

State of Nevada Transportation FACTS AND FIGURES

February 2005



Just minutes from the excitement of Las Vegas, State Route 159 winds through the Red Rock National Conservation Area. Nevada motorists enjoy the natural beauty of the desert – and smooth state highways.



Prepared by: Operations Analysis Division
of the Nevada Department of Transportation
Kenny C. Guinn, *Governor*
Jeff Fontaine, P.E., *Director*

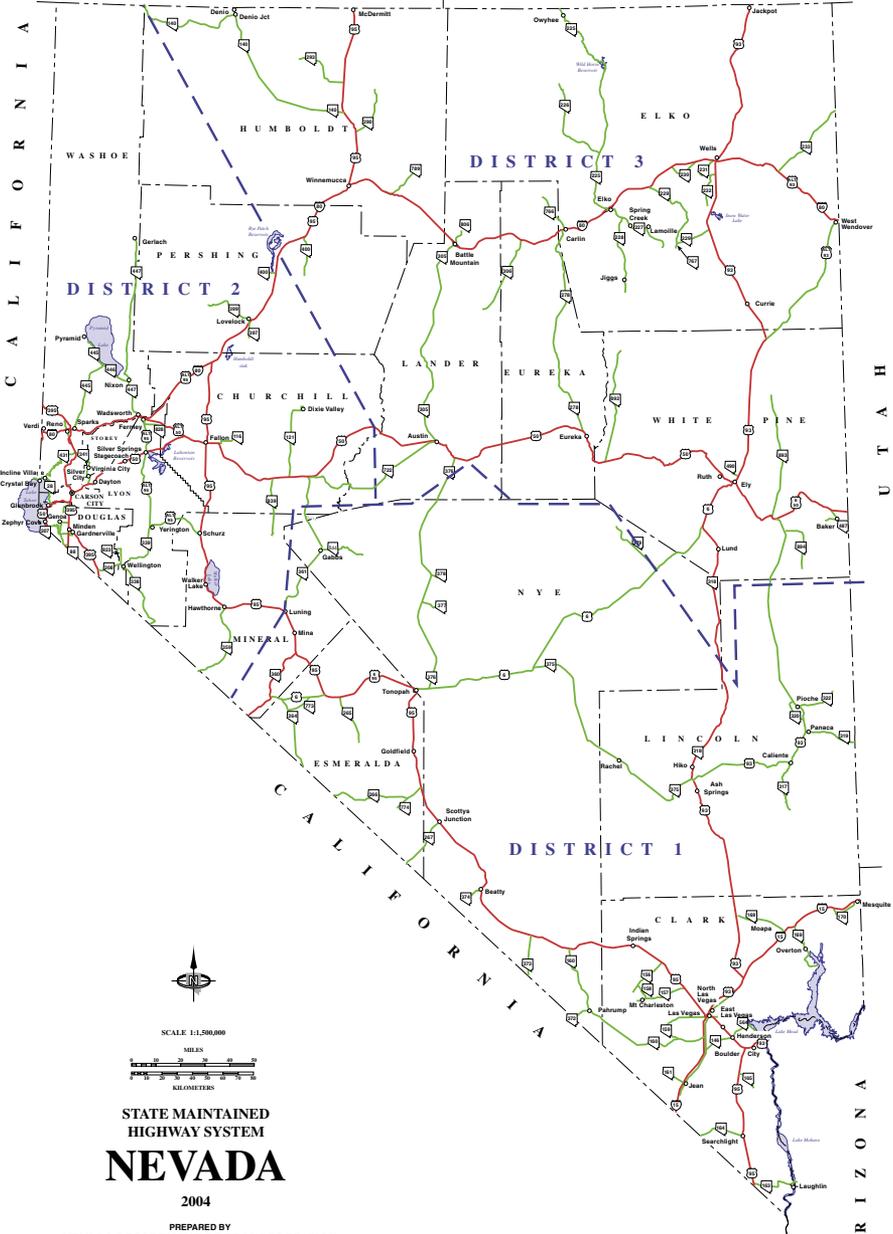
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O R E G O N

I D A H O

C A L I F O R N I A

U T A H



SCALE 1:1,500,000

MILES



KILOMETERS

STATE MAINTAINED
HIGHWAY SYSTEM
NEVADA
2004

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION

- NATIONAL HIGHWAY SYSTEM
- SURFACE TRANSPORTATION PROGRAM
- - - DISTRICT BOUNDARY

A R I Z O N A

BOND-FUNDED SUPER PROJECTS

Unprecedented growth and low interest rates inspired Governor Guinn and the State Transportation Board to bond the state's high-priority projects, including the Hoover Dam Bypass, the U.S. 95 Freeway in Northwest Las Vegas, the I-215/I515 Interchange in Henderson, the I-580 Freeway Extension south of Reno, and the Carson City Freeway.



A large cut that produced 600,000 cubic yards of material provides part of the Nevada approach to the new Colorado River Bridge.



A realistic architectural model of the Colorado River Bridge near Hoover Dam.

BOND-FUNDED SUPER PROJECTS (cont'd)



U.S. 95 carries nearly 200,000 vehicles daily at the Summerlin Interchange and Rainbow Boulevard in Las Vegas. More than \$200 million in additional improvements will be made to this busy stretch of highway.



Flyover ramps under construction in Henderson will complete the I-215/I-515 Interchange.

BOND-FUNDED SUPER PROJECTS (cont'd)



Crews prepare concrete forms for the Browns Creek bridge on the I-580 Freeway which will connect Reno and Washoe Valley.



In the state capital, the Carson City Freeway takes shape near the Arrowhead Interchange.

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MISSION STATEMENT

The mission of the Nevada Department of Transportation is to efficiently plan, design, construct and maintain a safe and effective seamless transportation system for Nevada's economic, environmental, and social needs.

Aesthetically pleasing bin walls supporting U.S.50 at Lake Tahoe improved drainage and replaced corroded and failing structures in the delicate environment.



Recycling "trains" save materials and money on Nevada's extensive network of low-volume roads, including here on State Route 429 through Washoe Valley.

DIRECTOR'S MESSAGE

As Nevada continues to grow, "business as usual" is probably the approach that is least used in either the public or private sector. The Silver State continues to transform itself, especially the urban centers of Las Vegas and Reno.

That is certainly true for the Nevada Department of Transportation. We have sold bonds to build five major transportation projects in both southern and northern Nevada.

The large economic benefit from selling bonds is that it allows the traveling public to see results much sooner. Other benefits include avoiding inflation and realizing the savings from current low interest rates. There are also related benefits of reduced fuel consumption, air quality improvements, and the creation of construction and secondary jobs.

Highway construction and roadway improvements are two of our most important jobs, but highway safety is a top priority. NDOT is coordinating a statewide strategic safety plan. NDOT, the Office of Traffic Safety, Nevada Highway Patrol, local law enforcement agencies, emergency responders, and others conducted a safety summit in the summer of 2004 to fulfill the goal of coordinating programs in order to save lives and avert crashes. The comprehensive strategic safety plan which is being developed will be Nevada's first.

Internally, NDOT is also working to be a more focused agency. Four main goals have been set:

- Improve safety in public transportation
- Develop and deliver beneficial projects in a timely manner
- Effectively communicate to improve customer satisfaction
- Make the most of the department's assets and minimize its risks

We are also identifying action plans associated with the strategies and goals. These action plans will include responsibilities for individual employees throughout the department.

Along with these broad department strategies and objectives there are solid accomplishments that have taken place during the past two years that should be mentioned.

NDOT now has its first comprehensive landscape and aesthetics plan as part of its effort to be more environmentally friendly and to create highway projects that are more visually appealing. Landscape and aesthetics master planning can enhance environmental health by accommodating wildlife, reducing erosion and runoff, and protecting native plant communities.

The department is in the middle of its largest highway construction program, and residents and visitors alike should appreciate the fact that the Federal Highway Administration has determined Nevada has the smoothest roads in the country. The Silver State is second in the country in bridge excellence with only five percent of the structures having problems structurally or functionally. In addition, a university study places Nevada fourth of all states in operating efficiency.

Jeff Fontaine, P.E., Director

MAJOR PROJECT INDEX

Major Projects Begun In The Past Three Years

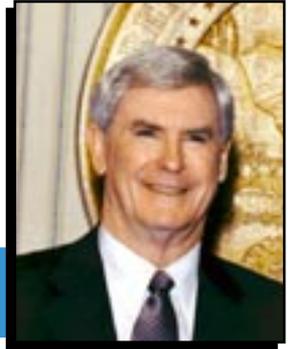
- U.S. 95 in Clark Co. - Martin Luther King Blvd. to Rainbow Curve: widen 6 to 10 lanes, \$313 million
- Hoover Dam Bypass: construct approach for bridge over the Colorado River, \$164 million
- Freeway Management System/Traffic Management Center (FAST/TMC) in Clark Co., \$15 million
- U.S. 95 in Clark Co. - Searchlight to RR Pass: construct a 4-lane divided highway, \$18.5 million
- I-15 @ Lamb Blvd. Interchange: upgrade to full interchange, \$21 million
- I-15 @ UPRR spur overcrossing: replace existing bridge, drainage improvements, \$11.2 million
- S.R. 160, Blue Diamond Rd. - Las Vegas Blvd. to Valley View: construct 8 lane roadway & I-15 Interchange, \$29 million
- I-580 in Washoe County - Winters Ranch to Mt. Rose Hwy: construct 6-lane freeway, \$100 million
- U.S. 395 Interchange at Clear Acre Lane and North McCarran Blvd.: new interchange, \$30 million
- U.S. 395 in Carson City - S. Carson St. to E. William St.: construct 4-lane freeway, \$183 million
- I-215/I-515 Interchange in Henderson: construct to 6 lanes, \$95 million
- I-80 in Elko Co. -1 mile west of Osino Interchange to 0.6 miles east of Greys Creek Grade separation: cold mill and overlay, \$11.4 million
- UPRR/Reno Railroad separation: reconstruct 8 grade crossings, \$98.3 million

Major Projects Planned For The Next Three Years

- S.R. 146 St. Rose Parkway: widen 2 to 8 lanes, \$46 million
- U.S. 395, Carson City Freeway - U.S. 50 south to E. William St.: construct 4-lane freeway, \$190 million
- U.S. 50A - Fernley to LY/CH line; widen 2 to 4 lanes, \$25 million
- U.S. 50A - LY/CH line to Leetville Junction: widen 2 to 4 lanes; \$25 million
- S.R. 573, Craig Rd. - Berg St. to I-15/Pecos Rd.: widen from 4 to 6 lanes, RR grade separation, \$31 million
- I-15 Northbound - milepost 2.00 to 27.00: widen 2 to 3 lanes, profile grind existing, \$40 million
- S.R. 160, Blue Diamond Rd. - Valley View to Decatur Blvd.: widen 8 lane roadway, \$25 million
- U.S. 95, I-15 - Craig Rd./(Phases 4 and 5) Martin Luther King Blvd. to Washington Ave.: widen 6 to 10 lanes, \$221 million
- Hoover Dam Bypass: new bridge over Colorado River, (Nv. \$50 million-Az. \$50 million), \$100 million
- Martin Luther King/Industrial Rd. Connector - Palomino Dr. to Wyoming Ave.: construct 6 lane overpass, \$50 million
- I-580 - Bowers Mansion Rd. to Mt. Rose Hwy.: construct 6 lane freeway, \$190 million
- U.S. 50 - From Dayton to Chaves Rd.: widen 2 to 4 lanes, \$11 million

TRANSPORTATION BOARD OF DIRECTORS

*Chairman
Kenny C. Guinn
Governor*



*Lorraine Hunt
Lieutenant Governor*



*Brian Sandoval
Attorney General*



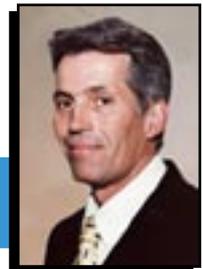
*Kathy Augustine
Controller*



*Caesar Caviglia
Member*



*Jim Thornton
Member*



*Tom Gust
Member*

ADMINISTRATION

1263 S. Stewart St.
Carson City, Nevada 89712
Phone : (775) 888-7440
Fax: (775) 888-7201



Jeff Fontaine, P.E.
Director



Susan Martinovich, P.E.
Deputy Director
Chief Engineer



Rudy Malfabon, P.E.
Deputy Director
Southern Nevada



Ruedy Edgington, P.E.
Asst. Director
Engineering



Rick Nelson, P.E.
Asst. Director
Operations



Robert Chisel
Asst. Director
Administration



Dennis Baughman
Chief
Communications Office



Kent Cooper
Asst. Director
Planning

ENGINEERING DISTRICTS AND MAJOR MAINTENANCE STATIONS

District 1

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

Major Maintenance Station

TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Erie Main
Tonopah, Nevada 89049
Charles Nixon, P.E.
Asst. District Engineer

District 2

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

District 3

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

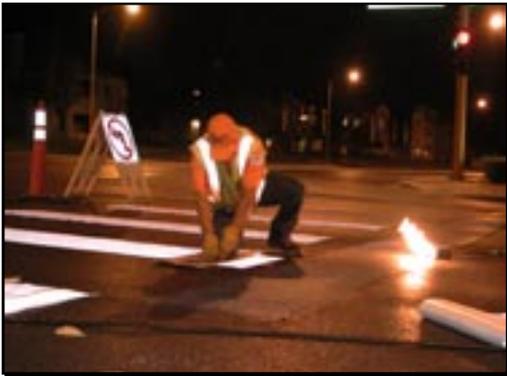
Major Maintenance Station

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

Major Maintenance Station

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

Note: District boundaries are shown on the map inside the front cover.
Maintenance stations and relative sizes are shown on page 45.



An NDOT worker performs nighttime maintenance on a crosswalk to make it safe for pedestrians in Las Vegas.

KEY PHONE NUMBERS & WEBSITES

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 **486-3000**

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

Road Construction & Winter Road Condition Information

All areas of the state1-877-NVROADS
(1-877-687-6237)

Dialing 1-877-NVROADS also provides road information for adjacent states. Road information is also available on the Internet at:

www.nvroads.com.

Other Frequently Called Numbers

Public Information

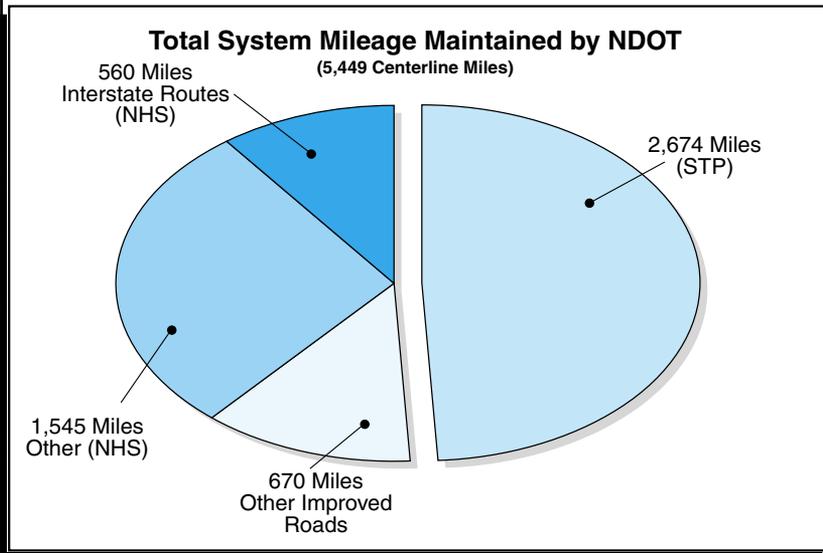
Carson City..... (775) 888-7777
Las Vegas..... (702) 385-6504
Customer Service..... (775) 888-7000
Director's Office..... (775) 888-7440
Construction Plans and Specifications (775) 888-7070
Contract Bidding Results (775) 888-7070
Overdimensional Vehicle Permits..... (775) 888-7410
or 1-800-552-2127
Maps..... (775) 888-7627
Facsimile (775) 888-7115

NDOT online**www.nevadadot.com**

SYSTEM MILEAGE

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.

	<i>NDOT Maintained</i>	<i>Locally Maintained</i>	<i>Statewide Total</i>
Federal Aid			
NHS	2,105	27	2,132
STP	2,674	1,620	4,294
Non-Federal Aid			
Other Improved	670	19,005	19,675
Unimproved	0	7,850	7,850
Total	5,449	28,502	33,951



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.

FEDERAL AID

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.

IMPROVED 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.

NON-FEDERAL AID

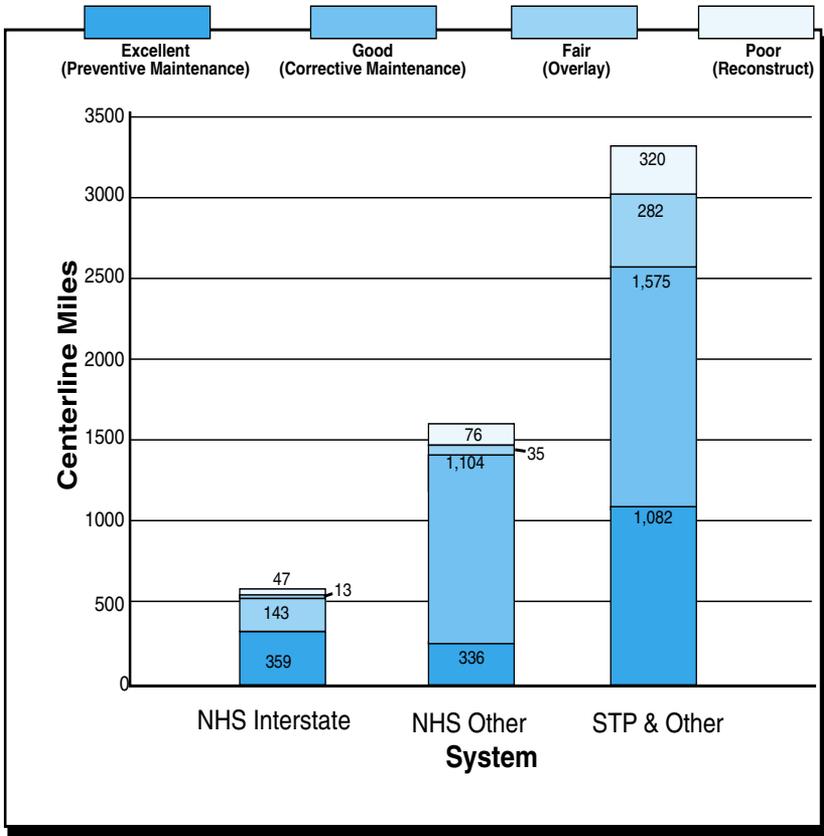
UNIMPROVED ROADS

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

NDOT-MAINTAINED PAVEMENT CONDITION

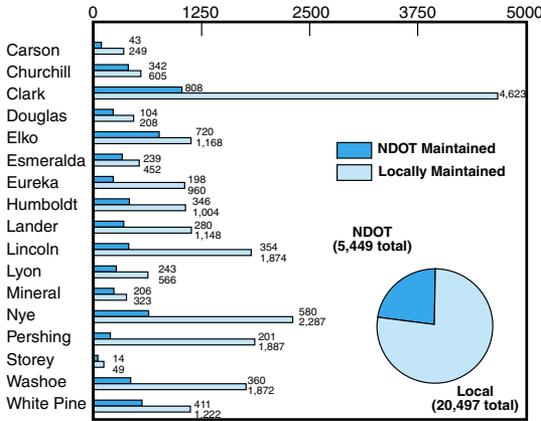
CENTERLINE MILES BY SYSTEM - 2003

Condition (Required Treatment)



Note: System miles above may not match those on page 8 because not all roads have had their condition rated.

2003 Miles of Improved Road by County



VEHICLE MILES OF TRAVEL

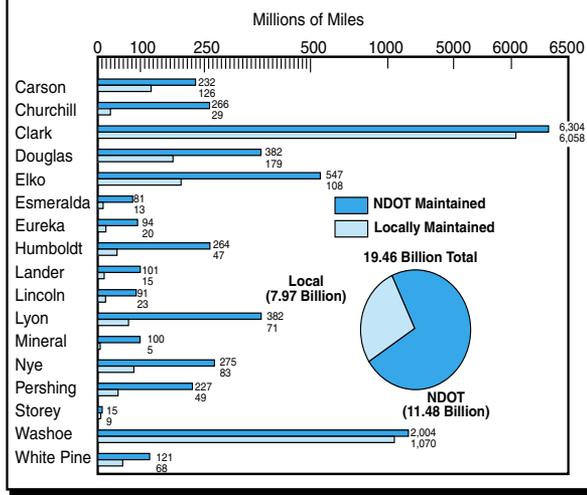
Sixteen percent of all Nevada's roads are on the state-maintained system. However, this 16 percent carries 59

per-cent of the total vehicle miles of travel. The remaining

41 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads more than

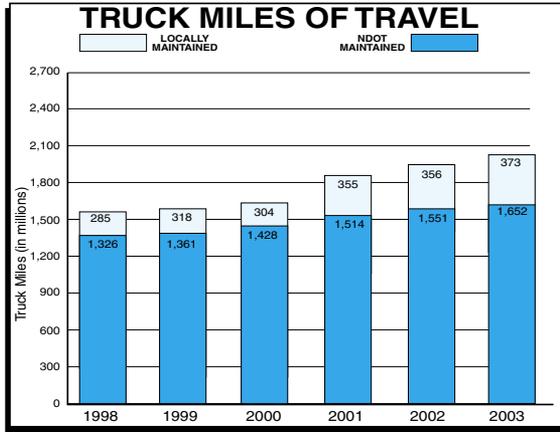
doubled from 9.0 billion in 1990 to

2003 Vehicle Miles of Travel by County



Continued on page 12

19.46 billion in 2003. The state-maintained system also carries 82 percent of all truck traffic and 89 percent of the heavy-truck traffic.



Portola, Ca. artist Ken Roller brought together the old and new in this conception of the V&T Railroad crossing U.S. 50 near the Carson City-Lyon County line.

BRIDGES

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,679 public bridges in Nevada. The Nevada Department of Transportation maintains 1,015 bridges; 655 are maintained by federal, county, city or other governmental agencies; and 9 bridges are privately maintained.

State-Maintained Bridges Needing Renovation by Deficiency

<i>Seismic</i>	<i>Structural</i>	<i>Functional</i>
153	27	11

TRANSPORTATION FINANCING

General

State highways maintained by the Nevada Department of Transportation are financed with dedicated highway-user revenue and federal funds. No General Fund (general tax) revenue is 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 extended Transportation Equity Act for the 21st Century, passed in 1998, 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

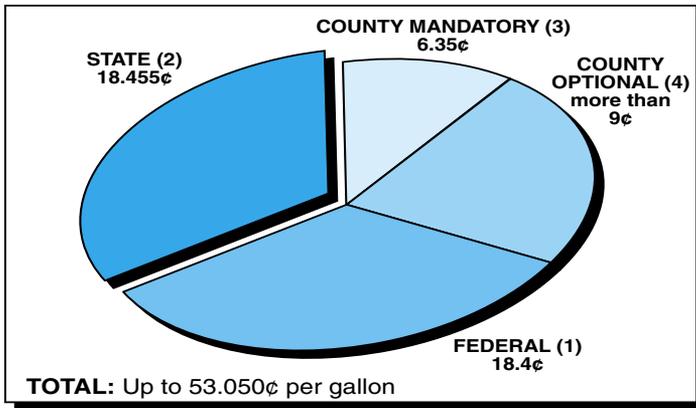
Article 9, Section 5 of the Nevada constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operations of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline 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.

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, except no county will receive less than they received in fiscal year 2003. 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 non-Federal-Aid primary road miles, and 1/4 per vehicle miles of travel on non-Federal-Aid primary roads. Used for bond service, road construction, maintenance and repair – not for administration.

1.75¢ (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

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

6.35¢ Total County Mandatory Tax

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission. The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;

4¢ Douglas, Elko, Esmeralda, Eureka, 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. Current rate is 0.84¢.

History

	Total Collections Mandatory/ Optional	State Share	County Share	County Option #	County Option *	RTC Option #	RTC Option *
1923	2.0¢	\$60,000					
1935	4.0¢	4.0¢					
1947	5.5¢	4.0¢	1.5¢				
1)- 1955	6.05¢	4.55¢	1.5¢				
1965	6.05¢ 1.0¢	4.55¢	1.5¢		(Clark & Washoe Co. only) 1.0¢		
1966	6.05¢ 1.0¢	4.55¢	1.5¢		(Extended to all Co.s w/RTC) 1.0¢		
1979	6.05¢ 4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
1981	11.05¢ 4.0¢	8.05¢	3.0¢			4.0¢	
1982	12.05¢ 4.0¢	9.05¢	3.0¢			4.0¢	
1985	13.05¢ 5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
1987	16.05¢ 5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
1988	18.05¢ 5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)- 1989	18.655¢ 10.0¢	** 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
1991	22.155¢ 9.0¢	** 15.805¢	6.35¢			9.0¢	
1992	24.655¢ 9.0¢	** 18.305¢	6.35¢			9.0¢	
1995	24.805¢ 9.0¢	*** 18.455¢	6.35¢		(Washoe Co. only)	9.0¢	
2003	24.805¢ >9.0¢	*** 18.455¢	6.35¢	3) varies		9.0¢	

By Ordinance
 * Voter Approval
 ** 0.6¢ to State Petroleum Cleanup Trust Fund
 *** 0.75¢ to State Petroleum Cleanup Trust Fund
 1)- 0.05¢ to Inspection Fee to 1989
 2)- 0.055¢ to Inspection Fee since 1989
 3)- Rate indexed to inflation
 > means "more than"

SPECIAL-FUEL TAX (PER GALLON)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

Propane (Liquefied Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

Current Rates

Distribution (Cents Per Gallon)

Fuel	Federal Highway Trust Fund			State	
	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢

1997

**27.75

Natural gas used as motor fuel @ 21.0¢
Propane gas used as motor fuel @ 22.0¢
Emulsified water-phased hydrocarbon fuel @ 19.0¢

* 0.60¢ to petroleum clean-up fund

** 0.75¢ to petroleum clean-up fund

VEHICLE REGISTRATION AND PERMIT FEES

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

Current Annual Registration Rates

- \$33 for automobiles
- \$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 Churchill and Clark counties; 0.2% in Washoe County.

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: In Clark County, for highway projects, and in Washoe and Churchill counties as a general revenue.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

\$21.75 for operating passenger cars

\$16.75 for persons 65 or older

\$7.25 for a motorcycle endorsement

\$86.25 for operating commercial vehicles

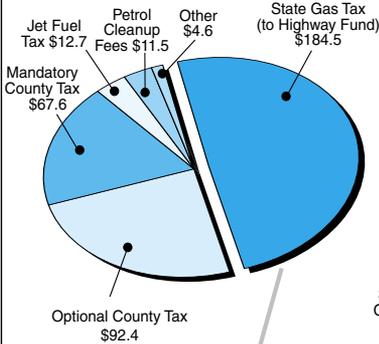
TITLE FEES (one-time fee)

\$20.00 all vehicles

STATE HIGHWAY FUND REVENUE SOURCES (2004 Revenue Shown in Millions)

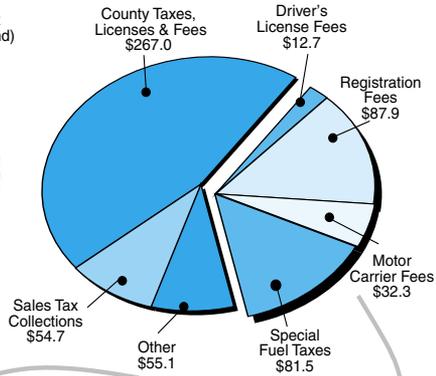
State Gasoline Tax Revenue

Administered by the
Nevada Department of
Motor Vehicles

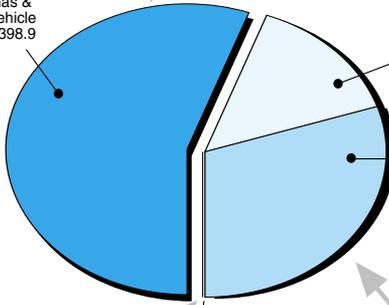


State Motor Vehicle Fund

Administered by the
Nevada Department of Motor Vehicles

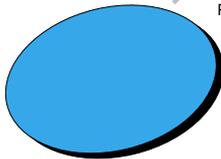


State Gas &
Motor Vehicle
Taxes \$398.9



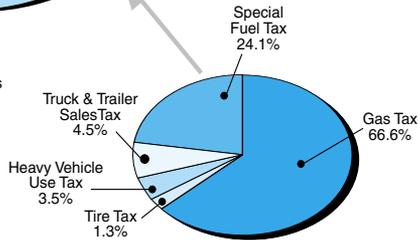
State Highway Fund

Administered by the
Nevada Department of
Transportation



Bond Sales

Administered by the
Nevada Department of Transportation

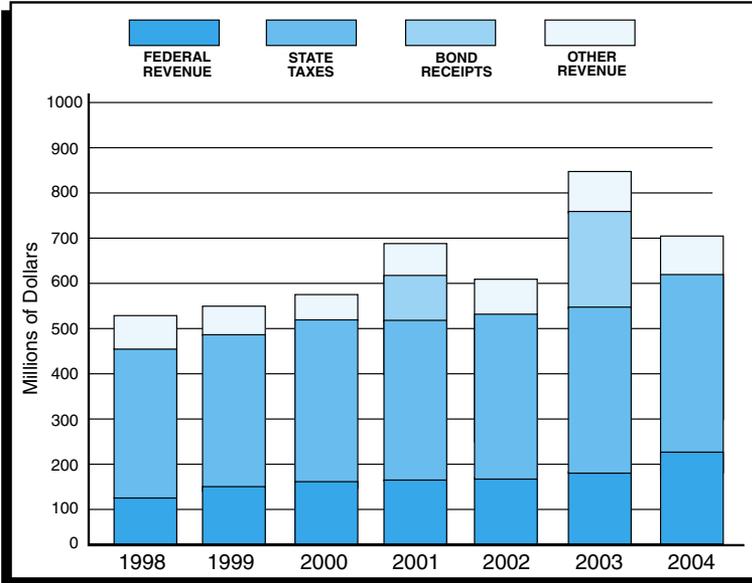


Federal Highway Trust Fund

Administered by the
Federal Highway Administration

TOTAL STATE HIGHWAY FUND REVENUE

(Administered by the Department of Motor Vehicles)



Millions of Dollars

Fiscal Year	Federal-Aid Revenue	State Gas and Motor Vehicle Taxes	Bond Receipts	Other Revenue	Total
1998	131.4	326.7	0	66.4	524.6
1999	164.5	330.4	0	57.8	552.7
2000	153.4	351.7	0	60.6	565.7
2001	167.0	346.5	100.5	66.9	680.9
2002	167.4	365.7	0	69.2	602.3
2003	185.9	375.2	197.9	87.2	846.2
2004	215.0	398.9	0	86.3	700.2

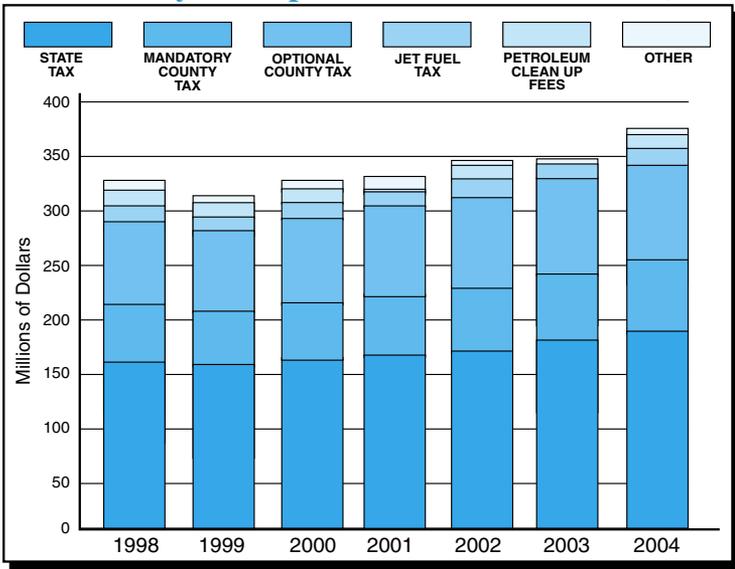
NOTE 1: Total revenue is net to the Highway Fund.

NOTE 2: Other includes interest income, cooperative construction reimbursement, a portion of Department of Motor Vehicles authorized revenue, and miscellaneous sales and reimbursements.

NOTE 3: Beginning in 1999, the Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs. Consequently, the figures will not match the Federal Aid Revenue for highways after 1998. (See page 24)

STATE GASOLINE TAX REVENUE

(Administered by the Department of Motor Vehicles)



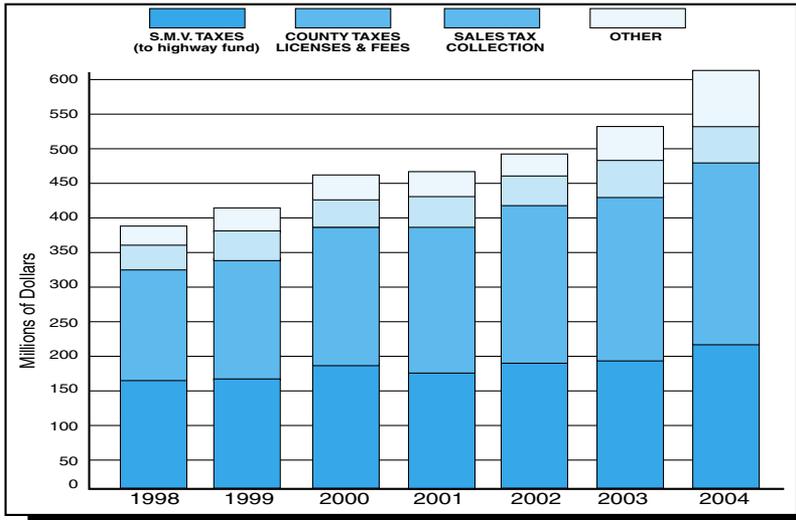
Fiscal Year	Millions of Dollars						Total
	State Gas Tax (to Highway Fund)	Mandatory County Gas Tax	Optional County Gas Tax	Jet Fuel Tax	Petroleum Clean Up Fees	Other *	
1998	158.6	56.7	75.8	10.8	11.1	5.6	318.6
1999	153.4	55.1	74.1	10.4	10.6	5.1	308.7
2000	159.2	57.1	77.7	11.9	11.2	5.2	322.3
2001	163.1	58.5	79.7	12.5	0.5	5.3	319.6
2002	169.9	62.1	83.8	12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1	12.0	0	3.8	344.1
2004	184.5	67.6	92.4	12.7	11.5	4.6	373.3

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

NOTE: In 1998, the accounting accrual method changed for the state gasoline tax. Consequently, 1998 includes 13 months of revenue.

STATE MOTOR VEHICLE FUND TAXES, LICENSES, AND FEES REVENUE

(Administered by the Department of Motor Vehicles)

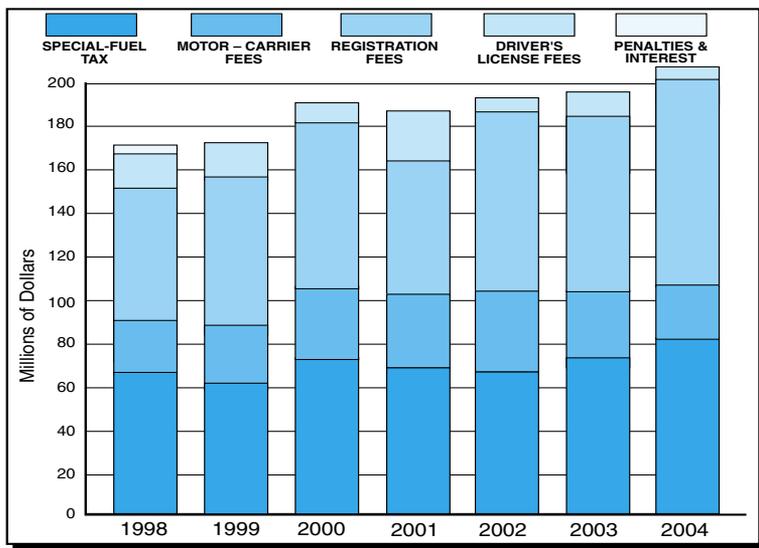


Fiscal Year	Millions of Dollars				Total
	State Motor Vehicle Taxes (to Highway Fund)	County Taxes Licenses and Fees	Sales Tax Collections	Other Revenue*	
1998	168.0	159.0	30.8	25.9	383.7
1999	170.9	172.5	34.1	33.2	410.7
2000	192.5	198.3	37.7	32.7	461.2
2001	183.4	210.1	38.6	33.8	465.9
2002	195.7	221.9	40.9	39.1	497.6
2003	198.6	239.0	45.4	52.9	535.9
2004	214.4	267.0	54.7	74.8	610.9

The following page shows a breakout of Highway Fund revenue in this column.

* Other includes various Department of Motor Vehicles authorized revenue, e.g., record search fees, sales and governmental-services tax commissions, and registration reinstatement fees.

STATE MOTOR VEHICLE TAXES TO HIGHWAY FUND DERIVED FROM THE MOTOR VEHICLE FUND



Millions of Dollars

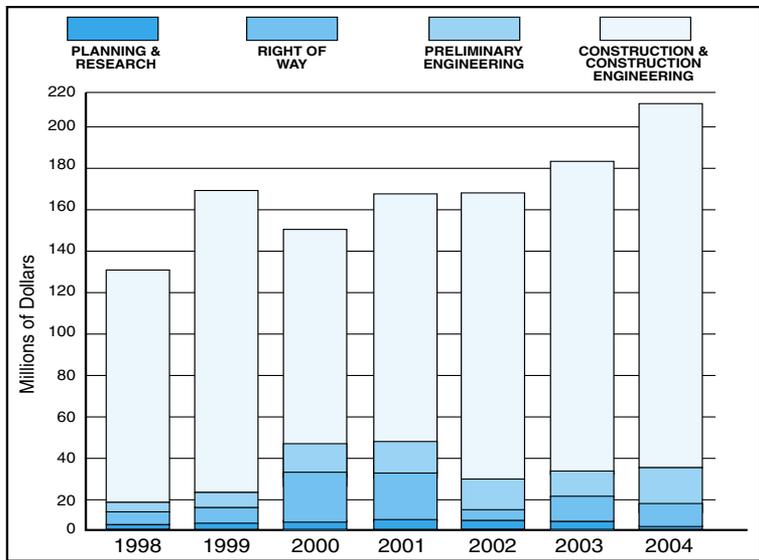
<i>Fiscal Year</i>	<i>Special-Fuel Taxes*</i>	<i>Motor-Carrier Fees</i>	<i>Registration Fees</i>	<i>Driver's License Fees</i>	<i>Penalties and Interest</i>	<i>Total</i>
1998	64.3	25.8	64.1	9.6	4.2	168.0
1999	60.9	29.0	69.8	11.2	**	170.9
2000	76.6	32.0	72.3	11.6	**	192.5
2001	69.9	31.9	70.1	11.5	**	183.4
2002	69.4	33.4	80.7	12.2	**	195.7
2003	74.1	31.3	81.0	12.2	**	198.6
2004	81.5	32.3	87.9	12.7	**	214.4

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

** Included in taxes and fees shown.

NOTE: Special-fuel taxes for 2000 include significant 1999 and 2001 monies. Consequently, the long-term trend in special-fuel taxes appears incongruous.

HIGHWAY FUND FEDERAL-AID REVENUE FOR HIGHWAYS BY PHASE



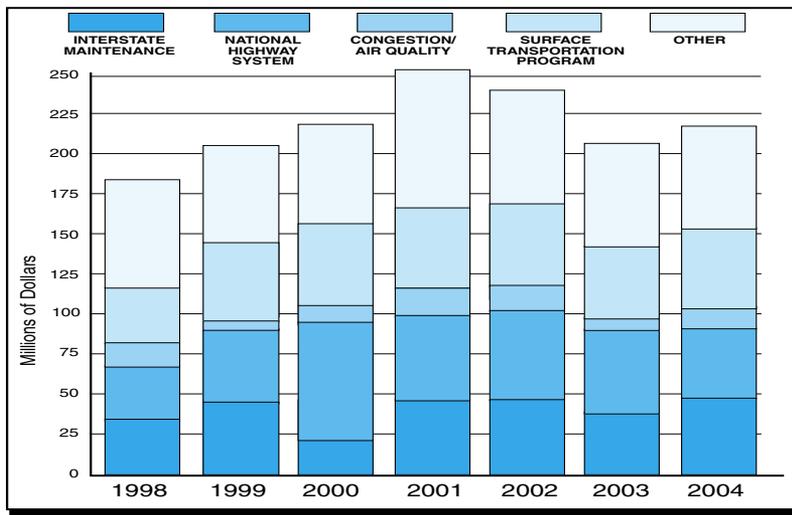
Millions of Dollars

Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Total Federal Aid for Highways
1998	2.7	8.9	7.6	112.2	131.4
1999	3.4	11.5	7.7	143.5	166.1
2000	6.8	26.0	13.2	104.0	150.0
2001	4.3	29.3	12.2	119.1	164.9
2002	5.5	6.0	14.7	138.5	164.7
2003	4.9	16.5	10.2	151.1	182.7
2004	1.6	18.2	16.0	177.6	213.5

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.

HIGHWAY FUND FEDERAL-AID APPORTIONMENTS (under TEA-21* since 1998)



Millions of Dollars

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other**	Total
1998	32.6	39.2	9.8	32.6	63.2	177.4
1999	40.1	46.2	11.3	45.9	63.2	206.7
2000	42.7	50.4	13.1	48.6	61.5	216.3
2001	45.8	53.2	14.6	51.9	89.3	254.8
2002	47.0	53.8	15.5	53.0	65.4	234.7
2003	38.7	46.3	13.9	45.9	61.6	206.4
2004	47.7	40.5	16.4	47.8	66.1	218.5

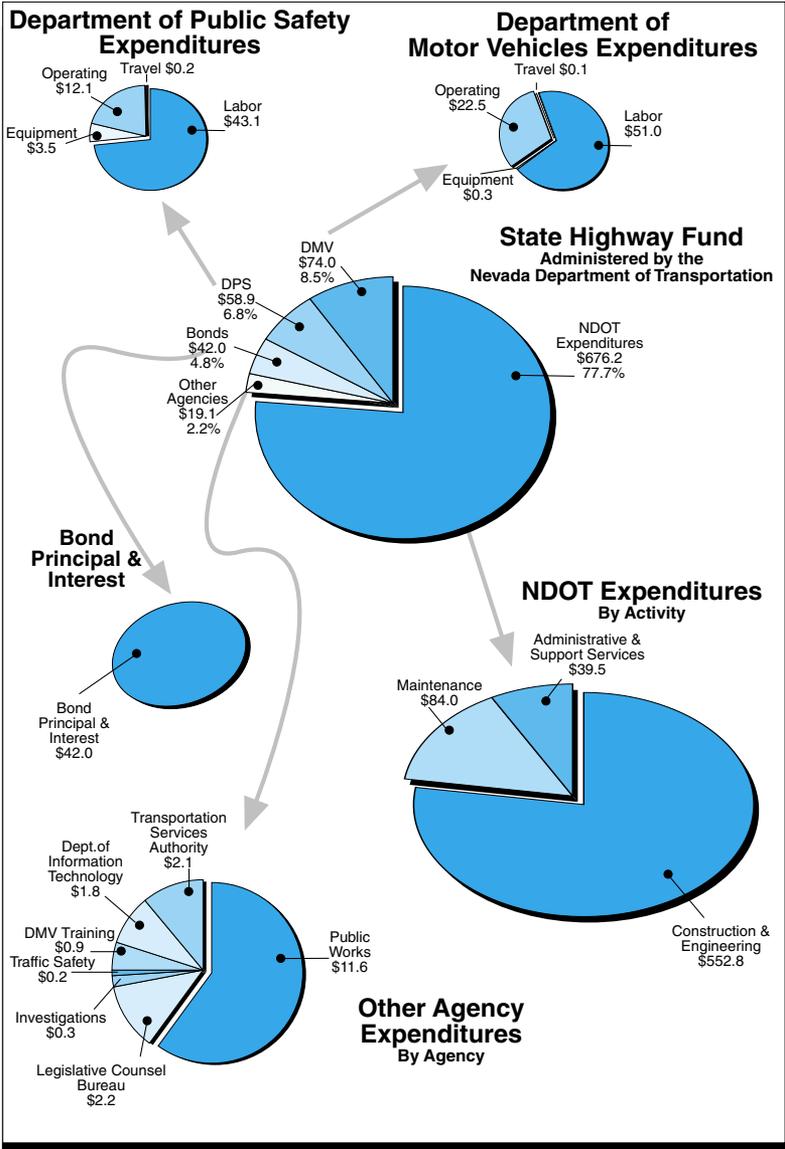
*1998 Transportation Equity Act for the 21st Century.

**Other includes Planning, Bridge Replacement, Advance Right of Way, Demonstration and Forest Highway Funds.

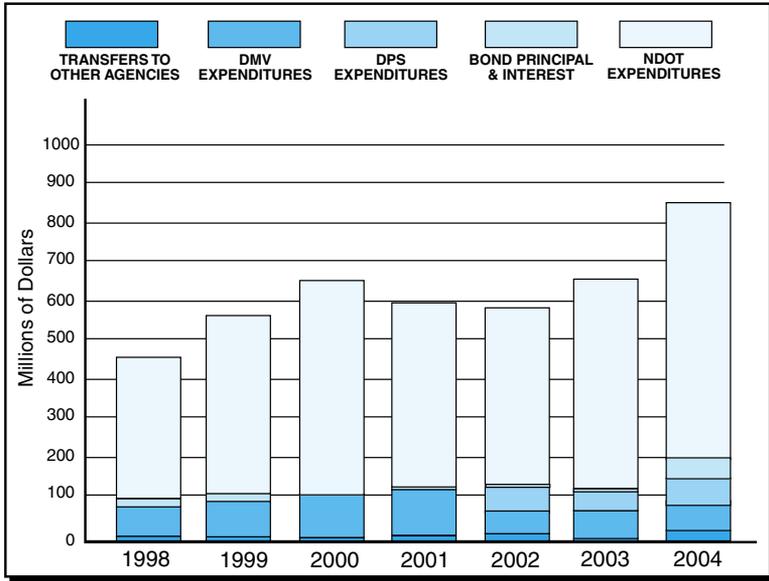
Note: "Other" funding includes nearly \$35 million in FY2001 of funds earmarked for demonstration projects in Clark and Washoe counties and \$4.5 million for emergency projects.

HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

(2004 Expenditures Shown in Millions)



HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS



Millions of Dollars

<i>Fiscal Year</i>	<i>Transfers to other Agencies</i>	<i>DMV Expenditures</i>	<i>DPS Expenditures</i>	<i>Bond Principal and Interest</i>	<i>NDOT Expenditures</i>	<i>Total</i>
1998	10.0	85.7	**	19.5	334.1	449.3
1999*	10.0	101.3	**	18.9	427.2	569.9
2000*	6.9	117.7	**	0	526.0	650.6
2001	9.4	116.2	**	7.4	464.2	597.2
2002	17.9	65.5	60.4	13.1	424.3	581.2
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.1

NOTES : DPS stands for Department of Public Safety (includes NHP).

DMV stands for Department of Motor Vehicles

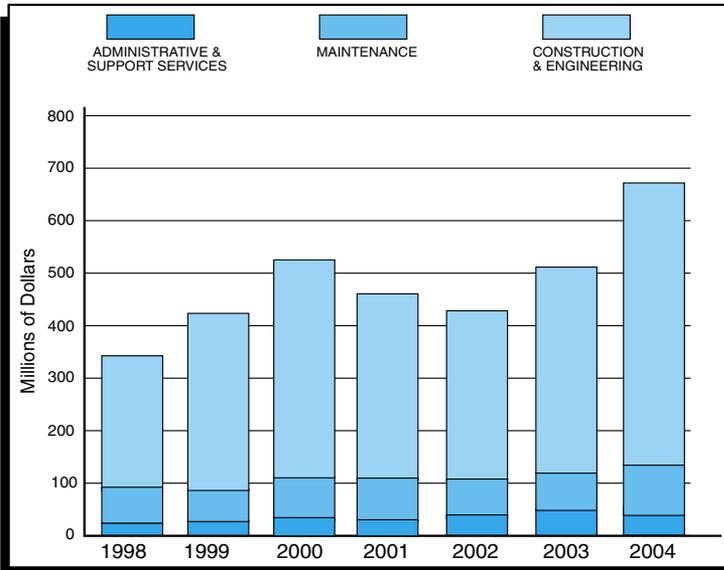
*Total includes Comprehensive Annual Financial Report adjustment.

(*See NDOT Highway Special Revenue Fund Financial Statements and Schedules.)

**DMV and DPS became separate agencies in fiscal year 2002. Prior to 2002,

DPS expenditures are included in the DMV expenditures

DEPARTMENT OF TRANSPORTATION EXPENDITURES BY ACTIVITY

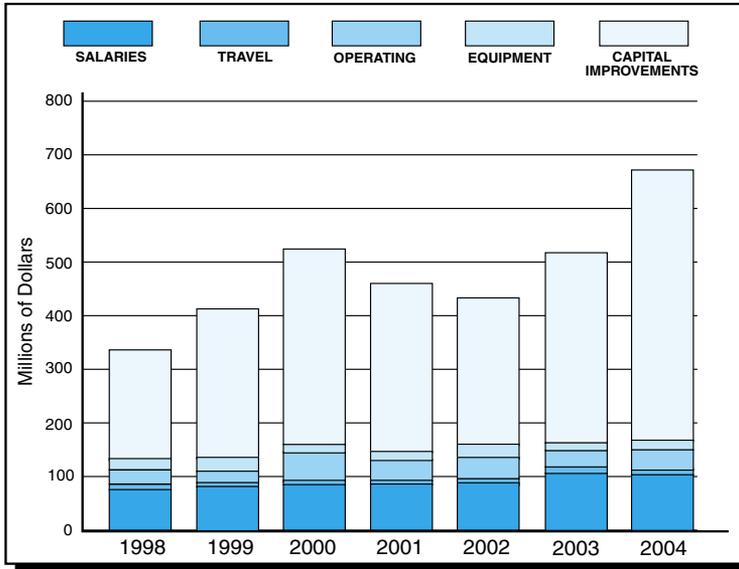


Millions of Dollars

<i>Fiscal Year</i>	<i>Administrative and Support Services*</i>	<i>Maintenance</i>	<i>Construction and Engineering</i>	<i>Total NDOT Expenditures</i>
1998	16.5	79.6	238.0	334.1
1999	22.5	69.6	335.2	427.2
2000	34.5	73.3	418.2	526.0
2001	29.8	72.5	360.7	463.0
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.4	84.0	552.8	676.2

** Increased expenditures beginning in fiscal year 1999 are principally due to accounting changes effected under the statewide Integrated Financial System and expanded data processing and communications systems.*

DEPARTMENT OF TRANSPORTATION EXPENDITURES BY OBJECT



Millions of Dollars

<i>Fiscal Year</i>	<i>Salaries</i>	<i>Travel</i>	<i>Operating</i>	<i>Equipment</i>	<i>Capital Improvements</i>	<i>Total</i>
1998	76.5	1.4	34.6	10.3	211.3	334.1
1999	81.2	1.6	29.3	13.7	301.4	427.2
2000	84.5	1.7	40.3	12.0	387.5	526.0
2001	86.7	1.4	39.9	9.9	325.1	463.0
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2

73.7 CENTS TOTAL

PASSENGER CAR OPERATING COSTS

(IN CENTS PER MILE OF TRAVEL)

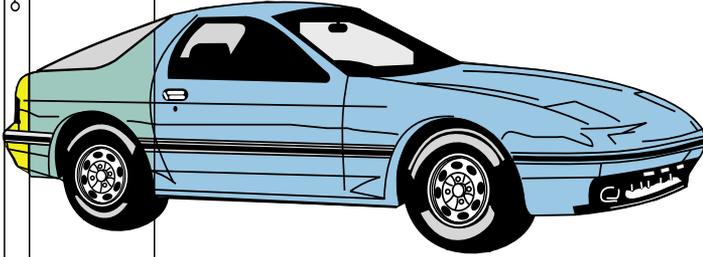
For 2004 model year. Vehicle travels 10,000 miles annually and gets 23 MPG.

Sources: American Automobile Association's "Your Driving Costs 2004" and www.fueleconomy.gov

16.9 VARIABLE COST
includes gas, gas tax, oil, tires and maintenance

56.8 FIXED COST
includes depreciation, insurance, finance and licensing fees

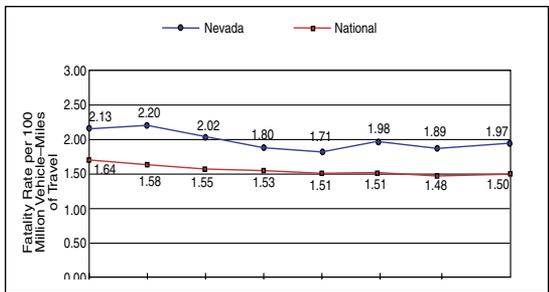
2.27 CENTS
TOTAL GAS TAX



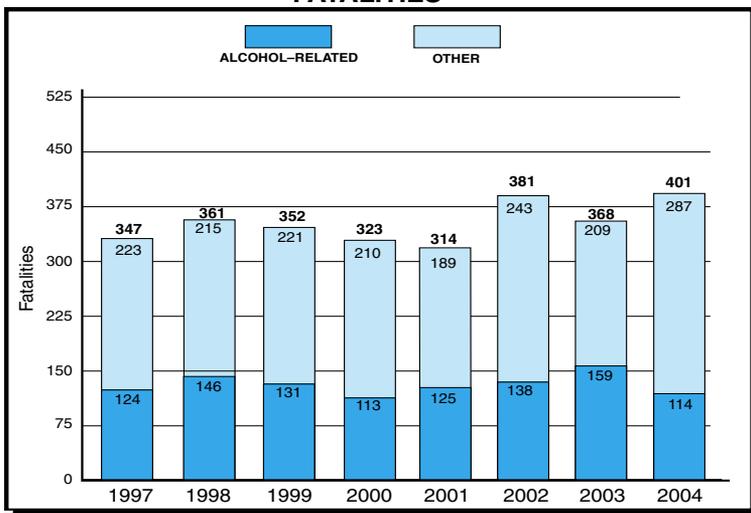
The Mt. Rose welcome center and trailhead at the summit of S.R.431 will serve as an informational hub and parking area for the Mt. Rose Summit Trail. The project was a cooperative effort by the Nevada Department of Transportation, U.S. Forest Service, Washoe County and the Tahoe Rim Trail Association.

HIGHWAY SAFETY STATISTICS

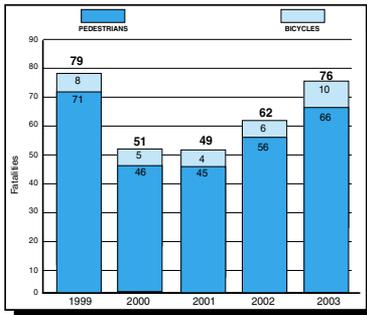
FATALITY RATES



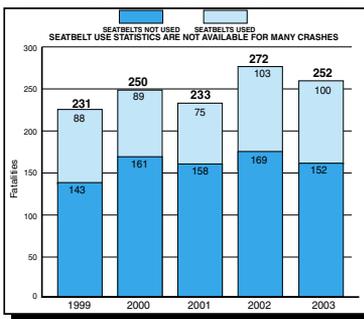
FATALITIES



STATEWIDE PEDESTRIAN & BICYCLE FATALITIES



SEATBELT USE FOR FATALITIES WHERE SEATBELTS WERE A FACTOR



DEPARTMENT PERSONNEL

The Nevada Department of Transportation has changed tremendously over the last 20 years. Rapid population growth and a large rise in commodity movement have greatly increased traffic on Nevada's highways. With this increase in transportation demand comes the burden of maintaining existing facilities and expanding or creating new facilities to meet the demand. Staffing has increased in all areas, but primarily in construction and maintenance related activities. Workloads are being balanced by improved computer technology, use of consultants, and hard-working staff.

Number of Employees by Function

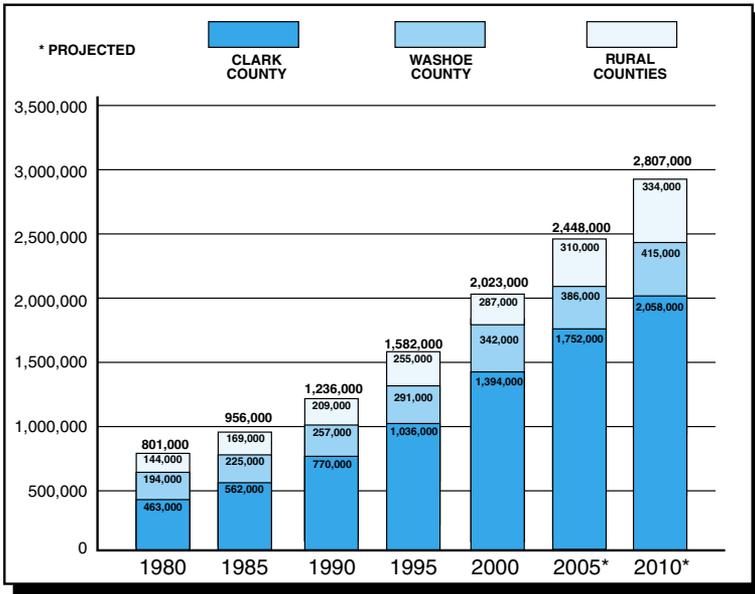
<i>Year</i>	<i>Administration</i>	<i>Pre-construction</i>	<i>Construction</i>	<i>Maintenance</i>	<i>Total</i>
1985	154	312	263	662	1,391
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2004	183	408	375	763	1,729

LICENSED DRIVERS, PASSENGER VEHICLES, AND POPULATION

Licensed Drivers	1990	848,622
	2004	1,587,064
Passenger Vehicles	1990	898,426
	2004	1,691,524

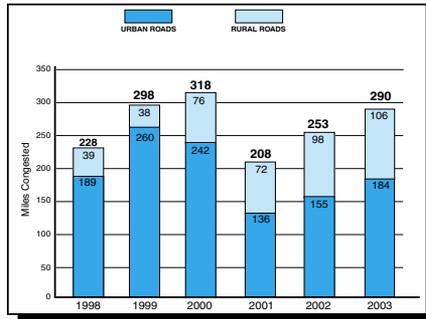
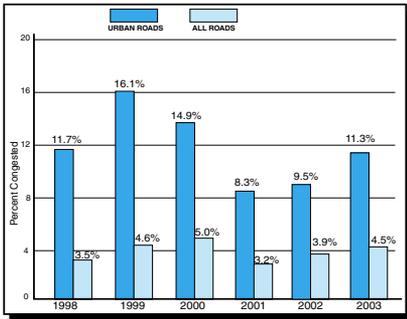
Nevada has continued to experience tremendous growth for more than 30 years. The state's population has tripled since 1980 to nearly 2.5 million residents. The majority of growth has taken place in the urban areas of Las Vegas, Henderson, and Reno.

NEVADA POPULATION



HIGHWAY CONGESTION

Nevada's population swell has resulted in highway congestion. Congested highways are those where maneuverability is severely restricted and driver discomfort is high. These highways are operating at 80 percent or more of their capacity.



TRANSIT

NDOT oversees the transit program for the elderly and disabled, rural areas, small urban areas with populations less than 50,000, and rural job-access programs. Transit services are available in 16 counties, and 17 of the 24 Indian Reservations. Urban-area transit, for the public and disabled, is provided by the Regional Transportation Commission of Southern Nevada in the Las Vegas area, the Regional Transportation Commission of Washoe County in the Reno area, and the Carson Area Metropolitan Planning Organization in the Carson-Douglas-Lyon urban area.

Elderly and Disabled Transportation

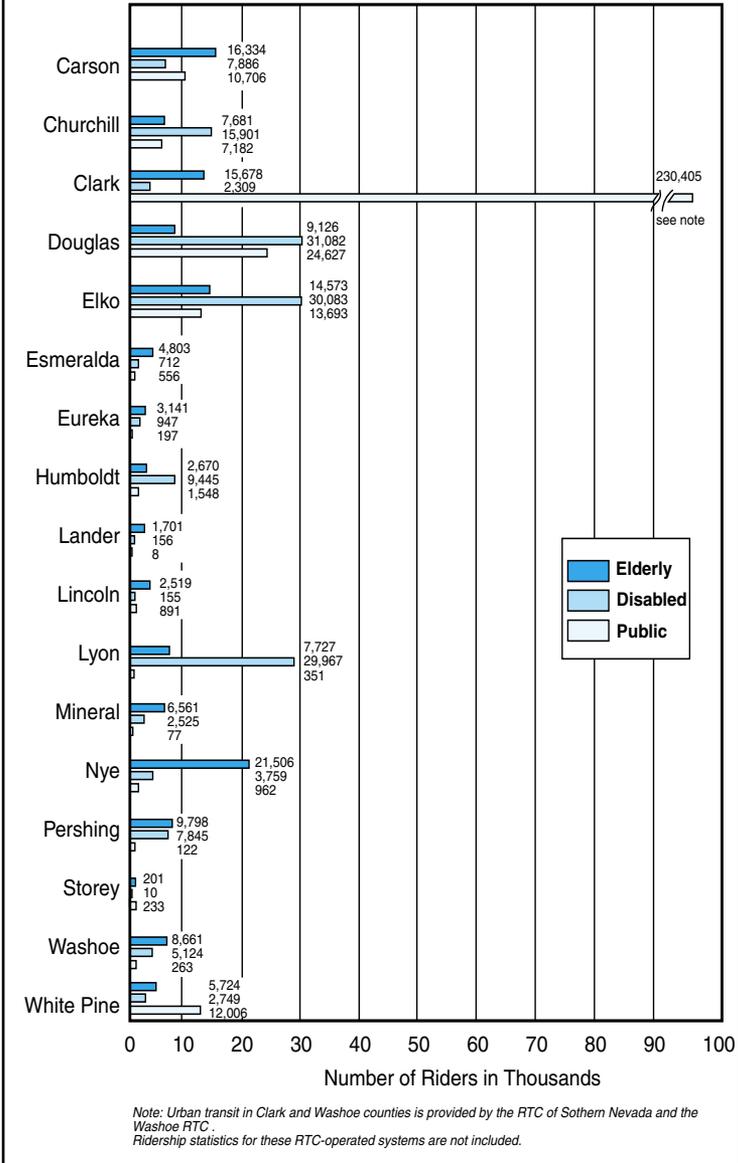
One hundred eight vehicles purchased through the Federal Transit Administration's Elderly and Persons with Disabilities program are currently providing service to rural and small urban areas of Nevada. Service is provided in the towns of Battle Mountain, Carlin, Eureka, Goldfield, Hawthorne, Lovelock, Mesquite, Tonopah, Winnemucca, and Wells; the communities of Amargosa Valley, Beatty, Crescent Valley, Gerlach, Imlay, Indian Springs, Mina, and Zephyr Cove; and for the following Indian tribes: Battle Mountain Band, Duck Valley Shoshone-Paiute, Duckwater Shoshone, Elko Band, Ely Shoshone, Fallon Paiute-Shoshone, Fort McDermitt Paiute-Shoshone, Goshute, Las Vegas Paiute, Lovelock Paiute, Moapa, Pyramid Lake Paiute, Reno-Sparks Indian Colony, Walker River Paiute, Washoe Tribe, Yerington Paiute, and Yomba Shoshone. Nevada receives about \$500,000 annually for the program, or enough to replace 10 vehicles. The Federal Transit Administration funds 80 percent of the program, NDOT 10 percent, and 10 percent from other sources.

Small Urban and Rural Public Transportation

The Small Urban and Rural Transportation system provides public transportation to the cities of Elko, Ely, Fallon, Gardnerville, Mesquite, and Minden; the town of Laughlin; and the communities of Alamo, Caliente, Genoa, Lamoille, McGill, Panaca, Pioche, Ruth, and Spring Creek. PRIDE (Public Rural Ride) intercity transportation operates on U.S. 395 between Carson City and Reno.

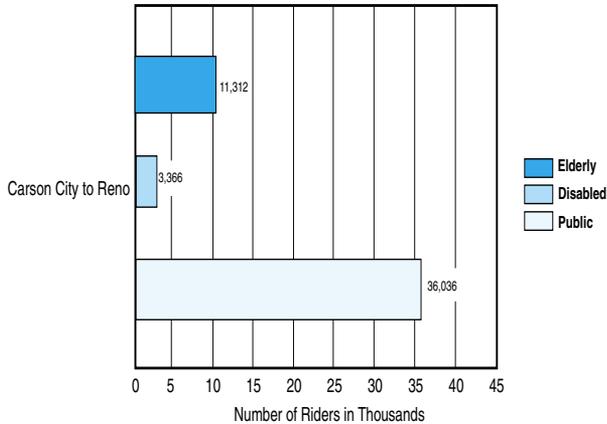
Continued on page 36

Transit Ridership Statewide Elderly and Disabled; Small- Urban and Rural Public Transportation 2004



PRIDE Ridership

Intercity Transportation 2004



Note: PRIDE is an acronym for Public Rural Ride

Small Urban and Rural Public Transportation (continued)

Public transportation is funded through the Federal Transit Administration's 5311 non-urbanized formula grant and job-access programs. The non-urbanized formula grant is about \$850,000 annually while the Job Access Reverse Commute grants vary from year to year. Both grants are committed annually to operating expenses for rural public transportation with 15% of non-urbanized funds being used for intercity service. From 1999 to 2004, funding for transit operations under the Job Access program totaled \$6.1 million. All operating expenses from both programs are paid half by Federal grants and half from local and other funds.

Transit Contacts

Statewide

NDOT Intermodal Planning Division
(775) 888-7464

Urban

Regional Transportation Commission of Southern Nevada
www.rtcsonthernnevada.com (702) 228-7433

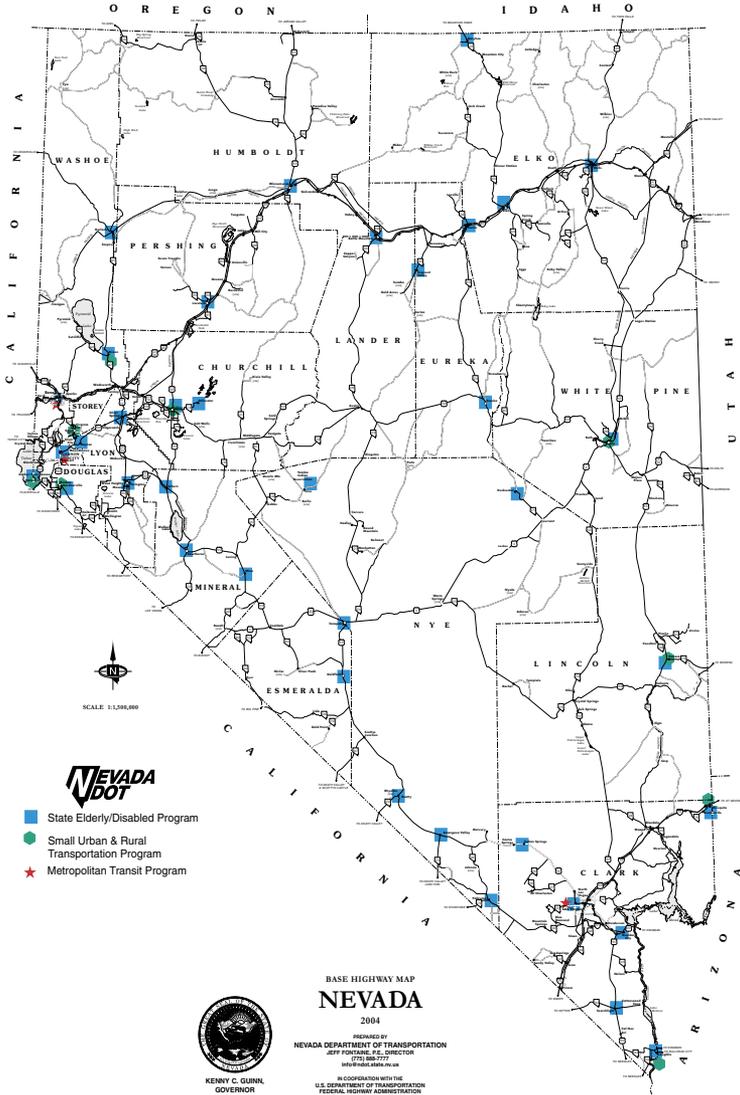
Regional Transportation Commission of Washoe County
www.rtcwashoe.com (775) 348-0400

Tahoe Regional Planning Agency
www.trpa.org (775) 588-4547

Elderly and Disabled Program & Small Urban and Rural Transportation

Carson City	<i>Carson City Community Transportation</i> www.nvaging.net (775) 887-2323
Churchill County	<i>Churchill Area Regional Transportation</i> www.gofallon.com/cart (775) 428-2988
Clark County	<i>Silver Rider - Laughlin & Mesquite</i> www.sntc.net (702) 346-3797
Douglas County	<i>Douglas Area Rural Transit</i> www.co.douglas.nv.us (775) 783-6455
Elko County	<i>North Eastern Area Transit/ NNTC</i> (serving Elko and the surrounding area) (775) 738-7662
Humboldt County	<i>Humboldt County Senior Center</i> (serving the city of Winnemucca and the surrounding area) (775) 623-6211
Lake Tahoe Area	www.laketahoetransit.com (800) 736-6365
Lincoln County	<i>Lincoln County Transportation</i> e-mail: seniors@panaca.lincoln-nv.com (775) 728-4477
Lyon County	<i>Lyon County Human Services</i> (775) 577-5009/577-5091
Washoe County	<i>Pyramid Lake Transportation</i> (serving the Pyramid Lake Indian Reservation) (775) 574-1018
White Pine County	<i>Ely BUSS/NNTC</i> (serving the city of Ely and the surrounding area) (775) 738-7662

STATEWIDE TRANSIT PROGRAM



BICYCLES & PEDESTRIANS

Bicycle and pedestrian travel is allowed on all streets and highways in Nevada except freeways in urban areas. The Nevada Department of Transportation, by state regulation, is responsible for a coordinated, balanced, and multimodal transportation system for all users. The department recognizes bicycling and walking as legitimate modes of transportation and evaluates all system projects for bicycle and pedestrian compatibility.

NDOT manages the State Bicycle Pedestrian and Safe Routes to School Programs; produces the State Bicycle Plan, State Pedestrian Plan, and State Safe Routes Plan; and provides routing information and maps for bicycle travel throughout the state. NDOT also reviews and evaluates current and proposed projects for compatibility as well as Americans with Disabilities Act (ADA) compliance. Additionally, NDOT inspects 42 miles of shared-use paths and 56 miles of bicycle lanes to ensure they are maintained to federal and state standards.

More information regarding bicycle plans and activities can be found at the Nevada Bicycle Advisory Board website: www.bicyclenevada.com.



Near Western Nevada Community College, crews pave the way for a bike path in Carson City.

RAILROADS

NDOT manages the state rail planning process and publishes rail plans and maps. NDOT also directs federal project funds to help railroads, shippers and local governments with improvements on light-density rail lines. In the past decade, \$3 million in projects were funded, including the Parr Intermodal Depot in Reno, the Fallon Branch rehabilitation, the Fallon Secured Freight yard, the City of Henderson line rehabilitation, and Ely's Northern Nevada Railroad rehabilitation.

Amtrak operates the only intercity rail passenger service across Nevada via the California Zephyr. This train operates daily between Oakland, California and Chicago, Illinois, with Nevada stops in Reno, Sparks, Winnemucca and Elko. Annually, about 70,000 passengers use Amtrak for Nevada origins or destinations.

NDOT is participating in a study with California's Capitol Corridor Joint Powers Authority, Amtrak, Union Pacific Railroad, and the California Department of Transportation to provide another daily passenger train between Oakland and Reno. An estimated 100,000 riders would take this train to Reno annually.

To determine the feasibility of using magnetic-levitation (maglev) technology for a 300-mph train between Las Vegas and Anaheim, California, NDOT is the state lead agency for managing the Programmatic Environmental Impact Statement consistent with the National Environmental Policy Act for this corridor. Other Agencies include the California-Nevada Super Speed Train Commission, Federal Railroad Administration, and the California Department of Transportation. Maglev train technology is not currently in commercial service in the U.S.; therefore, this 270-mile corridor could showcase this technology. Maglev trains operate in commercial service in China and on a test track in Germany.

Nevada has more than 700 railroad crossings statewide. Public crossings include about 330 at-grade crossings and about 120 grade separations. There are about 300 private at-grade crossings.

RAILROADS (cont'd)

Owner	Miles of Track
Union Pacific Railroad	1,091.5
Branchlines (various owners)	109.8
BHP Nevada	130.8
White Pine Historic Railroad	31.7
City of Henderson Branchline	7.2
Nevada Department of Museums	4.6
Pacific Coast Building Products	10.7
Thorne Branchline	53.9
U.S. Gypsum Branchline	6.4
Virginia and Truckee Railroad	2.8
Total	1,449.4



AIRPORTS

Nevada's public-use airports include two international facilities, three commercial-service facilities, and 47 general-aviation facilities. Additionally, Nevada has 49 privately owned and used airports.

There are 30 recognized heliports in the state. Heliport usage varies from hospitals and casinos to corporate headquarters, mining operations, and electrical generation plants.

Type	Name (if known)	Location	Number	2004 Emplanements	2004 Operations
International	McCarran International	Las Vegas		36.2 million	
	Reno-Tahoe Int'l	Reno		4.6 million	
			2	40.8 million	
Commercial	Elko Municipal	Elko		82,700	
	Ely-Yelland	Ely		2,500	
	No. Las Vegas	No. Las Vegas		227,000	
			3	312,200	
General Aviation	public-use airports	statewide	47		1.1million

NEW PROGRAMS

Highway & Construction Recruitment and Training Program

The Contract Compliance Division has begun a new training program in the Las Vegas area. This program is run by consultants from the Urban Chamber of Commerce and it targets minority and disadvantaged members of the population. The goal of the program is to put them through a five-week introductory course that will prepare them for the world of work in the construction industry. They are evaluated and assisted in gaining GED credentials or brought up to speed in math or any other area where they may be deficient. Finally, they are provided the opportunity to test for various union and non-union apprenticeship programs and some have been hired by NDOT as maintainers.

Ramp Metering in Las Vegas

NDOT will smooth traffic flow with a proven method known as ramp metering. Ramp meters consist of traffic signals located at freeway entrance ramps and traffic sensors in the pavement. The sensors measure traffic speed and volume on the freeway and ramp. Computer software uses the information to time the signal to optimize the merging from the freeway entrance ramp with the flow of freeway traffic.



Ramp meters at entrances to I-15 and U.S.95 in Las Vegas will be activated early in 2005.

Collecting Traffic Data Easier With NCATS

A three-year effort among several state agencies to make traffic information more detailed and efficient is bearing fruit with NCATS, the Nevada Citation and Accident Tracking System.

NCATS has law enforcement officers entering information directly into a database instead of paper. It is also used to write traffic citations.

A wireless pocket computer is replacing the old triplicate form. Officers use the hand-held computers and a stylus to input information on a citation and at the end of a shift they download all the information in a few minutes.

FAST Building Nears Completion

In 1996, NDOT initiated planning for the Freeway and Arterial System of Transportation (FAST), an advanced traffic management center for the Las Vegas area. Its design was completed in 2002, and the center will open in June 2005. Operated by the Regional Transportation Commission of Southern Nevada, the center will coordinate traffic flow on NDOT freeways and with traffic signals operated by Clark County and the cities of Las Vegas and Henderson. Highway capacity in Southern Nevada will continue to increase by installing traditional infrastructure and new Intelligent Transportation Systems.



The FAST building in Las Vegas will manage traffic flow for several southern Nevada entities, including NDOT freeways. It will also house the Nevada Highway Patrol's Southern Command.

AWARDS

Galena Project Wins ASCE Award

It isn't even built yet, but the Galena Bridge/I-580 project is already garnering accolades. The local chapter of the American Society of Civil Engineers has recognized the design for the four structures as an "outstanding achievement in civil engineering." Designed by NDOT engineers Bernard Ponte and Troy Martin, the longest of the four bridges will span 1,719 ft. A bridge model is on display in the lobby of the NDOT Headquarters Building.



Shown with the award are (from left) NDOT bridge engineers Bernard Ponte and Troy Martin, and project manager Todd Montgomery.

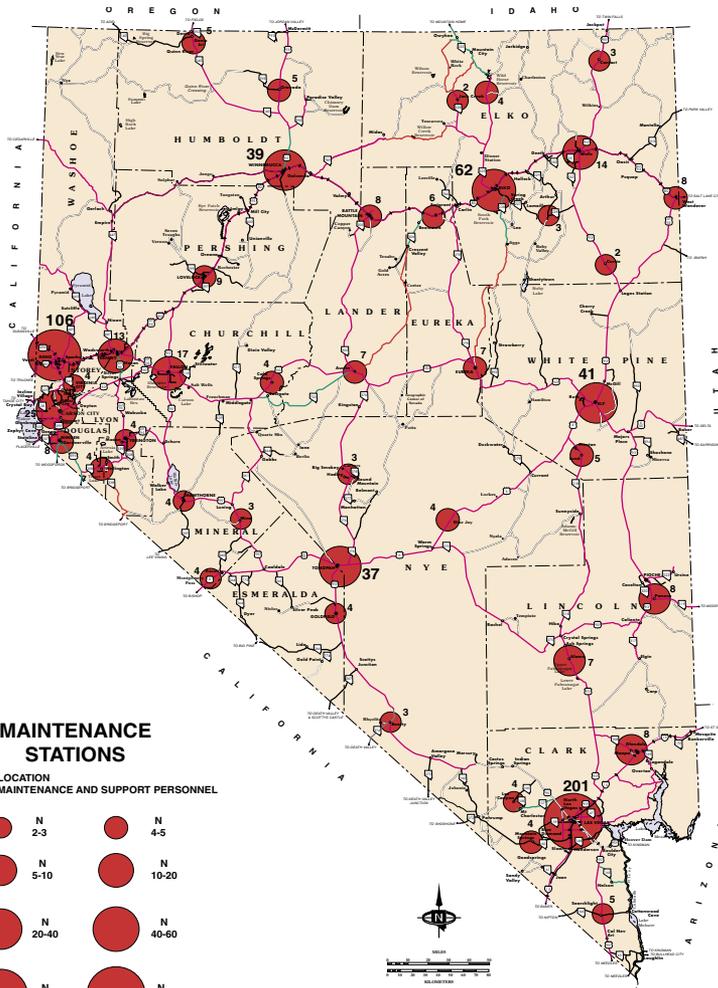
FHWA Honors Wetlands



Establishment of the Washoe Lake Wetlands between Carson City and Reno earned an "Excellence in Highway Design" award from the Federal Highway Administration.

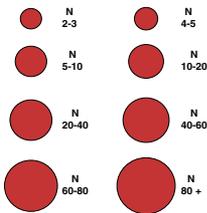
Local FHWA Administrator Sue Klekar presents the award to Gov. Kenny Guinn at a meeting of the Nevada Transportation Board in Carson City.

MAINTENANCE STATIONS & PERSONNEL



MAINTENANCE STATIONS

N LOCATION
MAINTENANCE AND SUPPORT PERSONNEL



LOCATION	STATIONS	PERSONNEL
CLARK	5	188
WASHOE	4	97
ELKO	8	96
OTHER	28	303
TOTAL	45	715

BASE: HIGHWAY MAP
NEVADA

1994

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
LOCATION DIVISION



MAINTENANCE AND SUPPORT PERSONNEL

Support Personnel includes all district administration, communications, R/W, stockroom, and equipment shops.

Freeway Service Patrol



The Freeway Service Patrol provides cost-free motorist assistance, alleviating congestion caused by disabled vehicles or incidents, thereby reducing delays and enhancing motorist safety. Since its implementation in 1998 for Las Vegas and 2002 for Reno, this program has received high praise from the traveling public. Below are some statistics showing the great job the Freeway Service Patrol has done.

Freeway Service Patrol Statistics

Calendar year 2004

Incident Type	Las Vegas	Reno	Statewide Total
Abandoned Vehicles	7,305	1,951	9,256
Debris in Roadway	3,176	640	3,816
Lost Motorists Re-directed	323	39	362
Pedestrians in Roadway	169	79	248
Stopped Motor Vehicles - ok	4,910	1,553	6,463
Disabled Motor Vehicles	13,239	2,434	15,673
Motor Vehicle Accidents	1,419	355	1,774
Medical Emergencies	45	4	49
HazMat Incidents	13	2	15
Brush Fires	5	0	5
Other Types of Incidents	575	110	685
Incident Totals	31,179	7,167	38,346

Performance Measures

In 2004, NDOT began work on its strategic plan with the goals of improving transportation safety, developing and delivering timely and beneficial projects, improving customer satisfaction through effective communication, and efficiently managing the department's assets and risks.

We also developed a set of values that includes public service, integrity, fiscal responsibility, leadership, accountability, and a belief that the key to our success lies in our employees.

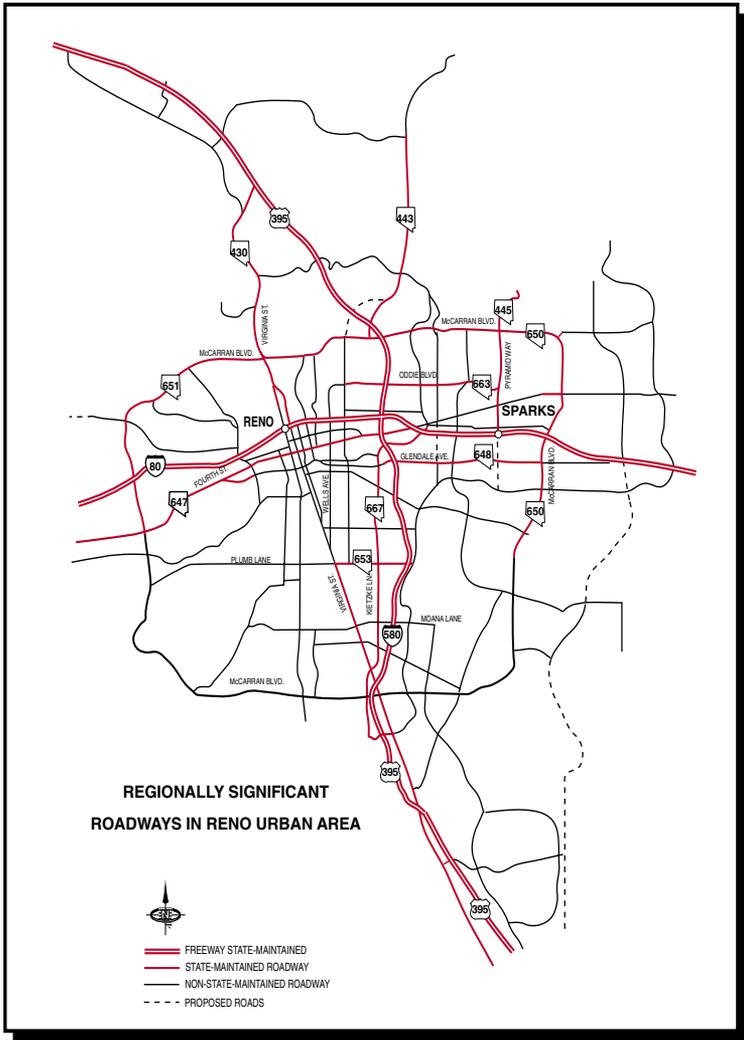
Finally, we created performance measures that tell us if we are accomplishing our goals and embracing our values. The most important measures are shown below.

Performance Measures

		Value
Highway Safety	Fatal crash rate per 100 million vehicle miles of travel.	1.98
	Injury crash rate per 100 million vehicle miles of travel.	106.5
Congestion	Portion of daily vehicle miles of travel on congested urban roads.	15%
	Traffic-weighted International Roughness Index ¹ for pavement.	87
Asset Management	State bridges in fair or better condition.	98.6%
	Portion of leased properties having valid leases.	99%
	Portion of equipment needing replacement.	38%
Customer Satisfaction	Portion of complaints yielding a satisfactory ² outcome.	100%
	Portion of complaints resolved in one workday.	90%
Human Resources	Employee injuries requiring medical attention per employee.	0.054
	Employee injury rate per employee.	0.131
Programming and Budgeting	Transportation plan estimate as a portion of engineer's estimate for federally funded projects.	88%
	Engineer's estimate as a portion of low-bid.	104.3%
	Contract change-order costs exceeding original bid.	1.75%
Project Schedule & Delivery	Portion of the federally funded projects advertised for contract in the year intended.	65%
	Contract workdays exceeding NDOT specified work-days.	2.0%

¹ Values between 60 and 94 are considered "good" by Federal Highway Administration standards

² The problem was resolved: 1) directly; 2) by adding a work element to a future project; 3) by analysis that showed the problem does not meet standards for action; or 4) redirecting it to the correct agency.





Palm trees bask in the desert sun beneath the Sahara Avenue flyover spanning I-15. Under NDOT's Landscape and Aesthetics Master Plan, up to three percent of a new project's cost is applied to beautifying highways.

Nevada Department of Transportation



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