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<td>2007</td>
<td>42.9</td>
<td>118.8</td>
<td>665.4</td>
<td>827.1</td>
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<td>119.8</td>
<td>486.0</td>
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<td>2010</td>
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<td>113.7</td>
<td>589.4</td>
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<td>44.1</td>
<td>111.7</td>
<td>651.4</td>
<td>807.2</td>
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<td>2012</td>
<td>43.8</td>
<td>132.9</td>
<td>748.1</td>
<td>924.8</td>
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</table>
**NDOT Expenditures**

**In Urban And Rural Areas**

<table>
<thead>
<tr>
<th>FY 2012 Projects*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FY 2012 Capacity Projects</strong> ($357 Million)</td>
</tr>
<tr>
<td><strong>FY 2012 Preservation Projects</strong> ($144 Million)</td>
</tr>
<tr>
<td><strong>FY 2012 Other Projects</strong> ($167 Million)</td>
</tr>
<tr>
<td><strong>FY 2012 Total Projects</strong> ($669 Million)</td>
</tr>
</tbody>
</table>

**CLARK**
- Capacity: $282,553,682
- Preservation: $43,571,000
- Other**: $134,617,791
- Total: $460,742,473

**WASHOE**
- Capacity: $32,300,000
- Preservation: $14,523,196
- Other**: $20,052,500
- Total: $66,875,696

**NON-URBAN**
- Capacity: $42,077,691
- Preservation: $86,318,426
- Other**: $12,604,569
- Total: $141,000,686

**TOTAL**
- Capacity: $356,931,373
- Preservation: $144,412,622
- Other**: $167,274,860
- Total: $668,618,855

**PERCENT**
- 53%
- 22%
- 25%
- 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.
### 2012 NEVADA TRANSPORTATION FACTS AND FIGURES

#### FY08-12 Total Distribution for Project Funding

<table>
<thead>
<tr>
<th>Category</th>
<th>Clark</th>
<th>Washoe</th>
<th>Non-Urban</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity Projects</td>
<td>$1,580,195,301</td>
<td>$235,528,611</td>
<td>$148,150,472</td>
<td>$1,963,874,384</td>
<td>49%</td>
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<tr>
<td>Preservation</td>
<td>$476,034,400</td>
<td>$123,742,592</td>
<td>$706,903,520</td>
<td>$1,306,680,512</td>
<td>32%</td>
</tr>
<tr>
<td>Other**</td>
<td>$516,381,105</td>
<td>$95,763,843</td>
<td>$1,490,941,321</td>
<td>$2,004,095,313</td>
<td>19%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$2,572,610,806</td>
<td>$353,545,046</td>
<td>$2,767,095,313</td>
<td>$4,032,641,165</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Note: Does not include design, ROW, in-house projects or work by other agencies. Illustrative use only, based on Federal Fiscal Year FY07-11..

#### FY08-12 Other Projects

- **Capacity Projects** ($2.0 Billion)
  - Clark: 68%
  - Washoe: 12%
  - Non-Urban: 20%

- **Preservation Projects** ($1.3 Billion)
  - Clark: 36%
  - Washoe: 11%
  - Non-Urban: 54%

- **Total Projects** ($4.0 Billion)
  - Clark: 64%
  - Washoe: 11%
  - Non-Urban: 25%
### NDOT Expenditures By Appropriation

#### NDOT Expenditures By Appropriation (in Millions)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Salaries (in Millions)</th>
<th>Travel (in Millions)</th>
<th>Operating (in Millions)</th>
<th>Equipment (in Millions)</th>
<th>Capital Improvements (in Millions)</th>
<th>Total (in Millions)</th>
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</thead>
<tbody>
<tr>
<td>2001</td>
<td>86.7</td>
<td>1.4</td>
<td>39.9</td>
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<td>1.7</td>
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<td>676.2</td>
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<td>106.8</td>
<td>1.6</td>
<td>45.4</td>
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<td>532.2</td>
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<td>17.1</td>
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<td>115.4</td>
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<td>16.0</td>
<td>637.1</td>
<td>827.1</td>
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<td>123.3</td>
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<td>64.7</td>
<td>11.8</td>
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<td>2009</td>
<td>134.7</td>
<td>2.3</td>
<td>64.1</td>
<td>8.0</td>
<td>563.3</td>
<td>772.4</td>
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<tr>
<td>2010</td>
<td>127.9</td>
<td>2.0</td>
<td>63.8</td>
<td>2.9</td>
<td>547.4</td>
<td>744.1</td>
</tr>
<tr>
<td>2011</td>
<td>125.8</td>
<td>2.1</td>
<td>59.8</td>
<td>3.2</td>
<td>616.3</td>
<td>807.2</td>
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<td>2012</td>
<td>120.4</td>
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<td>61.9</td>
<td>3.7</td>
<td>736.7</td>
<td>924.8</td>
</tr>
</tbody>
</table>
92.4 Cents Total/Mile

Assumptions:

2012 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.60 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 cost 20.4¢ per mile traveled. Includes gas, gas tax, oil, tires and maintenance

Fixed cost 72.0¢ per mile traveled. Includes depreciation, insurance, finance and licensing fees

Source: American Automobile Association’s “Your Driving Costs 2012” and www.fueleconomy.gov

Passenger Car Operating Costs (Expressed In Cents Per Mile Of Travel)
**Gas Tax (Per Gallon)**

**Legal Citation** Chapter 365, Nevada Revised Statutes

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

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

3. **County Mandatory**
   - 1.25¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 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.

**Total: Up to 52.205¢ per gallon statewide**

Washoe index 11.78¢ per gallon additional
Gas Tax
(Per Gallon)

1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

6.35¢ Total County Mandatory Tax

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission

The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;
6.5¢ Elko
4¢ Douglas, Esmeralda, Lincoln, Nye, Storey

Variable (N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County by the lesser of CPI or 4.5%. The current effective rate is 2.6¢ per gallon. (N.R.S 373.066) All State, County, and Federal fuel taxes imposed in Washoe County have been additionally indexed for inflation by the lesser of PPI or 7.8%. The current effective rate is 9.2¢ per gallon.

History

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Collections Mandatory/ Optional</th>
<th>State Share</th>
<th>County Share</th>
<th>County Option #</th>
<th>County Option*</th>
<th>RTC Option #</th>
<th>RTC Option *</th>
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</thead>
<tbody>
<tr>
<td>1923</td>
<td>2.0¢</td>
<td>2.0¢</td>
<td>Balance to County Admin Costs</td>
<td>Rd Bond Redemption</td>
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<td>1935</td>
<td>4.0¢</td>
<td>4.0¢</td>
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<td>1947</td>
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<td>5.5¢</td>
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<tr>
<td>1955</td>
<td>6.05¢</td>
<td>6.05¢</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
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<td>6.05¢</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>1966</td>
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<td>6.05¢</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>1979</td>
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<td>6.05¢</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1981</td>
<td>11.05¢</td>
<td>11.05¢</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1982</td>
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<td>12.05¢</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>1985</td>
<td>13.05¢</td>
<td>13.05¢</td>
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<td></td>
<td></td>
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<tr>
<td>1987</td>
<td>16.05¢</td>
<td>16.05¢</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1988</td>
<td>18.05¢</td>
<td>18.05¢</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>1989</td>
<td>18.655¢</td>
<td>18.655¢</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1991</td>
<td>22.155¢</td>
<td>22.155¢</td>
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<td></td>
<td></td>
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<tr>
<td>1992</td>
<td>24.655¢</td>
<td>24.655¢</td>
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<td></td>
<td></td>
<td></td>
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<tr>
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<td>24.805¢</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>2003</td>
<td>24.805¢</td>
<td>&gt;9.0¢</td>
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<td></td>
<td></td>
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<td></td>
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</table>

# By Ordinance
* Voter Approval
** 0.6¢ to State Petroleum Cleanup Trust Fund
*** 0.75¢ to State Petroleum Cleanup Trust Fund
> means "more than"

1)- 0.05¢ to Inspection Fee to 1989
2)- 0.055¢ to Inspection Fee since 1989
3)- Rate indexed to inflation

2012 NEVADA TRANSPORTATION FACTS AND FIGURES
### Special-Fuel Tax (Per Gallon)

#### Legal Citation
Chapter 366, Nevada Revised Statutes

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Federal Tax</th>
<th>State Tax</th>
</tr>
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<tbody>
<tr>
<td>Diesel</td>
<td>24.4¢</td>
<td>27.75¢</td>
</tr>
<tr>
<td>Propane (Liquefied Petroleum Gas)</td>
<td>18.3¢</td>
<td>22¢</td>
</tr>
<tr>
<td>Methane (Compressed Natural Gas)</td>
<td>18.3¢</td>
<td>21¢</td>
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</tbody>
</table>

### Distribution (Cents Per Gallon)

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<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>21.44</td>
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<td>Propane</td>
<td>16.17</td>
<td>2.13</td>
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<td>22.0</td>
<td></td>
</tr>
<tr>
<td>Methane</td>
<td>17.07</td>
<td>1.23</td>
<td>0</td>
<td>21.0</td>
<td></td>
</tr>
</tbody>
</table>

### History

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Tax</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>2.0¢</td>
<td>Natural and propane gas used as motor fuel @ 11.72¢</td>
</tr>
<tr>
<td>1935</td>
<td>4.0¢</td>
<td>Natural and propane gas used as motor fuel @ 12.65¢</td>
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<tr>
<td>1951</td>
<td>5.0¢</td>
<td>Natural gas used as motor fuel @ 18.0¢</td>
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<tr>
<td>1953</td>
<td>5.5¢</td>
<td>Propane gas used as motor fuel @ 20.0¢</td>
</tr>
<tr>
<td>1955</td>
<td>6.0¢</td>
<td>Propane gas used as motor fuel @ 22.0¢</td>
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<tr>
<td>1981</td>
<td>10.5¢</td>
<td>Natural gas used as motor fuel @ 20.5¢</td>
</tr>
<tr>
<td>1982</td>
<td>12.0¢</td>
<td>Propane gas used as motor fuel @ 23.0¢</td>
</tr>
<tr>
<td>1985</td>
<td>13.0¢</td>
<td>Natural gas used as motor fuel @ 23.0¢</td>
</tr>
<tr>
<td>1987</td>
<td>17.0¢</td>
<td>Propane gas used as motor fuel @ 23.0¢</td>
</tr>
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<td>1988</td>
<td>20.0¢</td>
<td>Natural gas used as motor fuel @ 23.0¢</td>
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<td>1989</td>
<td>20.6¢</td>
<td>Natural gas used as motor fuel @ 23.0¢</td>
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<td>1990</td>
<td>22.6¢</td>
<td>Propane gas used as motor fuel @ 23.0¢</td>
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<td>25.1¢</td>
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<td>1995</td>
<td>27.75¢</td>
<td>Natural gas used as motor fuel @ 23.0¢</td>
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<tr>
<td>1997</td>
<td>27.75</td>
<td>Propane gas used as motor fuel @ 23.0¢</td>
</tr>
<tr>
<td>2009</td>
<td>Inflation index based on lesser of 7.8 percent or PPI for Street &amp; Highway Construction imposed in Washoe County only on State &amp; Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.</td>
<td></td>
</tr>
</tbody>
</table>

* 0.60¢ to petroleum clean-up fund
** 0.75¢ to petroleum clean-up fund
**Legal Citation**  Chapters 482, 484, & 706 Nevada Revised Statutes

**Current Annual Registration Rates**
- $33 for automobiles, RV’s and Motor Homes
- $39 for motorcycles
- $27 for travel trailers
- $33 for trucks, truck tractors, or buses less than 6,000 lbs. 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.

**Current Annual Permit Fees**
- $60 per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is $2,940)
- $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 specifically for road construction.

DRIVER’S LICENSE FEES

(4-year renewable)

Legal Citation Chapter 483, Nevada Revised Statutes

Current Rates
$22.00 for operating passenger cars
$17.00 for persons 65 or older
$8.00 for a motorcycle endorsement
$87.00 for operating commercial vehicles

TITLE FEE

(one-time fee)

$28.25 all vehicles (new title)
Maintenance Stations and Personnel

**MAINTENANCE AND SUPPORT PERSONNEL**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th># STATIONS</th>
<th># PERSONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>District One</td>
<td>16</td>
<td>256</td>
</tr>
<tr>
<td>District Two</td>
<td>11</td>
<td>214</td>
</tr>
<tr>
<td>District Three</td>
<td>15</td>
<td>219</td>
</tr>
<tr>
<td>TOTAL</td>
<td>42</td>
<td>689</td>
</tr>
</tbody>
</table>

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

---

**MAINTENANCE STATIONS AND PERSONNEL**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th># STATIONS</th>
<th># PERSONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montgomery Pass</td>
<td>36</td>
<td>4</td>
</tr>
<tr>
<td>Goldfield</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Mt. Charleston</td>
<td>8</td>
<td></td>
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<tr>
<td>Mountain Springs</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Searchlight</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Glendale</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Lund</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Blue Jay</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Tonopah</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Las Vegas</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Panaca</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Alamo</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Mina</td>
<td>4</td>
<td></td>
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<td>Ely</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Austin</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Eureka</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Big Smokey</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Cold Springs</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Curie</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Ruby Valley</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Wells</td>
<td>16</td>
<td></td>
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<tr>
<td>Wendover</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>North Fork</td>
<td>2</td>
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<tr>
<td>Independence Valley</td>
<td>58</td>
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<td>Emigrant Pass</td>
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<tr>
<td>Winnemucca</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Orvada</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Quinn River</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Lovelock</td>
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<td></td>
</tr>
<tr>
<td>Fallon</td>
<td>17</td>
<td></td>
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<tr>
<td>Yerington</td>
<td>4</td>
<td></td>
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<tr>
<td>Wellington</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Fernley</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>Reno</td>
<td>109</td>
<td></td>
</tr>
<tr>
<td>Virginia City</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Carson City</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Gardnerville</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

---

**MAINTENANCE STATIONS**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th># STATIONS</th>
<th># PERSONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>District One</td>
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<td>District Three</td>
<td>15</td>
<td>219</td>
</tr>
<tr>
<td>TOTAL</td>
<td>42</td>
<td>689</td>
</tr>
</tbody>
</table>
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, yet NDOT staff numbers have decreased slightly in the past few years. 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

<table>
<thead>
<tr>
<th>Year</th>
<th>Administration</th>
<th>Pre-Construction</th>
<th>Construction</th>
<th>Maintenance</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>161</td>
<td>311</td>
<td>330</td>
<td>667</td>
<td>1,469</td>
</tr>
<tr>
<td>1995</td>
<td>163</td>
<td>322</td>
<td>341</td>
<td>668</td>
<td>1,494</td>
</tr>
<tr>
<td>2000</td>
<td>182</td>
<td>370</td>
<td>382</td>
<td>717</td>
<td>1,651</td>
</tr>
<tr>
<td>2005</td>
<td>187</td>
<td>399</td>
<td>384</td>
<td>780</td>
<td>1,750</td>
</tr>
<tr>
<td>2010</td>
<td>185</td>
<td>414</td>
<td>363</td>
<td>840</td>
<td>1,802</td>
</tr>
<tr>
<td>2012</td>
<td>184</td>
<td>417</td>
<td>376</td>
<td>807</td>
<td>1,784</td>
</tr>
</tbody>
</table>
Nevada has experienced tremendous population growth for over 30 years with little slowdown until the last few years. The State’s population has tripled since 1985 to over 2.7 million residents. The majority of the growth has been in the major urban areas.
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 2011, NDOT distributed approximately $8 million in funding throughout the state for vital transit programs.

The result? Each year over one 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 400 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 BY COUNTY
#### Statewide Small Urban and Rural Transportation
##### 2011*

<table>
<thead>
<tr>
<th>County</th>
<th>Total Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Pine</td>
<td>7,493</td>
</tr>
<tr>
<td>Washoe</td>
<td>51,289</td>
</tr>
<tr>
<td>Storey</td>
<td>0</td>
</tr>
<tr>
<td>Pershing</td>
<td>6,638</td>
</tr>
<tr>
<td>Nye</td>
<td>18,512</td>
</tr>
<tr>
<td>Mineral</td>
<td>7,283</td>
</tr>
<tr>
<td>Lyon</td>
<td>25,566</td>
</tr>
<tr>
<td>Lincoln</td>
<td>2,523</td>
</tr>
<tr>
<td>Lander</td>
<td>2,962</td>
</tr>
<tr>
<td>Humboldt</td>
<td>12,641</td>
</tr>
<tr>
<td>Eureka</td>
<td>0</td>
</tr>
<tr>
<td>Esmeralda</td>
<td>6,957</td>
</tr>
<tr>
<td>Elko</td>
<td>50,412</td>
</tr>
<tr>
<td>Douglas</td>
<td>869,241</td>
</tr>
<tr>
<td>Clark</td>
<td>309,357</td>
</tr>
<tr>
<td>Churchill</td>
<td>36,970</td>
</tr>
<tr>
<td>Carson City</td>
<td>4,094</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,411,938</strong></td>
</tr>
</tbody>
</table>

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

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually integrates these modes into the State’s transportation network. The State’s Bicycle and Pedestrian Program produces the Statewide Bicycle Plan and Touring Map, identifies needs for facilities, as well as provides routing assistance and informational outreach to both pedestrians and cyclists. Nevada offers cyclists, and pedestrians, a variety of low 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 streets and highways except in areas that have been specifically prohibited by signage such as urban freeways. For more information regarding bicycle and pedestrian programs in Nevada, visit the Nevada Bicycle and Pedestrian Advisory Board supported by NDOT at www.bicyclenevada.com.

Nevada Moves Day

Physical activity at an early age, such as walking or bicycling to school, can help reduce childhood obesity-related diseases. It can also reduce traffic congestion involving children being dropped off at school, benefit the environment and introduce safe walking and bicycling skills to children.

NDOT joined with schools and other individuals and groups across the state to establish the first annual Nevada Moves Day in April, 2009, encouraging children and their families to safely walk or bicycle to school. On April 25, 2012 there were over 106 schools statewide that participated in Nevada Moves Day which was near double the amount of schools that participated the previous year.
NDOT is developing strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. We recognized the importance of freight planning many years ago in conducting one of the early statewide goods movement studies in the nation. The Goods Movement Study 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.

Promoting economic development and related job growth requires regional economies to maintain existing business and attract new ones. Access to efficient freight transportation is a key element in business site selection. Competing in the global market environment has raised the importance of efficient, reliable supply chains and the transport systems they rely upon. Freight transportation plays a critical role in company decisions about site selection and expansion. Diversifying Nevada’s economy remains a key theme for economic development in the state, and taking advantage of Nevada’s modal transportation assets is a part of the state’s strategic plan for supporting economic development.

**I80 Truck Parking Facilities**

<table>
<thead>
<tr>
<th>RTE</th>
<th>CITY</th>
<th>COMPANY</th>
<th>ADDRESS</th>
<th>SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>80</td>
<td>Battle Mountain</td>
<td>Broadway Travel Center</td>
<td>I-80, Exit 229</td>
<td>100</td>
</tr>
<tr>
<td>80</td>
<td>Battle Mountain</td>
<td>Flying J</td>
<td>I-80 Exit 231</td>
<td>70</td>
</tr>
<tr>
<td>80</td>
<td>Carlin</td>
<td>Pilot Travel Center</td>
<td>I-80/NV 278, Exit 289</td>
<td>60</td>
</tr>
<tr>
<td>80</td>
<td>Fernley</td>
<td>Pilot Travel Center</td>
<td>I-80 &amp; US 95, Exit 46</td>
<td>100</td>
</tr>
<tr>
<td>80</td>
<td>Mill City</td>
<td>Travel Centers of America</td>
<td>I-80, Exit 151 (West) Exit 149</td>
<td>120</td>
</tr>
<tr>
<td>80</td>
<td>Sparks</td>
<td>Petro</td>
<td>I-80, Exit 21</td>
<td>400</td>
</tr>
<tr>
<td>80</td>
<td>Sparks</td>
<td>Travel Centers of America</td>
<td>I-80, Exit 190</td>
<td>187</td>
</tr>
<tr>
<td>80</td>
<td>Wells</td>
<td>Flying J</td>
<td>I-80 Exit 352</td>
<td>105</td>
</tr>
<tr>
<td>80</td>
<td>W. Wendover</td>
<td>Pilot Travel Center</td>
<td>I-80 @ Peppermill Casino Exit</td>
<td>125</td>
</tr>
<tr>
<td>80</td>
<td>Winnemucca</td>
<td>Flying J</td>
<td>I-80 Exit 176</td>
<td>105</td>
</tr>
<tr>
<td>80</td>
<td>Verdi</td>
<td>AmBest - Ecoment Hotel &amp; Casino - Closed Indefinitely (for more information, see note below)</td>
<td>I-80 at Exit 4, Garnon Rd.</td>
<td>120</td>
</tr>
</tbody>
</table>

**TOTAL** 1,247

Trucks are the third largest motorist group using Nevada’s highways, after commuters and tourists. Their role in the regulation of trucking operations is far reaching. Nevada is an important bridge to the nation’s economy. The Interstate 80 (I-80) corridor carries a significant volume of freight and is a vital link to other states and Interstates. As a State Department of Transportation (DOT), we have a commitment and responsibility to keep freight moving—for commerce, economic competitiveness, and for the safety and mobility of all travelers who use these corridors. The next 10 years will see 1.8 million more trucks added to the nation’s roadways.
Our challenge is a lack of adequate truck parking facilities. When a winter truck prohibition or restriction occurs on I-80 at the California/Nevada state line, westbound trucks are forced to wait out the prohibition on shoulders, on ramps, in neighborhoods, and sometimes even in travel lanes, creating back-ups several miles long. This situation creates mobility and safety hazards for local communities, and emergency responders, and impacts important Nevada DOT and local agency winter operations and snow removal. With approximately 3,000 trucks per day in each direction utilizing I-80 near Reno and west to the state line, this necessitates trucks parking on the shoulder, in the general travel lanes, on ramps, and even on city streets. Nevada DOT has been actively working with neighboring states to collaborate on winter operations strategies on I-80 to develop a long-term solution to the truck parking needs.

<table>
<thead>
<tr>
<th>Route</th>
<th>From TO</th>
<th>LT2AX</th>
<th>LT3AX</th>
<th>HT4AX</th>
<th>HT5AX</th>
<th>HT6AX</th>
<th>AADTT</th>
</tr>
</thead>
<tbody>
<tr>
<td>IR80</td>
<td>CA / NV Stateline Robb Dr.</td>
<td>1995</td>
<td>170</td>
<td>210</td>
<td>3450</td>
<td>330</td>
<td>6155</td>
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<tr>
<td>IR80</td>
<td>Robb Dr. Keystone Ave</td>
<td>1135</td>
<td>185</td>
<td>200</td>
<td>3900</td>
<td>310</td>
<td>5730</td>
</tr>
<tr>
<td>IR80</td>
<td>Keystone Ave Wells Ave</td>
<td>1315</td>
<td>550</td>
<td>230</td>
<td>5200</td>
<td>450</td>
<td>7745</td>
</tr>
<tr>
<td>IR80</td>
<td>Wells Ave US395</td>
<td>975</td>
<td>225</td>
<td>235</td>
<td>3755</td>
<td>155</td>
<td>5345</td>
</tr>
<tr>
<td>IR80</td>
<td>US395 Sparks Blvd</td>
<td>605</td>
<td>520</td>
<td>350</td>
<td>3810</td>
<td>400</td>
<td>5685</td>
</tr>
<tr>
<td>IR80</td>
<td>Sparks Blvd Mustang</td>
<td>400</td>
<td>280</td>
<td>325</td>
<td>4050</td>
<td>650</td>
<td>5705</td>
</tr>
<tr>
<td>IR80</td>
<td>USA Parkway E. Fernley</td>
<td>180</td>
<td>140</td>
<td>295</td>
<td>4340</td>
<td>890</td>
<td>5845</td>
</tr>
<tr>
<td>IR80</td>
<td>E. Fernley US95 (Trinity)</td>
<td>45</td>
<td>30</td>
<td>105</td>
<td>2715</td>
<td>435</td>
<td>3330</td>
</tr>
<tr>
<td>IR80/US95</td>
<td>US95 (Trinity) W. Winnemucca</td>
<td>100</td>
<td>25</td>
<td>75</td>
<td>2750</td>
<td>430</td>
<td>3380</td>
</tr>
<tr>
<td>IR80/US95</td>
<td>W. Winnemucca Winnemucca Blvd. E.</td>
<td>150</td>
<td>25</td>
<td>55</td>
<td>2575</td>
<td>425</td>
<td>3230</td>
</tr>
<tr>
<td>IR80</td>
<td>Winnemucca Blvd. E. Elko West</td>
<td>80</td>
<td>60</td>
<td>95</td>
<td>2150</td>
<td>405</td>
<td>2790</td>
</tr>
<tr>
<td>IR80</td>
<td>SR304 SR305</td>
<td>165</td>
<td>25</td>
<td>90</td>
<td>2700</td>
<td>515</td>
<td>3495</td>
</tr>
<tr>
<td>IR80</td>
<td>Elko West Osino</td>
<td>275</td>
<td>25</td>
<td>115</td>
<td>1950</td>
<td>345</td>
<td>2710</td>
</tr>
<tr>
<td>IR80</td>
<td>Osino E. Wells / US93</td>
<td>50</td>
<td>55</td>
<td>70</td>
<td>1900</td>
<td>310</td>
<td>2385</td>
</tr>
<tr>
<td>IR80</td>
<td>E. Wells NV / UT Stateline</td>
<td>413</td>
<td>35</td>
<td>160</td>
<td>1580</td>
<td>280</td>
<td>2468</td>
</tr>
</tbody>
</table>
The Nevada Department of Transportation (NDOT) manages the state planning process and directs federal funds to help railroads, shippers, and local governments improve rail lines.

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

**Amtrak**
Current passenger rail service in Nevada consists of Amtrak’s California Zephyr route, which travels 2,438 miles between Chicago and the San Francisco Bay Area. The route began service in 1949 as a joint operation between Chicago Burlington and Quincy Railroad, Denver and Rio Grande Western Railroad, and Western Pacific Railroad. The line experienced various route and name changes over the next 34 years until Amtrak created the current alignments in 1983.

**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 X-Train, Pullman Palace Car Company, and Maglev.

**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.

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

Source: 2012 Nevada State Rail Plan

**2012 Nevada State Rail Plan**

In the early spring of 2012 the 2012 Nevada State Rail Plan was completed and accepted by the Federal Railroad Administration (FRA). The plan can be found on the Nevada Department of Transportation’s website at [http://nvrailplan.com/final-2012-nevada-state-rail-plan/](http://nvrailplan.com/final-2012-nevada-state-rail-plan/)

**Fiscal Year 2011 Station Usage in Nevada**

<table>
<thead>
<tr>
<th>City</th>
<th>Boardings &amp; Alightings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elko</td>
<td>7,125</td>
</tr>
<tr>
<td>Reno</td>
<td>69,257</td>
</tr>
<tr>
<td>Winnemucca</td>
<td>3,441</td>
</tr>
<tr>
<td>Total</td>
<td>79,823 (up 0.2% from FY 2010)</td>
</tr>
</tbody>
</table>

Nevada Aviation

It’s working for Nevada

Established and incorporated in the Nevada Department of Transportation, Transportation and Multimodal Planning Division, the Aviation Planning Section is responsible for helping ensure that Nevada’s general aviation public and private use airports meet applicable safety requirements and provide maximum utility to their communities and the flying public.

There are 48 public-use airports in Nevada which include 32 that are part of the National Plan of Integrated Airport Systems (NPIAS) which makes them eligible to receive federal funding from the Federal Aviation Administration (FAA). There are 4 airports with scheduled air service, 2 of these receive international flights (Las Vegas McCarran International & Reno-Tahoe International).

According to the FAA the total number of aircraft registered in Nevada is 5,626.

### Calendar Year 2011 Enplanements

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Airport</th>
<th>CY 2011</th>
<th>CY 2010</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Las Vegas</td>
<td>McCarran Int.</td>
<td>19,854,759</td>
<td>18,996,738</td>
<td>4.52%</td>
</tr>
<tr>
<td>64</td>
<td>Reno</td>
<td>Reno/Tahoe Int.</td>
<td>1,821,051</td>
<td>1,857,488</td>
<td>-1.96%</td>
</tr>
<tr>
<td>218</td>
<td>Boulder City</td>
<td>Boulder City Municipal</td>
<td>103,259</td>
<td>169,923</td>
<td>-39.23%</td>
</tr>
<tr>
<td>264</td>
<td>North Las Vegas</td>
<td>North Las Vegas</td>
<td>55,161</td>
<td>64,674</td>
<td>-14.71%</td>
</tr>
<tr>
<td>329</td>
<td>Elko</td>
<td>Elko Regional</td>
<td>23,543</td>
<td>21,863</td>
<td>-7.68%</td>
</tr>
<tr>
<td>720</td>
<td>Ely</td>
<td>Ely / Yelland Field</td>
<td>589</td>
<td>245</td>
<td>140.41%</td>
</tr>
</tbody>
</table>


### Active Pilots

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Students</th>
<th>Private</th>
<th>Commercial</th>
<th>Airline</th>
<th>Misc.</th>
<th>Instructor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active</td>
<td>6,886</td>
<td>713</td>
<td>2,488</td>
<td>1,539</td>
<td>2,153</td>
<td>13</td>
<td>1,136</td>
</tr>
</tbody>
</table>

Source: [http://www.faa.gov/data_research/aviation_data_statistics/civil_aimen_statistics/2008/media/08-air5.xls](http://www.faa.gov/data_research/aviation_data_statistics/civil_aimen_statistics/2008/media/08-air5.xls)
SR 159 at Red Rock Canyon in Clark County

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