



# State of Nevada Department of Transportation

## 2017-2019 Biennial Budget Overview

January 31, 2017

*Rudy Malfabon, P.E.  
Director*

# The Nevada Department of Transportation

## Summary of Agency Operations:

The Nevada Department of Transportation (NDOT) is responsible for the planning, construction, operation and maintenance of approximately **5,400** miles of highway and **1,163** bridges which make up the state highway system. This system carries approximately **54% of total vehicle miles traveled in Nevada.**

The department is also 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.



# NDOT Mission, Vision, and Goals

## Mission Statement:

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

## Our Vision:

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

## The Department's goals are to:

- (1) Safety first;
- (2) Cultivate environmental stewardship;
- (3) Efficiently operate and maintain the transportation system in Nevada;
- (4) Promote internal and external customer service;
- (5) Enhance organizational and workforce development



# NDOT Budget Philosophy and Strategy

## Budget Philosophy:

Recognizing that a strong transportation network is a key component in Nevada's continued economic recovery, the department's biennial budget request was prepared with an emphasis on economy, efficiency, and safety.

The Department of Transportation is working to optimize all of our resources, from our employees to our equipment and our methodologies, in order to provide a safe and efficient transportation system. NDOT management and staff analyze our operations on an ongoing basis, making improvements as needed to ensure the best use of taxpayer funds.

## Budget Strategy:

NDOT's budget strategy includes optimization of federal funding, preservation of assets, and ongoing cooperation with our many partners.

*"I am pleased to present a 2017-2019 budget request for the Department of Transportation which strongly supports Governor Sandoval's Strategic Planning Framework."*

*Rudy Malfabon, NDOT Director*



# NDOT's Budget and Nevada's Strategic Planning Framework

Transportation infrastructure investment is a critical ingredient in redefining a new Nevada, and NDOT is a key partner in meeting the following Strategic Priorities, Goals and Objectives in Nevada's Strategic Planning Framework:

## 1. BUSINESS DEVELOPMENT AND SERVICES

New transportation infrastructure and improvements to existing infrastructure have a significant impact on economic development. Construction and maintenance of roadways:

- Supports Economic Vitality and Growth
- Boosts Productivity of Businesses
- Improves Movement of Goods

## 2. INFRASTRUCTURE AND COMMUNICATIONS

2.1 Ensure a safe and reliable transportation infrastructure.

2.1.1 Reduce congestion on state highways.

2.1.2 Increase the percent of traffic incidents cleared within Quick Clearance Guidelines.

2.1.3 Improve condition of state's bridges and reduce the anticipated backlog of bridge preservation work.

2.1.4 Support expanded affordable, reliable public transportation options across all geographic regions within the state, especially for individuals with disabilities.

2.1.5 Reduce the incidents of animal/car collisions along state highways statewide.

2.3 Improve pedestrian and traffic safety on streets and highways.

## 6. PUBLIC SAFETY

6.3 Strengthen emergency preparedness and resiliency.

## 7. RESOURCE MANAGEMENT

7.2.1 By 2020, complete an "electric highway" system serving the entire state.

# NDOT Governing Legislation

## Highway Fund Constitutional Provisions:

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 (less administrative costs). This fund is reserved exclusively for the construction, maintenance, and repair of public highways in Nevada. The Nevada Department of Transportation (NDOT) is funded primarily with a mixture of fuel taxes and related user fees (as noted above) plus federal aid and does not utilize general funds.

## Transportation Board:

Per NRS 408.106, NDOT is administered by a seven-member Board of Directors consisting of the Governor, the Lieutenant Governor, and the State Controller, and four members who are appointed by the Governor.

## NRS 408.100 - Declaration of legislative intent:

Per NRS 408.100, the Legislature has determined that the Board of Directors is custodian of the state highways and roads and thus has been given sufficiently broad authority to function adequately and efficiently in all areas of appropriate jurisdiction, subject to the limitations of the Constitution and the legislative mandate proposed in (NRS 408).

Accordingly, the Transportation Board meets monthly to preside over various transportation matters and approves all construction contracts above \$5 million and all service agreements over \$300,000. Other contracts and agreements are delegated to the Director and reviewed by the Transportation Board as informational items.

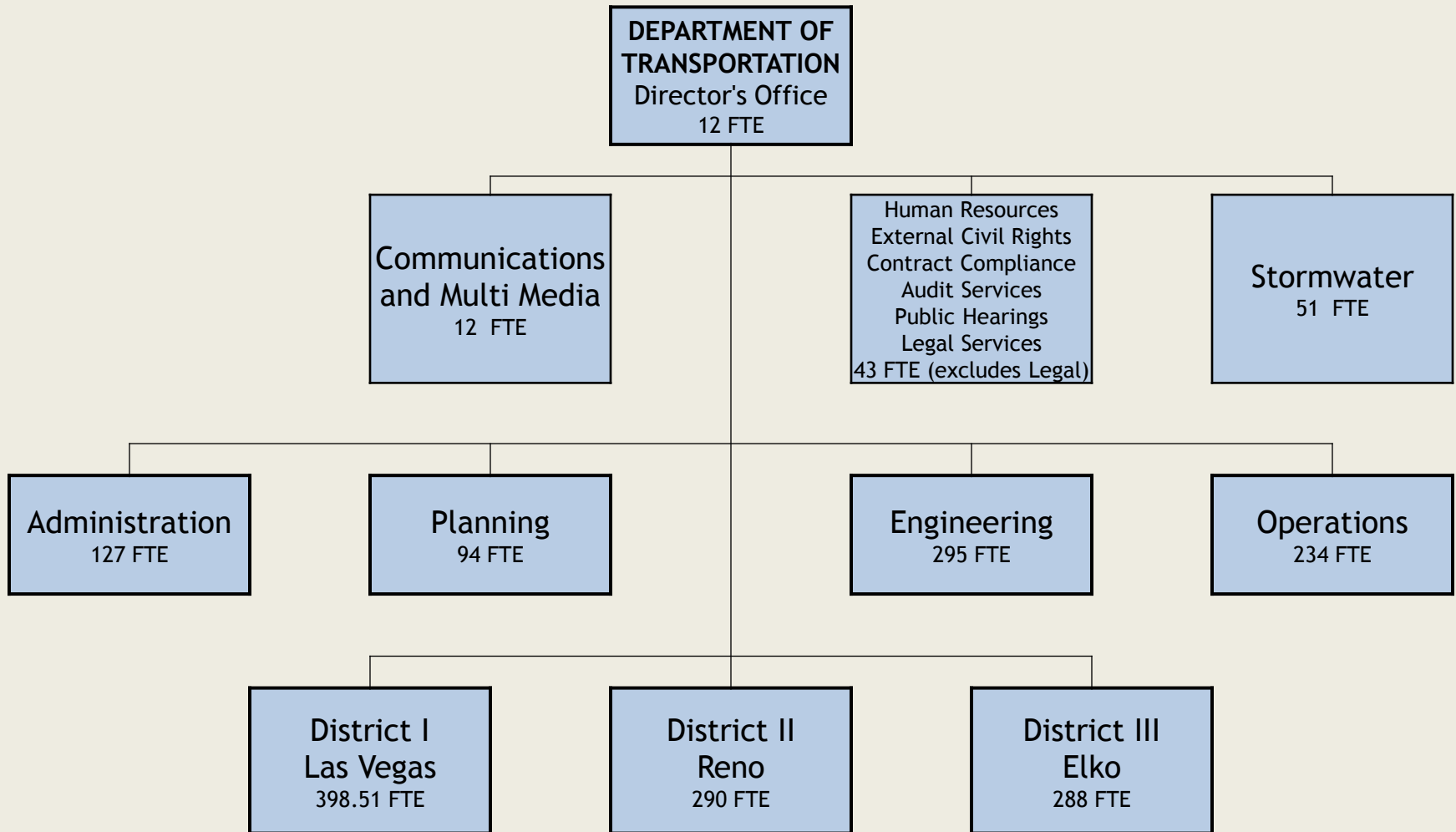
The department's Statewide Transportation Improvement Program (STIP) listing projects to be advanced over the federal fiscal 2016-2019 period was accepted by the Transportation Board and Federal Highway Administration (FHWA) in September 2015. An associated long-range element (LRE) listing projects planned for advancement from 2017 through 2035 (and, in some instances, beyond) was approved by the Transportation Board in September 2016.

# State Highway Fund

- The Nevada Department of Transportation (NDOT) and our partners at the Department of Motor Vehicles (DMV) and the Department of Public Safety (DPS) share in the responsibility to maintain a healthy highway fund balance.
- Projections for state highway fund user revenues are provided by the DMV, in consultation with NDOT, DPS, Legislative Counsel Bureau (LCB), and the Governor's Finance Office.
- NDOT and our partners noted above meet to review highway fund revenue and expenditure projections on an ongoing basis.
- The actual Highway Fund balance changes substantially based on the projects being worked on and department operations during severe weather events.
- The desired minimum balance for the Highway Fund is calculated to maintain 1.5 months of capital payments (12.5% of projected annual capital expenditures) and 1 month of other payments (8.3% of projected non-capital annual expenditures). The higher coverage for the capital program versus other payments is due to fluctuations in monthly contractor payments and right-of-way acquisition payments/settlements that are difficult to project.
- Projects are typically planned and approved by the Transportation Board many years in advance based upon Highway Fund projections and the minimum fund balance target.
- *The projected ending Highway Fund Balance is \$282.3M for FY 2018 and \$333.1M for FY 2019 (including restricted funds and excluding bonds) exceeding the minimum FY 2019 target of \$121.3M for the biennium.*



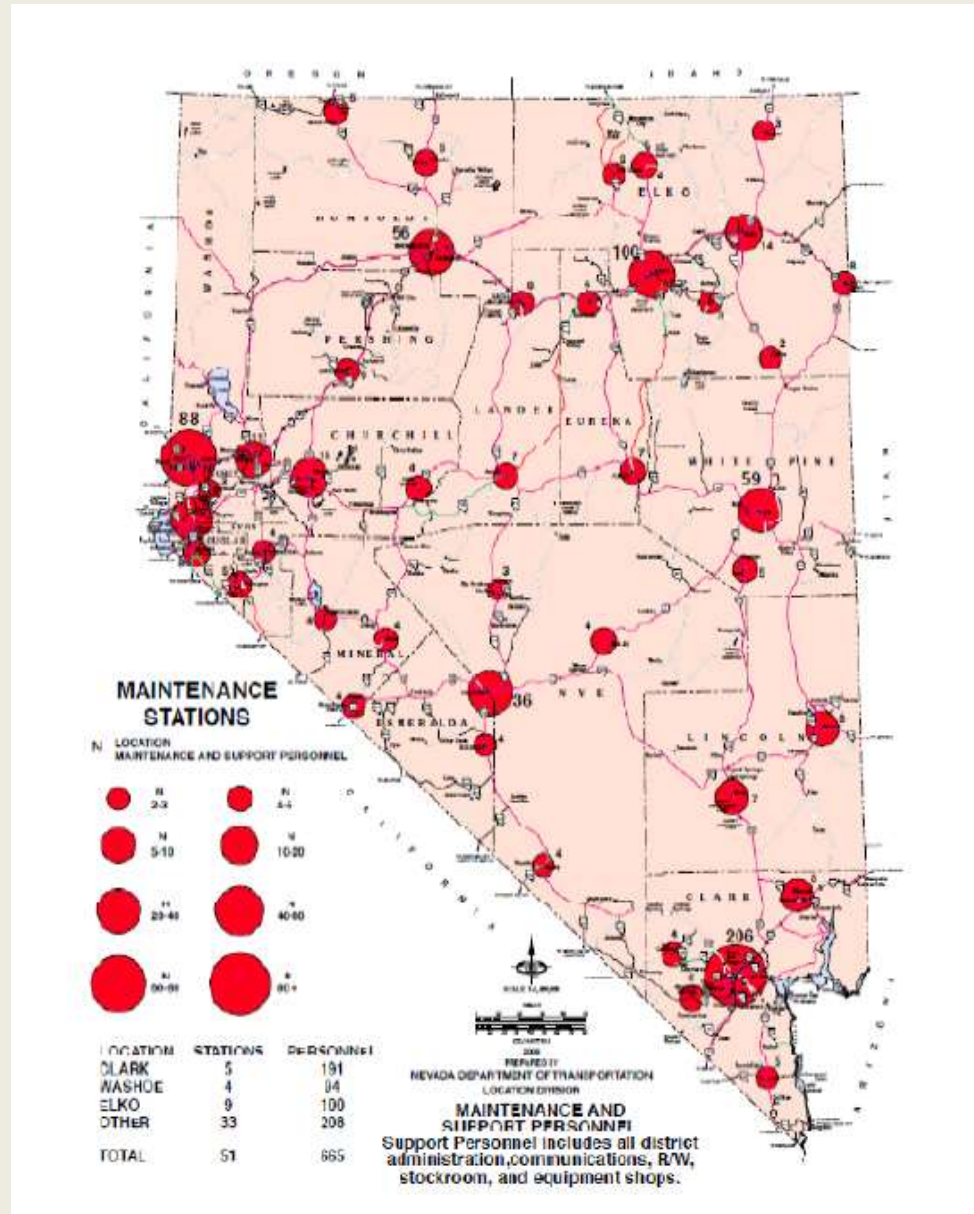
# NDOT Organizational Chart



Total NDOT FTE = 1,844.51,  
(Total includes 19 requested positions)



# Maintenance and Support Personnel Locations



# NDOT Staffing Levels

NDOT also typically employs the following seasonal and/or temporary workers:

- 74 Summer Highway Construction Aids
- 63 Winter Highway Maintenance Workers
- 45 Summer Public Service Interns
- 30 Winter Highway Construction Aids
- 25 Construction Aids
- 6 HQ Divisional Temporary Aids
- 2 Flight Operation Public Service Interns

NDOT Activities	FTE Count by Activity	
	SFY 2018	SFY 2019
Construction of Roadways & Facilities	456	456
Maintenance of Roadways & Facilities	538	538
Project Delivery	316	316
Equipment Repair & Maintenance, Fleet Management	133	133
Multi-Modal, Aviation, Transit, Rail, Bicycle and Pedestrian, Programs	13	13
Develop Transportation Projects & Identify Funding	58	58
Highway Operations and Emergency Management	31.51	31.51
District Communications, Permitting, & Right of Way	19	19
General Administration	92	92
Personnel and Payroll	27	27
Fiscal	55	55
Information Technology	56	56
Water Quality Planning, Pollution Control, Delivery & Protection	50	50
<b>Department Totals:</b>	<b>1,844.51</b>	<b>1,844.51</b>



# Stormwater Program Update

## Consent Decree (CD) Update:

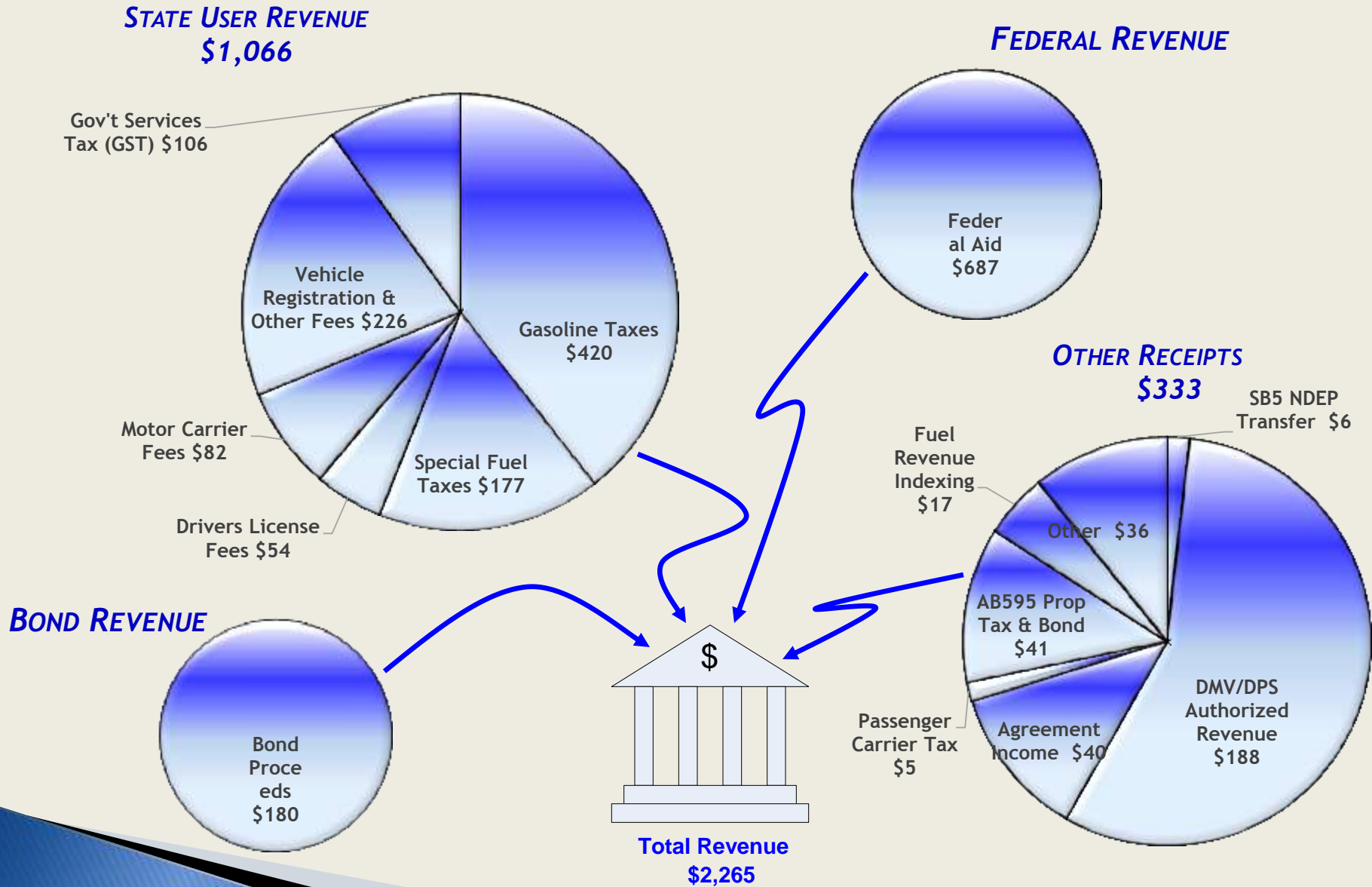
- September 14, 2016 effective date
- Quarterly meetings with NDEP and EPA to discuss compliance with CD schedule.
- In complete compliance with consent decree.

## Hiring Update

- 52 positions have been filled:
  - 40 new
  - 9 existing
  - 3 repurposed
- Identified four critical positions; in process of identifying vacant positions to repurpose.



# Projected State Highway Fund Revenue 2017-2019 Biennium (\$ Millions)





# Highway Fund User Fee Revenue Outlook

State Highway Fund user fees have been experiencing steady, modest increases as shown in the chart below:

\$ in Millions	Actual FY 2012	Actual FY 2013	Actual FY 2014	Actual FY 2015	Actual FY 2016	Estimate FY 2017	Estimate FY 2018	Estimate FY 2019
Gasoline Taxes <sup>(1)</sup>	\$185.2	\$185.7	\$187.8	\$193.4	\$200.1	\$204.0	\$208.0	\$212.1
Special Fuel Taxes <sup>(1)</sup>	\$79.2	\$80.9	\$79.1	\$81.1	\$84.7	\$86.2	\$87.7	\$89.2
Motor Vehicle Fees & Taxes <sup>(1)</sup>	\$157.4	\$157.5	\$166.9	\$176.6	\$181.8	\$181.2	\$181.2	\$181.2
Passenger Carrier Tax					\$5.0		\$5.0	
Fuel Revenue Indexing <sup>(2)</sup>							\$4.6	\$12.4
Gov't Services Taxes - GST						\$35.4	\$53.1	\$53.1
<b>Total State User Revenue</b>	<b>\$421.8</b>	<b>\$424.1</b>	<b>\$433.8</b>	<b>\$451.1</b>	<b>\$471.6</b>	<b>\$506.8</b>	<b>\$539.6</b>	<b>\$548.0</b>
<b>% Increase from Prior Year</b>		<b>0.5%</b>	<b>2.3%</b>	<b>4.0%</b>	<b>4.5%</b>	<b>7.5%</b>	<b>6.5%</b>	<b>1.6%</b>

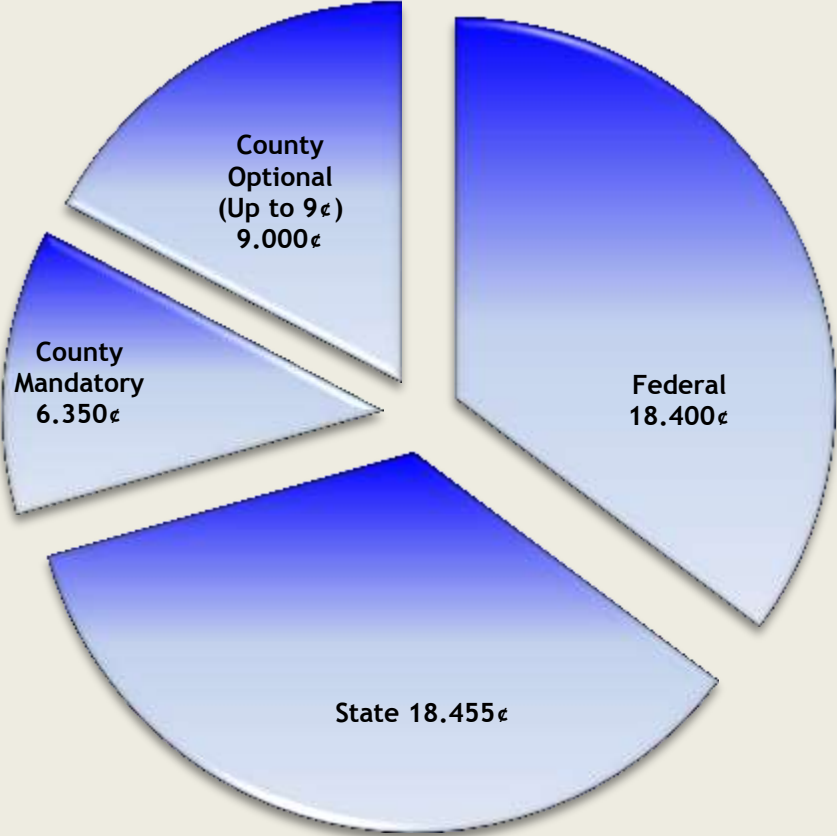
(1) Estimates are DMV December 2016 Projections

(2) Source: Public Financial Management, Inc.

As the department plans projects many years in advance, a minimum Highway Fund balance target is utilized for project decisions that impact cash flows many years into the future.

# Gasoline Tax

## Gasoline Tax Per Gallon

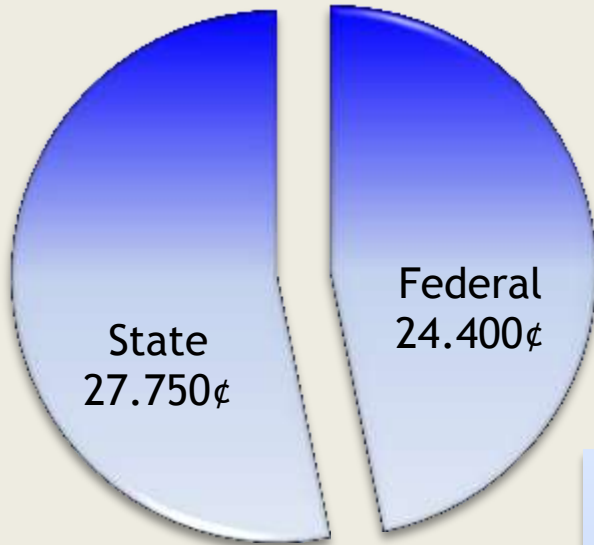


State Gas Tax History	
Year	Rate Per Gallon
1935	4.000¢
1955	4.550¢
1981	8.050¢
1982	9.050¢
1985	10.050¢
1987	11.770¢
1988	12.700¢
1989	13.305¢
1991	15.805¢
1992	18.305¢
1995 *	18.455¢

\* No change since 1995

# Special Fuel Tax

## Diesel Tax Per Gallon



## Special Fuel Tax Rates Per Gallon

### 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 ¢

## State Diesel Tax History

Year	Rate Per Gallon
1923	2.000¢
1935	4.000¢
1951	5.000¢
1955	6.000¢
1981	10.500¢
1982	12.000¢
1985	13.000¢
1987	17.000¢
1988	20.000¢
1989	20.600¢
1990	22.600¢
1991	25.100¢
1992	27.600¢
1995 *	27.750¢

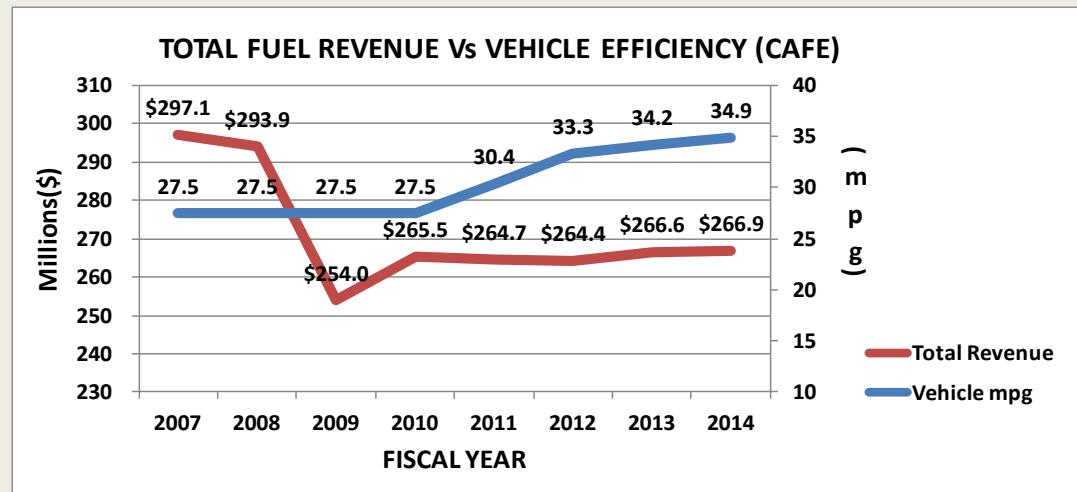
\* No change since 1995



# Electric/Hybrid Vehicles and Vehicle Miles Traveled (VMT)

## Impact of Electric/Hybrid Vehicles on Fuel Tax Revenue

- ▶ Electric vehicle (EV) ownership is increasing, however, the number of EVs currently registered in Nevada is not significant (1,336).
- ▶ 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 post recession highway fuel tax revenues were relatively stable.



# The Federal Aid Highway Program

- The Federal Highway Trust Fund was established in 1956. Revenues include taxes on gasoline (18.4 cents per gallon), diesel (24.4 cents per gallon), tires over 40 pounds, truck and trailer sales, heavy vehicle use, and interest.
- On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding for surface transportation. This legislation provides federal transportation funding through **September 2020** and provides additional funding for the Highway Trust Fund. Prior to the passage of FAST, 36 short-term extensions were used to continue the federal program.
- The FAST Act largely maintains current program structures and funding shares between highways and transit. FAST includes modest growth; increasing funding by an average of 2.2% per year (11% over five years), with the majority of this increase going to local government-controlled (NDOT pass through) funding.

# The Federal Aid Highway Program

## (continued)

- Most federal aid highway funding is in *Apportionments* and is distributed to various programs (e.g., National Highway Performance, Surface Transportation, Congestion Mitigation and Air Quality, Highway Safety Improvement) and can only be used on eligible projects.
- 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.

*NOTE: The Federal Aid Highway Program is reimbursable funding requiring an up-front expenditure of Highway Fund dollars. A match (state, local, and/or private) is required for most programs. Due to the large proportion of federal land in the state, Nevada enjoys a low matching requirement on most programs - typically 5%, with 95% federal reimbursement.*

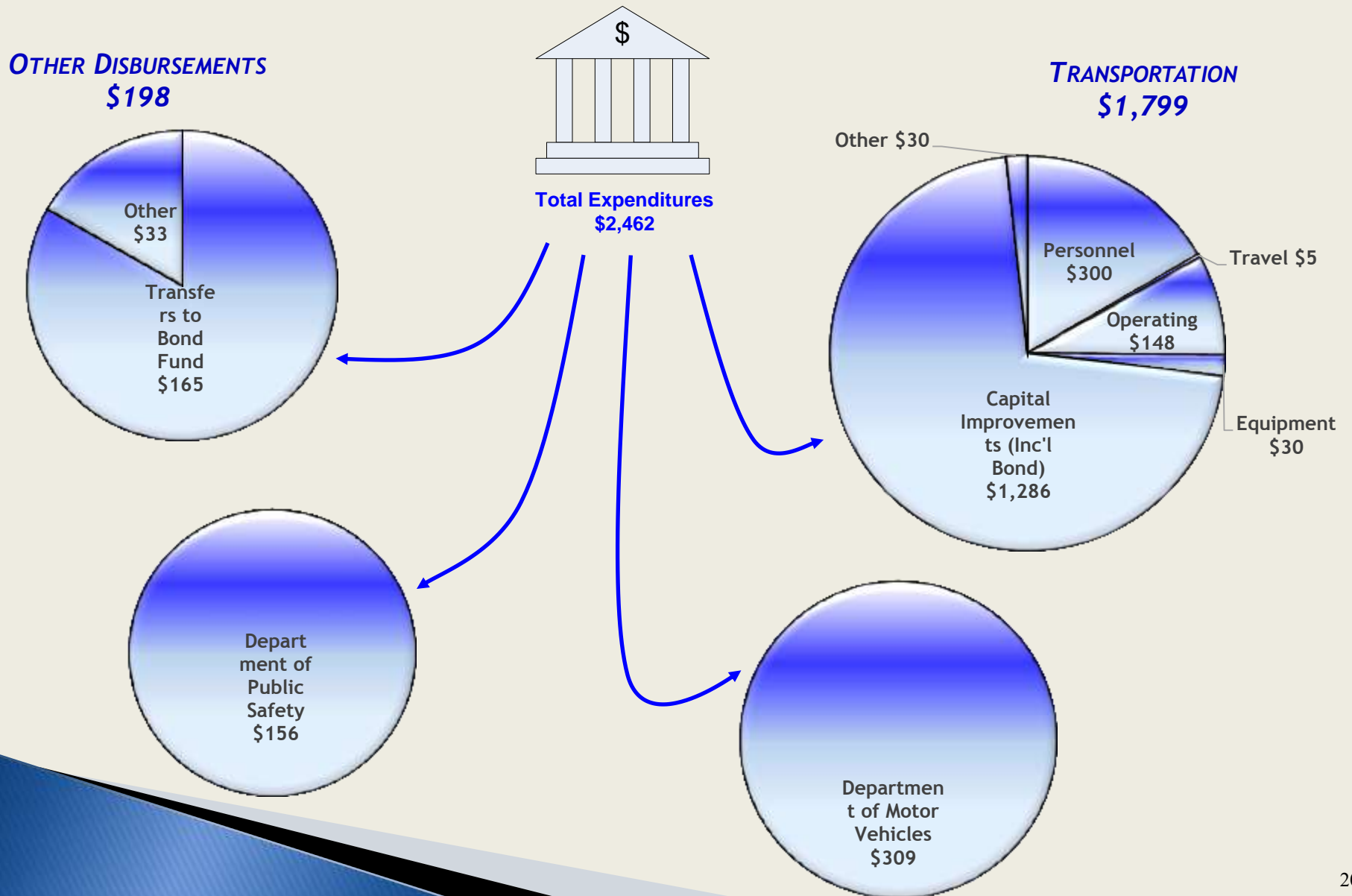
# The Federal Aid Highway Program

## (continued)

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

FFY	Last Day Funds	August Redistribution	Total
2004	\$9,000,000	\$8,080,887	\$17,080,887
2005	953,297	6,005,810	6,959,107
2006	32,700,000	11,607,723	44,307,723
2007	20,000,000	4,730,958	24,730,958
2008	0	1,551,360	1,551,360
2009	0	2,843,271	2,843,271
2010	9,000,000	3,140,883	12,140,883
2011	0	2,851,438	2,851,438
2012	0	4,198,200	4,198,200
2013	0	7,305,060	7,305,060
2014	0	11,162,977	11,162,977
2015	0	10,346,020	10,346,020
2016	0	20,000,000	20,000,000
<b>Total</b>	<b>\$71,653,297</b>	<b>\$93,824,587</b>	<b>\$165,477,884</b>

# Projected State Highway Fund Expenditures 2017-2019 Biennium (\$ Millions)



# NDOT Administrative Budget (4660)

## 2017-19 Budget Request by Activity

NDOT Activities	Budget \$	Budget %
Construction of Roadways & Highway Facilities (Including Stormwater)	\$622,827,169	45.4%
Project and Program Delivery, Review & Management	\$421,848,799	30.8%
Maintenance of Roadways & Highway Facilities	\$110,435,214	8.1%
State Property, Equipment, & Supplies Procurement, Maintenance, Repair, & Improvement	\$64,477,703	4.7%
Administration - Information Technology Services, Programs, & Management	\$34,296,650	2.5%
Highway Operations & Emergency Management	\$30,181,052	2.2%
General Administration	\$23,321,722	1.7%
Multimodal - Aviation, Transit, Rail, Bicycle & Pedestrian Programs	\$21,949,856	1.6%
Develop Transportation Projects & Secure Project Funding	\$20,577,990	1.5%
Fiscal and Financial Operations, Management, & Reporting	\$13,718,660	1.0%
District Communication, Permitting, & Right of Way	\$4,115,598	0.3%
Administration - Personnel & Payroll Services	\$4,115,598	0.3%
<b>Total</b>	<b>\$1,371,866,012</b>	<b>100.0%</b>





# Priorities & Performance Based Budgeting

## NDOT Performance Measurements



<u>Activity</u>	<u>Outcome</u>	<u>Efficiency</u>	<u>Quality</u>
<b>Construction of Roadways &amp; Facilities</b>	Maintain congestion at Level of Service D on urban and rural roadways of the State Roadway System.	Percent of projects constructed within established range of cost estimate.	
		Percent of projects constructed within established range of schedule.	
<b>Maintenance of Roadways &amp; Facilities</b>	Percent of state maintained pavements needing preservation.	Percent reduction (biennially) of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete that were replaced or rehabilitated.	
		Percent of building facilities that comply with regulatory building and safety codes.	
<b>Project and Program Delivery, Review and Management</b>	Number of fatalities on Nevada's streets and highways.	Percent of projects designed and advertised within range of established estimate and schedule after the environmental process is completed.	
		Percent of projects designed and Awarded within Cost.	
<b>Equip Repair &amp; Maint, Fleet Management</b>		Working days that flights are unavailable.	
		Percent of fleet in compliance with condition criteria	
<b>Multi-Modal, Aviation, Transit, Rail, Bicycle and Pedestrian Programs</b>			Increase in implementation of multi-modal options.

# Priorities & Performance Based Budgeting

## NDOT Performance Measurements (Continued)

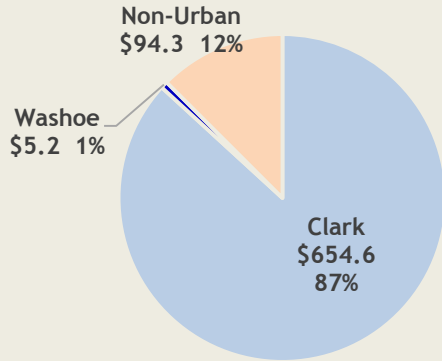


<u>Activity</u>	<u>Outcome</u>	<u>Efficiency</u>	<u>Quality</u>
Develop Transportation Projects and Identify Funds		Utilize full federal obligation authority to maximize federal funding.	
Highway Operations and Emergency Management		Percent of NDOT Emergency Plans that have been completed and training and education provided to appropriate personnel.	
		Accident response clearances: % of time that quick clearance goals have been met - for areas with Traffic Incident Management programs.	
District Communications, Permitting, & Right of Way		Percent of permits issued or rejected within 45 days of receipt.	Number rating based on public opinion and user (customer) surveys.
Resource Management & Public Outreach	Annual storm water inspections at all major maintenance facilities.		
Fiscal & Financial Operations, Management & Reporting		Percentage of timely billings for Federal reimbursement.	
Information Technology Support	Percent of projects completed within established timelines and budget.	Percent of helpdesk tickets resolved timely.	Overall rating on percentage based upon employee satisfaction surveys.
Agency Human Resource Services	Percent of employees incurring work place injuries and illnesses.	Average percentage of employees receiving updated training during the year in accordance with prescribed training plans and legal requirements.	Overall rating on percentage based upon employee satisfaction surveys.
	Percent of employees incurring work place injuries requiring medical attention.		

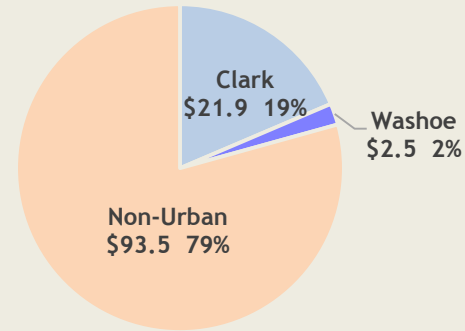
# FY16 Obligations in Rural and Urban Areas

(\$ in Millions)

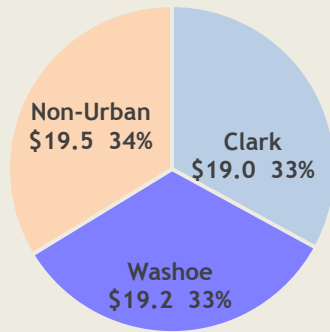
FY 2016 Capacity Projects  
(Total - \$754.1)



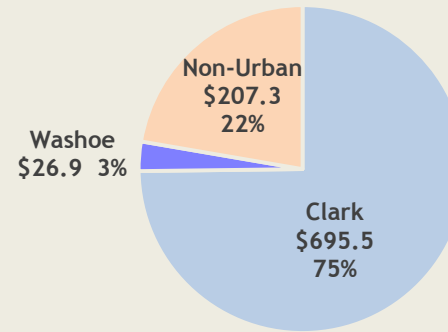
FY 2016 Preservation Projects  
(Total - \$117.9)



FY 2016 Other Projects  
(Total - \$57.8)

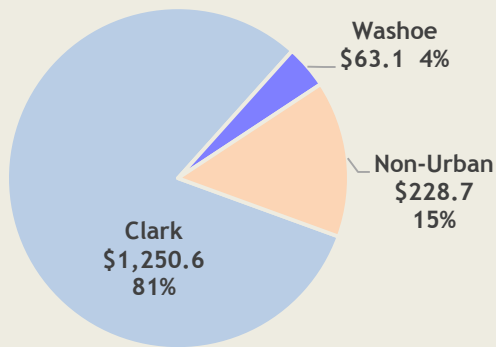


FY 2016 All Projects  
(Total - \$929.8)

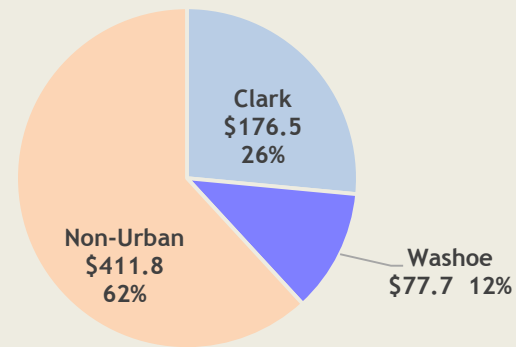


# FY 2012-16 Obligations in Rural and Urban Areas (\$ in Millions)

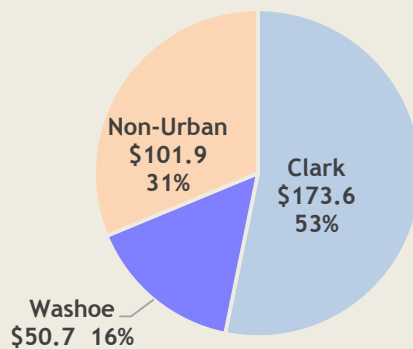
FY 2012-2016 Capacity Projects  
(Total - \$1,542.4)



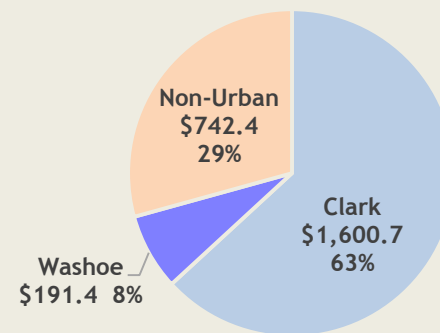
FY 2012-2016 Preservation Projects  
(Total - \$665.9)



FY 2012-2016 Other Projects  
(Total - \$326.2)



FY 2012-2016 All Projects  
(Total - \$2,534.5)



# NDOT Capital Program

Overall Capital Program: FY 2018 - \$659M, FY 2019 - \$632M

Budget Acct 4660 Capital Program: FY 2018 - \$432M, FY 2019 - \$428M

## Ongoing Programs:

Safety, Congestion Mitigation, Pavement Preservation, Asset Management, Stewardship, Environmental, 800 MHz Radio System, Planning, Transportation Alternatives, Freeway Service Patrol, Electric Highway

## Major Projects FY 2017 - FY 2019:

### *Southern Nevada*

- Project NEON Design Build - \$618M
- I15 N Craig to Speedway Blvd 2A - \$37M
- Boulder City Bypass/I-11 - \$112M
- I15/US93 Garnet Design Build - \$75M
- US95 - Durango to Kyle Canyon - \$80M
- Starr Avenue Int. - \$60M (Inc'l Local Funds)
- US95 NW Corridor Phase 3C - \$61M

### *Northern Nevada*

- USA Parkway - \$85M
- Carson Freeway - \$51M
- Reno Spaghetti Bowl  
Environmental Impact Study - \$12M
- US 50 Lyon Co. Roy's Rd to US 95A - \$38M



# Major Budget Initiatives

## Budget Account 4663 - Project NEON Bonding - FY 2018 - \$180M

Authority is requested to accept and expend bond proceeds to fund the continuation of project NEON in Clark County as a design-build project.

Initially, NDOT anticipated issuing four bonds during the life of Project NEON, however the negotiated contract included a substantial reduction in the time needed to complete the project, reducing required bond sales to three.

NEON Design Build Bond Issuance Budgets:

- FY 2016 - \$200M (Actual)
- FY 2017 - \$190M
- FY 2018 - \$180M

Bond principal payments are planned to be reimbursed with federal funds at 95%, with a 5% state match.

Project benefits include:

- Improved safety
- Reductions in traffic congestion
- Improved connectivity and mobility for city redevelopment efforts
- Economic development
- Revitalization of Southern Nevada's transportation system.

*This decision unit supports the Construction of Roadways & Highway Facilities Activity*





## WHY NEON?

The 3.7-mile stretch of I-15 between Sahara and the Spaghetti Bowl is the busiest stretch of roadway in Nevada:

- 300,000 vehicles per day
- 25,000 lane changes per hour
- 3 crashes per day
- Traffic in the project area is expected to double by 2035

## GOALS

- Improve safety
- Reduce congestion
- Reduce travel delays
- Improve air quality
- Improve freeway operations
- Reduce weaving
- New surface street connections
- Better access to downtown

Design/Build Contract: \$560M

DBE Goal: \$19.6M

4,000 JOBS - direct, indirect, and induced

## PROJECT HIGHLIGHTS





## Major Budget Initiatives (Continued)

### E225 - Continuation of Statewide Fueling System Upgrade - FY 2018 - \$6.52M, FY 2019 - \$3.26M

The department's statewide fueling system consists of fifty-three fueling sites located throughout the state; these fueling sites are currently utilized by eighty-six entities, with over 5,000 users. System users include state agencies, local governments, emergency responders, and law enforcement.

Fueling stations are also vital to the mobility of department crews, affecting efficiency and response time in situations such as snow removal, roadway maintenance, and emergencies. The ability to fuel vehicles in remote locations also enables state employees to more efficiently complete their jobs and serve the people of Nevada.

To date, five fueling stations have been completed, two are scheduled to bid in February, design is in progress for 12 sites, with 34 remaining.



Setting new fuel tank at Fallon.

#### *Fueling System Upgrade Budget:*

Fiscal Year/Biennium	Estimated Completion %	Budget
2016	10%	\$1,630,000
2017	30%	\$4,890,000
<b>2015-2017 Biennium</b>	<b>40%</b>	<b>\$6,520,000</b>
2018	40%	\$6,520,000
2019	20%	\$3,260,000
<b>2017-2019 Biennium</b>	<b>60%</b>	<b>\$9,780,000</b>
<b>Total Project</b>	<b>100%</b>	<b>\$16,300,000</b>

*This decision unit supports the Project and Program Delivery Activity.*

# Major Budget Initiatives (Continued)

## E226 - Statewide Betterment Supplies - FY 2018 - \$4M, FY 2019 - \$4M

NDOT has been making significant capital investments in capacity enhancement projects, such as Project NEON, I-11, the Carson Freeway, and USA Parkway, increasing Nevada lane miles requiring maintenance.

The department contracts out the majority of maintenance projects, with some small projects completed by state maintenance workers.

Betterment supplies are used for state-performed maintenance on roadways in order to avoid more costly repairs/rehabilitation in the future. During the economic recession, betterment supply orders were unusually low, and this adjustment will ensure that NDOT has sufficient roadway supplies to take care of ongoing maintenance needs, including added capacity/lanes.

Some commonly-used betterment supplies are listed below:

- Traffic Paint and Reflective Beads
- Cement & Concrete Products
- Guardrail
- Culvert Pipe & End Sections
- Joint Filler
- Guide Posts
- Lumber, Steel, Iron, Fencing
- Salt, Sand & Chemical De-icing Agents
- Aggregate
- Liquid Asphalt
- Crack Filler

*This decision unit supports the Maintenance of Roadways and Highway Facilities Activity.*

# NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)

[E230 - I-11 Crew & USA Parkway Crew - FY 2018 \\$3,750,784; FY 2019 \\$1,306,092](#)

Sufficient personnel and equipment is necessary to properly maintain new roadways.

This decision unit requests two new five-man crews: one in southern Nevada to maintain I-11, and another to maintain USA Parkway in Northern Nevada.

Category	Description	FY 2018	FY 2019
Cat 01	Personnel Costs	\$ 431,493	\$ 586,312
Cat 03	Travel	\$ 10,000	\$ 10,000
Cat 04	Operating & materials for road upkeep	\$ 471,678	\$ 401,168
Cat 05	Equipment for road upkeep	\$ 2,835,000	\$ 306,000
Cat 26	EITS Assessments	\$ 2,613	\$ 2,613
Total		\$ 3,750,784	\$ 1,306,092

*This decision unit supports the Maintenance of Roadways and Highway Facilities Activity.*

# NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)

## E231 - 8 New Positions - FY 2018 \$562,545; FY 2019 \$588,707

Sufficient personnel are necessary to properly meet federal requirements, maximize federal funding opportunities, map and manage assets, and stay informed and involved in emerging technologies in transportation.

- Transportation GIS Supervisor (Location)
- 2 Transportation GIS Analyst II (Location & Asset Management)
- Staff II, Associate Engineer (Asset Management)
- Transportation Planner Analyst III (Office of Innovation)
- Transportation Planner Analyst II (Office of Innovation)
- Management Analyst III (Financial Management)
- Environmental Scientist III (Environmental)

Category	Description	FY 2018	FY 2019
Cat 01	Personnel Costs	\$ 414,560	\$ 565,454
Cat 02	Out of State Travel	\$ 5,600	\$ 5,600
Cat 03	Travel	\$ 3,000	\$ 3,000
Cat 04	Operating	\$ 110,292	\$ 12,561
Cat 05	Equipment	\$ 27,000	
Cat 26	EITS Assessments	\$ 2,093	\$ 2,093
Total		\$ 562,545	\$ 588,707

*This decision unit supports the Maintenance of Roadways and Highway Facilities; Project & Program Delivery, Review & Management; Develop Transportation Projects & Secure Funding; and Fiscal & Financial Operations, Management & Reporting Activities.*

# NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)

**E232 - Unclassified Series & 1 New Pilot Position - FY 2018 \$174,829; FY 2019 \$198,978**

Sufficient personnel are necessary to cost-effectively transport state personnel. NDOT has two aircraft, and this decision unit will allow maximum use of both planes.

These positions are recommended for movement into unclassified service to ensure NDOT's Flight Operations Division has the ability to achieve quick turnaround times when vacancies occur; unclassified service is also recommended due to the specialized nature of this position and the high level of skill, responsibility, and consequence of error.

- Chief Pilot Classified to Unclassified
- Pilot III Classified to Unclassified
- Reclassify Existing Position to an Unclassified Pilot III
- Pilot II New Position Unclassified

Category	Description	FY 2018	FY 2019
Cat 01	New Pilot Position	\$ 81,813	\$ 107,414
Cat 02	Costs for Unclassified change	\$ 92,625	\$ 91,124
Cat 04	Operating	\$ 101	\$ 99
Cat 26	EITS Assessments	\$ 290	\$ 341
Total		\$ 178,829	\$ 198,978

*This decision unit supports the General Administration Activity.*

# NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)

[E277 - EDOC - FY 2018 \\$1,316,700; FY 2019 \\$1,261,700](#)

An electronic documentation system (EDOC) is used to manage department construction contracts.

This software currently exists in house and this decision unit requests to update and enhance the current software to allow NDOT to transition from an unsupported server-based system to a manufacturer-supported web-based system with additional materials and laboratory functionality.

Category	Description	FY 2018	FY 2019
Cat 04	Operating	\$ 1,016,700	\$ 1,016,700
Cat 05	Computer Hardware	\$ 100,000	\$ 95,000
Cat 16	MSA Programmer	\$ 200,000	\$ 150,000
Total		\$ 1,316,700	\$ 1,261,700

*This decision unit supports the Construction of Roadways and Highway Facilities Activity.*

# NDOT FY 2017 – 2019 Budget Request Decision Units

## E377: Nevada Shared Radio System (NSRS) Replacement - FY2018 \$11.73M; FY2019 \$11.746M

The NSRS is a statewide 800 MHz trunked land mobile radio system that provides voice and communication capabilities for first responders and other state and local agencies. The NSRS has three partners; the Department of Transportation (NDOT), Washoe County, and NV Energy, with 114 sites and approximately 16,000 users. NDOT is responsible for 67 sites, and over 6,000 users.

The current system manufacturer has announced end of life, and the three infrastructure owners are utilizing consultant support to develop specifications and requirements for the users statewide. Each partner will be responsible for entering into an agreement with the selected vendor and funding the replacement of their portion of the system.

### System Procurement Schedule:

- RFP Advertisement - 3<sup>rd</sup> quarter FY 2017
- Vendor Selection - 1<sup>st</sup> quarter of FY 2018

*Note 1) System Purchase option includes the purchase of the infrastructure and end user equipment required for a new statewide radio communications system. This option assumes the State of Nevada will retain the responsibility for the operation and maintenance of the system and user equipment for the state's portion of the system.*

*Note 2) There are a variety of potential lease-based options for obtaining a replacement radio system, which will vary in duration, inclusion, responsibility and cost. The actual lease terms may vary by proposer and will not be known until final selection of the system provider is complete in State fiscal year 2018.*

*This decision unit supports the Highway Operations and Emergency Management Activity.*

### Estimated System Replacement Costs:

Fiscal Year	System Purchase (Note 1)	System Purchase % of total	System Lease (Note 2)
2018	\$9,392,700	10%	\$11,730,000
2019	\$9,392,700	10%	\$11,746,000
2020	\$20,350,850	22%	\$11,763,000
2021	\$25,170,200	27%	\$11,780,000
2022	\$23,604,750	25%	\$11,798,000
2023	\$6,261,800	7%	\$11,817,000
2024			\$11,835,000
2025			\$11,855,000
2026			\$11,875,000
2027			\$11,895,000
<b>Total</b>	<b>\$94,173,000</b>	<b>100%</b>	<b>\$118,094,000</b>



# NDOT FY 2017 – 2019 Budget Request Decision Units

E710 - Equipment Replacement - FY 2018 \$7,920,000; FY 2019 \$7,920,000

Each year the department replaces a portion (7.5M per year) of the licensed mobile and fleet equipment based on:

- Cumulative miles or hours (meter reading)
- Cost of repairs
- Life cycle cost analysis
- District equipment needs
- Age
- Parts availability
- Condition

*Pursuant to NRS 408.389, Transportation Board approval (including presentation of a cost-benefit analysis), is required for equipment purchases greater than \$50,000. The required cost-benefit analysis includes a comparison of purchasing and leasing (for all equipment), or purchasing, leasing, and contracting (for mobile equipment).*

Additionally this decision unit requests budget authority for the replacement of approximately 10% (100) of the 800 MHz radios owned and utilized by the department each fiscal year; 200 radios x \$4,200 estimated replacement cost per unit = \$840,000 for the biennium. Replacement radios will be compatible with any P25 radio system and are vendor neutral.

*This decision unit supports State Property, Equipment & Supplies Procurement, Maintenance Repair & Improvement; and Fleet Management and Highway Operations and Emergency Activities.*

# **NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)**

## E720 - New Equipment - FY 2018 \$7,465,500; FY 2019 \$3,186,000

Pursuant to standard budgeting practice for NDOT, equipment requests include \$1 million for computer equipment and \$1.5 million for non-rental equipment (cost >\$5k) and new equipment.

The FY 2017-2019 budget request includes the following types of equipment and associated unit cost:

- Hook lift 10 wheeler \$364,000
- PM-10 Sweepers \$300,000
- Dump truck w/plow/sander \$300,000
- Bucket Truck for inspections \$300,000
- Class 13 10 Wheeler \$250,000
- Tandem Axle Water Trucks \$230,000
- Lab Trailers \$180,000
- Tractor mower w/boom \$150,000
- Backhoes \$120,000
- 1 Ton man lift truck \$105,000
- Bobcat type loader \$ 60,000
- Self propelled broom \$ 50,000

*This decision unit supports the following activities: Construction of Roadways & Facilities, Maintenance of Roadways and Facilities, Equipment Repair & Maintenance and Fleet Management, Develop Transportation Projects and Identify Funds, Highway Operations and Emergency Management, District Communications, Permitting, and Right of Way and Information Technology .*

# **NDOT FY 2017 – 2019 Budget Request Decision Units (Continued)**

## **E730 - Maintenance of Buildings & Grounds - FY 2018 \$6.9M; FY 2019 \$6.9M**

Funds capital expenditures for the planning, inspection, maintenance, new construction, and alterations & additions to department-owned facilities such as materials and testing labs, maintenance stations, and equipment & sign shops.

Highlights for this biennium include:

- **Equipment Division Facilities; FY18 - \$200,000**
- **District 1 (Southern Nevada) Facilities; FY 18 - \$882,500; FY 19 - \$750,000**
- **District 2 (Northwest Nevada) Facilities; FY 18 - \$1,375,000; FY 19 - \$500,000**
- **District 3 (Northeast Nevada) Facilities; FY 18 \$2,820,000; FY 19 - \$2,575,000**
- **Headquarters & Statewide Facilities; FY18 \$1,622,500; FY 19 - \$3,075,000**

*This decision unit supports the Construction of Roadways and Facilities Activity.*

# The Nevada Department of Transportation thanks you for your continued support!

*NDOT and the state's transportation partners, from planning to construction to operations and maintenance are ready to deliver well-designed transportation projects that will bolster the economy, put people to work across the state, and improve travelers' mobility and accessibility.*

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