State of Nevada
Department of Transportation

Pre-Session Orientation for New Legislators
December 3, 2014

Rudy Malfabon, P.E.
Director
NDOT Overview

• NDOT is responsible for the planning, construction, operation and maintenance of approximately 5,400 miles of highway and 1,154 bridges which make up the state highway system, which carries approximately 50% of the total vehicle miles traveled in Nevada.

• NDOT is responsible for an integrated transportation system which supports travel by pedestrians, rail, bike, air, and bus, including providing the majority of federal funding for Nevada’s rural transit needs.

• Article 9, Section 5 of the Nevada constitution created the State Highway Fund with proceeds from licensing, registration, and other charges with respect to the operation of any motor vehicle upon any public highway in this state plus excise taxes on fuel.
NDOT Organizational Chart

DEPARTMENT OF TRANSPORTATION
Director's Office
11 FTE

Communications
Multi-Media
Public Hearings
13 FTE

Human Resources
External Civil Rights
Internal Audit
Legal Services
63.7 FTE w/o Legal

Administration
117 FTE

Planning
92 FTE

Engineering
309 FTE

Operations
239.51 FTE

District I
Las Vegas
391.51 FTE

District II
Reno
281.51 FTE

District III
Elko
281 FTE

Total NDOT FTE = 1799.23 as of October 2015
State Highway Fund Revenue Sources
State Fiscal Year 2014

**STATE REVENUE**
$433,780,897

- Gasoline taxes, $187,784,586
- Special fuel taxes, $79,094,281
- Vehicle registration & bicycle safety fees, $104,724,409
- Motor carrier fees, $39,045,612
- Drivers license fees, $23,132,009
- Vehicle registration & bicycle safety fees, $104,724,409

**FEDERAL REVENUE**

- Federal Aid, $330,815,005

**MISCELLANEOUS RECEIPTS**
$119,873,469

- Other, $15,935,335
- DMV/PS authorized revenue, $72,204,958
- AB595 Property tax, $19,010,759
- SB 5 Transfer from NDEP, $3,434,985
- Agreement income, $9,287,433

**HIGHWAY FUND 2014 REVENUE**
$984,488,035

**BOND REVENUE**

- Bond Proceeds, $100,018,664
Gasoline Tax

Gasoline Tax Per Gallon

<table>
<thead>
<tr>
<th>Component</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>18.400¢</td>
</tr>
<tr>
<td>State</td>
<td>18.455¢</td>
</tr>
<tr>
<td>County Mandatory</td>
<td>6.350¢</td>
</tr>
<tr>
<td>County Optional (Up to 9¢)</td>
<td>9.000¢</td>
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</table>

State Gas Tax History

<table>
<thead>
<tr>
<th>Year</th>
<th>Rate Per Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>4.000¢</td>
</tr>
<tr>
<td>1955</td>
<td>4.550¢</td>
</tr>
<tr>
<td>1981</td>
<td>8.050¢</td>
</tr>
<tr>
<td>1982</td>
<td>9.050¢</td>
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<tr>
<td>1985</td>
<td>10.050¢</td>
</tr>
<tr>
<td>1987</td>
<td>11.770¢</td>
</tr>
<tr>
<td>1988</td>
<td>12.700¢</td>
</tr>
<tr>
<td>1989</td>
<td>13.305¢</td>
</tr>
<tr>
<td>1991</td>
<td>15.805¢</td>
</tr>
<tr>
<td>1992</td>
<td>18.305¢</td>
</tr>
<tr>
<td>1995</td>
<td>18.455¢</td>
</tr>
</tbody>
</table>

* No change since 1995
Special Fuel Tax

Diesel Tax Per Gallon

Federal 24.400¢
State 27.750¢

Special Fuel Tax Rates Per Gallon

Diesel
- Federal Tax 24.4¢
- State Tax 27.75¢

Propane (Liquefied Petroleum Gas)
- Federal Tax 18.3¢
- State Tax 22¢

Methane (Compressed Natural Gas)
- Federal Tax 18.3¢
- State Tax 21¢

State Diesel Tax History

<table>
<thead>
<tr>
<th>Year</th>
<th>Rate Per Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>2.000¢</td>
</tr>
<tr>
<td>1935</td>
<td>4.000¢</td>
</tr>
<tr>
<td>1951</td>
<td>5.000¢</td>
</tr>
<tr>
<td>1955</td>
<td>6.000¢</td>
</tr>
<tr>
<td>1981</td>
<td>10.500¢</td>
</tr>
<tr>
<td>1982</td>
<td>12.000¢</td>
</tr>
<tr>
<td>1985</td>
<td>13.000¢</td>
</tr>
<tr>
<td>1987</td>
<td>17.000¢</td>
</tr>
<tr>
<td>1988</td>
<td>20.000¢</td>
</tr>
<tr>
<td>1989</td>
<td>20.600¢</td>
</tr>
<tr>
<td>1990</td>
<td>22.600¢</td>
</tr>
<tr>
<td>1991</td>
<td>25.100¢</td>
</tr>
<tr>
<td>1992</td>
<td>27.600¢</td>
</tr>
<tr>
<td>1995 *</td>
<td>27.750¢</td>
</tr>
</tbody>
</table>

* No change since 1995
Fuel Revenue Indexing (FRI)

- Fuel Revenue Indexing adjusts the revenues from fuel sales to the rate of inflation, which allows continued development, enhancement and rehabilitation of our infrastructure.

- In 2009 the State Legislature allowed Washoe County to index its fuel revenue indefinitely, and in 2013 the State Legislature allowed Clark County to index its fuel revenue through 2016.

- FRI dollars are helping fund NDOT projects in Clark County with the Interstate 11 Boulder City Bypass - Phase 1 starting in 2015. Without FRI funding, Phase 1 was scheduled for 2018 and Phase 2 was unfunded. US 95 widening improvements are also being funded with FRI dollars.

- RTC Washoe used FRI funding for the Southeast Connector, which will relieve I-580 traffic and free up other federal funds for joint projects.
Highway Fund Cash Balance

### Monthly Highway Fund Cash Balance
**Actuals through October 2014**

![Graph showing monthly highway fund cash balance from 2011 to 2014 with indicators for less than $50 million - Fall 2012 and more than $160 million - Now.]

| Fiscal Year | Beginning Balance | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Jun |
|-------------|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2011 (A)    | 111.5             | 103.3| 96.9| 107.4| 132.9| 129.9| 165.2| 182.5| 259.8| 239.8| 212.9| 244.5| 218.7| 236.9| 202.9| 201.2| 214.3| 236.2| 237.9| 202.9| 201.2|
| 2011 (B)    | 81.7              | 71.9| 61.9| 58.3| 87.7| 65.5| 197.9| 193.8| 195.4| 179.9| 204.6| (35.8)|
| 2012 (A)    | 229.6             | 230.5| 207.6| 191.6| 183.6| 209.6| 217.1| 229.9| 227.3| 228.3| 229.2| (221.1)|
| 2012 (B)    | 193.9             | 186.2| 182.9| 189.9| 184.6| 181.9| 179.6| 175.4| 174.8| 171.1| 179.8| 170.1| 170.1| 170.1| 170.1| 170.1| 170.1| 170.1| 170.1| 170.1|

- **Actual**
- **Forecast**
- **Actual Min**

*Note: Figures assume only deposit of toll use fees, gas tax and special tax each month prior to month end and technical note minimum is calculated each fiscal year.*
How the Federal Aid Highway Program Works

• Normally, funding levels are *authorized* in a six-year surface transportation bill. Recently federal transportation legislation has been funded via a series of short-term continuing resolutions, with the exception of Moving Ahead for Progress in the 21st Century Act (MAP-21) which covered federal fiscal years 2013 and 2014.

• The amount of funds that may actually be obligated in any year is established during the annual appropriations process. This *obligation limitation* controls the rate at which funds may be used.

• The most recent federal bill, the *Highway and Transportation Funding Act of 2014* was signed into law by the President on August 8, 2014. This legislation provides federal transportation funding through May 2015 and provides additional funding for the Highway Trust Fund which was experiencing a shortfall.
How the Federal Aid Highway Program Works

NDOT obligates all federal funds, and works hard to ensure that the department is in a position to utilize funding that other states are unable to obligate (see below).

<table>
<thead>
<tr>
<th>Year</th>
<th>Last Day Funds</th>
<th>August Redistribution</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>$9,000,000</td>
<td>$8,080,887</td>
<td>$17,080,887</td>
</tr>
<tr>
<td>2005</td>
<td>953,297</td>
<td>6,005,810</td>
<td>6,959,107</td>
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<tr>
<td>2006</td>
<td>32,700,000</td>
<td>11,607,723</td>
<td>44,307,723</td>
</tr>
<tr>
<td>2007</td>
<td>20,000,000</td>
<td>4,730,958</td>
<td>24,730,958</td>
</tr>
<tr>
<td>2008</td>
<td>0</td>
<td>1,551,360</td>
<td>1,551,360</td>
</tr>
<tr>
<td>2009</td>
<td>0</td>
<td>2,843,271</td>
<td>2,843,271</td>
</tr>
<tr>
<td>2010</td>
<td>9,000,000</td>
<td>3,140,883</td>
<td>12,140,883</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>2,851,438</td>
<td>2,851,438</td>
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<tr>
<td>2012</td>
<td>0</td>
<td>4,198,200</td>
<td>4,198,200</td>
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<tr>
<td>2013</td>
<td>0</td>
<td>7,305,060</td>
<td>7,305,060</td>
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<tr>
<td>2014</td>
<td>0</td>
<td>11,162,977</td>
<td>11,162,977</td>
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<tr>
<td>Total</td>
<td>$71,653,297</td>
<td>$63,478,567</td>
<td>$135,131,864</td>
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State Highway Fund Disbursements
State Fiscal Year 2014

OTHER DISBURSEMENTS
$75,453,777

$90,912,209
MOTOR VEHICLES

$78,739,379
PUBLIC SAFETY

$70,100,865
To bond fund

$5,352,912
Other

Highway Fund
Disbursements $778,367,188

$123,256,988
Labor,

$4,566,677
Equipment,

$61,011,698
Operating,

$1,934,155
Travel,

$324,457,950
Capital improvements,

$5,927,852
Bond expenditures,

$12,106,502
Other,

$5,352,912
Other

TRANSPORTATION
$533,261,822
FY14 Obligations in Rural and Urban Areas

FY 2014 Capacity Projects ($301.6 Million)
- Clark: 98%
- Washoe: 1%
- Non-Urban: 1%

FY 2014 Preservation Projects ($133.5 Million)
- Clark: 24%
- Washoe: 21%
- Non-Urban: 55%

FY 2014 Other Projects ($57.1 Million)
- Clark: 36%
- Washoe: 32%
- Non-Urban: 32%

FY 2014 Total Projects ($492.2 Million)
- Clark: 71%
- Washoe: 10%
- Non-Urban: 19%
FY 2010 - 2014 NDOT Program

Capacity Projects
($601.7 Million)

- Clark 72%
- Washoe 19%
- Non-Urban 19%

Preservation Projects
($901.1 Million)

- Clark 55%
- Washoe 18%
- Non-Urban 27%

Other Projects
($708.2 Million)

- Clark 46%
- Washoe 39%
- Non-Urban 39%

Total
($2.2 Billion)

- Clark 45%
- Washoe 15%
- Non-Urban 40%
247 pedestrian fatalities (797 serious injuries) on Nevada roads (2009-2013).

**Where?**

- 45% NONINTERSECTION - (On Roadway, Not in Crosswalk)
- 6% NONINTERSECTION - (Outside Trafficway/Not on Roadway)
- 19% INTERSECTION - In Crosswalk
- 5% NONINTERSECTION - In Parking Lane/Shoulder/Bike Path
- 20% Unknown/Other - No Data Available
- 4% INTERSECTION - On Roadway, Not in Crosswalk
- 1% NONINTERSECTION - In Crosswalk

**Why?**

- 6% Not Visible
- 26% Improper Crossing
- 42% Other/Unknown/No data available
- 10% Daring into Roadway
- 6% Fail to Yield Right-of-Way
- 4% Fail to Obey Traffic Signs
- 4% Lying Illegally in Roadway
- 3% Inattentive

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Pedestrian Safety. What is Nevada Doing?
Electric/Hybrid Vehicles and VMT

- Electric vehicle ownership has been increasing since 1999. It increased 108% nationwide from 2011 to 2013.
- Average fuel economy has increased from 24 MPG in 1982 to 34.9 MPG in 2014. It is required to go up to 54.5 MPG by 2025. This has led to decreased per capita fuel consumption and increased vehicle-miles-traveled.
- In Nevada, between 2007 and 2013, VMT increased from 12.6 billion VMT to 23.5 billion VMT, while highway revenue declined from $297,141,989 in FY 2007 to $266,878,866 in FY 2014.
NDOT Major Projects 2014 - 2018

Southern Nevada
• Project NEON - $500 million
• Boulder City Bypass/ I-11 - $125 million

Northern Nevada
• USA Parkway - $70 million
• Carson City Bypass - $42 million
2015 NDOT Bill Draft Requests

• **BDR 375** - Extend amortization period of highway revenue bonds from 20 to 30 years.

• **BDR 376** - Match federal to state reporting requirements (housekeeping).

• **BDR 377** - Ensure confidentiality of NDOT bidding and procurement process.
NDOT Thanks You for Your Continued Support

NDOT and the state’s transportation partners are ready to deliver well-designed transportation projects that will bolster the economy, put people to work, and improve travelers’ mobility and accessibility.

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