

NEVADA DEPARTMENT OF TRANSPORTATION

2024 ANNUAL REPORT



Governor
Joe Lombardo



Director
Tracy Larkin
Thomason, P.E.

Table of Contents

ABOUT NDOT

Director's Message	I
NDOT Framework	II
Quick Facts	III - IV
Transportation Board of Directors	V
NDOT Administration	VI
Engineering Districts and Major Maintenance Stations	VII

HOW WE'RE DOING

Awards and Recognition	1
Key Successes	5
Highway Safety Statistics	9
Performance Management Plan and Performance Measures	12
Regionally Significant Projects	14
Department Personnel	25
Maintenance Stations and Personnel	27
Maintenance Costs and Activities	28
Freeway Service Patrol	31
Safety Improvements	33
Landscape and Aesthetics	37

HIGHWAY SYSTEM, CONDITION, AND USE

Nevada Population Statistics	39
Roadway System Centerline Mileage	40
NDOT-Maintained Pavement Condition	41
Vehicle Miles of Travel	42
Truck Miles of Travel/Bridges	43
Transportation Asset Condition	44
Transportation Funding and Financing	46
2024 Your Driving Costs	49
Gas Tax	50
Special-Fuel Tax	52
Vehicle Registration and Permit Fees	54
Governmental Services Tax, Driver's License, and Title Fees	55

TRANSPORTATION REVENUE AND EXPENDITURES

State Highway Fund Revenue Sources	56
Total State Highway Fund Revenue	57
State Gasoline Tax Revenue	58
State Motor Vehicle Fund	59
State Motor Vehicle Taxes to Highway Fund	60
Federal-Aid Revenue	61
Federal-Aid Apportionments	62
State Highway Fund Expenditures and Disbursements	63
NDOT Expenditures by Activity	65
NDOT Expenditures by Appropriation	66
Project Obligations in Urban and Rural Areas	67

MODAL PROGRAMS

Transit	69
Bicycles and Pedestrians	70
Freight and Rail	71
Nevada Aviation	75

Directors Message

Partnering To Build Nevada's Future

As I stepped into the role of Nevada Department of Transportation director in early 2023, I returned to an NDOT team dedicated to transportation as a fundamental building block upon which our state, economy, and daily life relies.

Across Nevada's construction, economic, technology, environmental, government, and health sectors, we foster partnerships for sustainable, responsive and responsible transportation.

One key partnership is the push for high-speed rail between Las Vegas and Southern California, projected to provide a significant boost to the economy and workforce while removing millions of cars from congested I-15/Stateline corridor.

Part of another partnership, federal grant funds will build more than 800 miles of new and improved fiber communications along two major Nevada highways to deliver enhanced internet and connectivity for better transportation information, high-speed internet access, and more.

And on the road to Nevada's transportation future, our collaborative Electric Vehicle Infrastructure Plan prioritizes public EV charging locations and access for the new generation of interstate and highway travel. Known as TSMO, our Transportation Systems Management and Operations program brings together transportation organizations across Nevada to support data-driven solutions that preserve and enhance capacity, safety, reliability, and more. It is a shared toolbox to stretch limited resources and reduce traffic impacts.

And we strategically invest in our own infrastructure assets through the risk-based Transportation Asset Management Plans, allowing us to more efficiently preserve and invest in state highway transportation assets.

As we partner with industries across the state and nation—and embrace new technology to make our roads safer and more efficient—our dedicated highway maintenance and construction staff build and maintain more than 5,000 miles of state highway network. And, our planning, construction, operational and administrative teams support Nevada's leading transportation network.

Every day, I am proud to lead a team that partners, prioritizes, and works to provide an effective transportation system that moves Nevada and our economy forward.

Tracy Larkin Thomason, P.E., Director



NDOT Framework

Our Vision - Lead Nevada in providing safe, reliable, and accessible transportation choices for all

Our Mission - Provide, operate, and preserve a reliable and sustainable transportation system that enhances safety, quality of life, and economic development through innovation and collaboration

Our Core Values

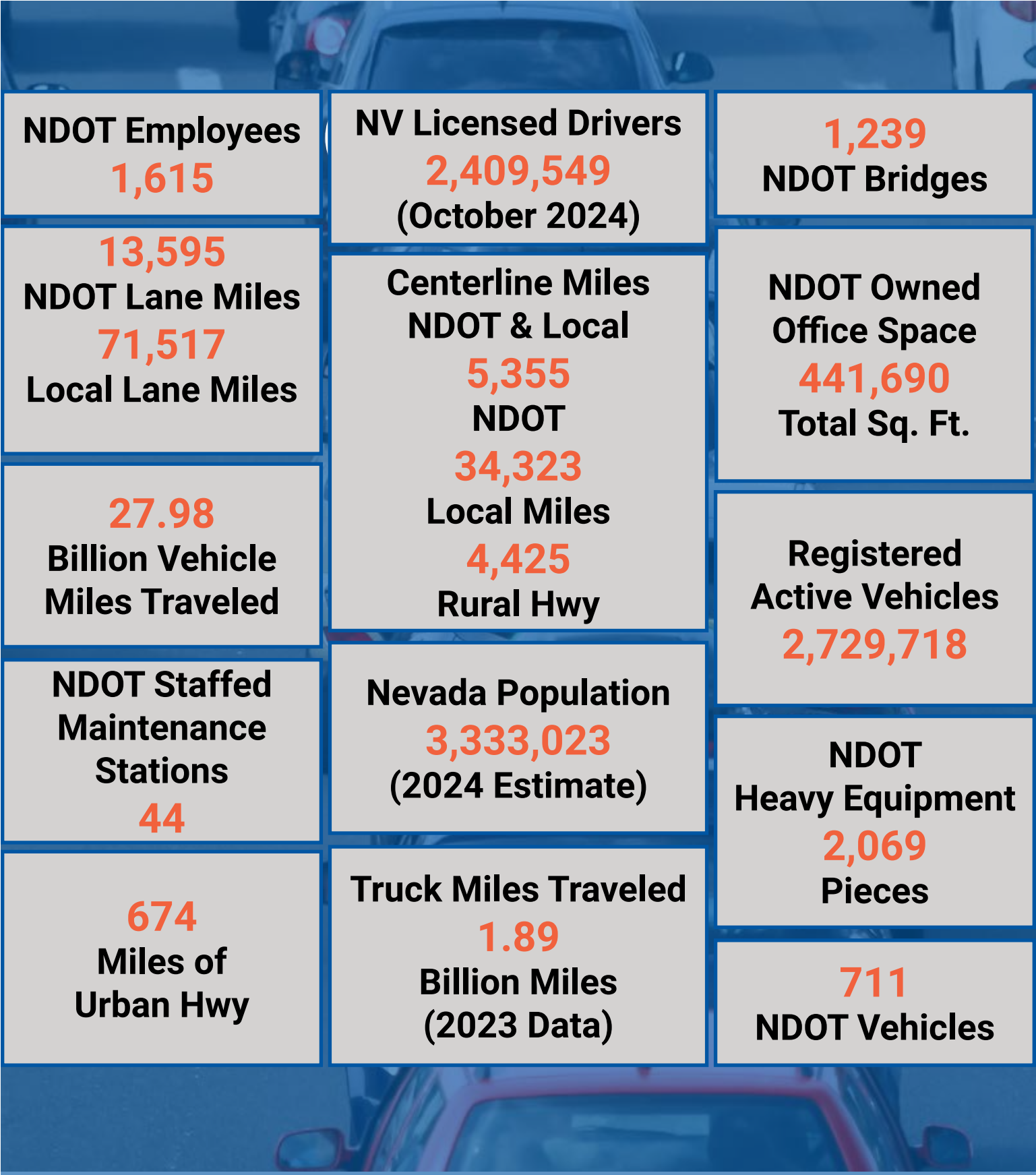
- Respect
- Integrity
- Accountability
- Communication
- Teamwork
- Flexibility

Our Goals

- Improve Safety for the Traveling Public and NDOT Workforce
- Optimize Mobility
- Preserve Assets
- Create a Great Place to Work



Quick Facts (FY2024)



Quick Facts (FY2024)

Fuel Tax Rates and Revenue	Rate Per Gallon (Cents)	State Revenue (Millions)
Federal Gas Tax	18.4¢	-
State Gas Tax	18.455¢	\$207.5
Federal Diesel Tax	24.4¢	-
State Diesel Tax	27.75¢	\$99.4
Federal Propane Tax (LPG)	18.3¢	-
State Propane Tax (LPG)	22¢	\$0.5
Federal Methane Tax (CNG)	18.3¢	-
State Methane Tax (CNG)	21¢	\$1.4
Total		\$308.8

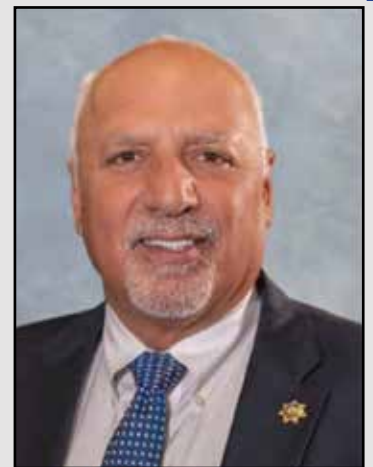


Other Revenue	
Motor Carrier Fees	\$43.1 Million
Driver's License Fees	\$23.8 Million
Vehicle Registration Fees	\$247.6 Million
Federal Aid Revenue	\$638.2 Million
Bond & Other Revenue	\$380.8 Million
Total State Highway Fund Revenue	\$1.334 Billion

Transportation Board of Directors



Chairman
Joe Lombardo
Governor



Stavros Anthony
Lieutenant Governor



Andy Matthews
State Controller



Virginia Valentine
District 1



Justin Kalb
District 1



Frank Lepori
District 2



Gary Perea
District 3

NDOT Administration



Sondra Rosenberg, PTP
Deputy Director, Planning
& Performance



Tracy Larkin Thomason, P.E.
Director



Mario Gomez, P.E.
Deputy Director, Operations &
Maintenance



Sajid Sulahria, P.E.
Deputy Director, Project
Delivery & Engineering



Joe Harrington Director,
Communications
& Government Affairs



Scott Hein, P.E.
Assistant Director,
Engineering



Rabecca Kapuler
Assistant Director,
Planning



Jae Pullen, P.E., PTOE
Assistant Director,
Operations



Felicia Denning
Assistant Director,
Administration



Martin Strganac, P.E.
District I Engineer



Bhupinder Sandhu, P.E.
District II Engineer



Sami Yousuf, P.E.
District III Engineer

Engineering Districts & Major Maintenance Stations

District 1

LAS VEGAS (702) 385-6501
123 E. Washington Avenue
Las Vegas, Nevada 89101

Martin Strganac, P.E.
District 1 Engineer

Abid M. Sulahria, P.E.
Assistant District Engineer
(702) 385-6503

District 2

RENO (775) 834-8300
310 Galletti Way
Sparks, Nevada 89431

Bhupinder Sandhu, P.E.
District Engineer

Andrew Lawrence, P.E.
Assistant District Engineer
(775) 888-3040

District 3

ELKO (775) 777-2709
1951 Idaho Street
Elko, Nevada 89801

Sami Yousuf, P.E.
District Engineer

TBD
Assistant District Engineer
(775) 777-2718

Major Maintenance Station

WINNEMUCCA
(775) 623-8012
725 W. 4th Street
Winnemucca, Nevada 89445

Trent Averett, P.E.
Assistant District Engineer

Major Maintenance Station

ELY (775) 289-1703
1401 East Aultman Street
Ely, Nevada 89301

TBD
Assistant District Engineer

Major Maintenance Station

TONOPAH (775) 482-2303
805 Erie/Main Street
Tonopah, Nevada 89049

Abid M. Sulahria, P.E.
Assistant District Engineer
(702) 385-6503

Awards and Recognition

National Roadway Safety Award

SPEED MANAGEMENT ACTION PLAN

Tragically, speed is a top contributor to Nevada traffic fatalities, leading to an economic impact of nearly \$1 billion per year in loss of life and health.

Nevada's Speed Management Action Plan outlines engineering, enforcement, emergency medical, and educational countermeasures and strategies to improve motorist compliance with speed limits, and reduce speed-related crashes to better protect pedestrians, cyclists and motorists.

NDOT received an honorable mention 2023 National Roadway Safety award for the five-year Speed Management Action Plan.

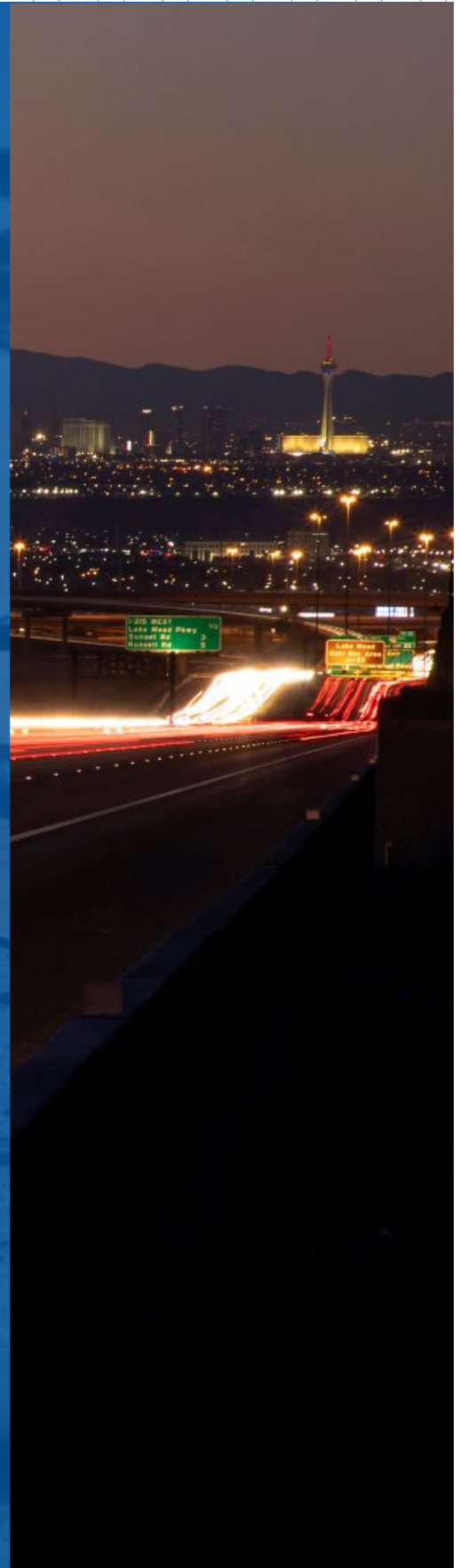
Nevada Traffic Safety Project of the Year Award

WADSWORTH WALKING TRAIL

NDOT installed a new multi-use path, crosswalks and signage and lighting for safer and more designated access in Wadsworth.

The project was developed in partnership with the Pyramid Lake Paiute Tribe, and funded in part by a Tribal Transportation Safety Fund grant, to enhance safety, mobility and connectivity near Natchez Elementary School and other areas.

The project was named Project of the Year at Nevada's 2023 Traffic Safety Summit.



Awards and Recognition

Associated General Contractor Partnering Awards

NDOT won three Associated General Contractor partnering awards for projects to improve Nevada highways.

Projects recognized include an extension of the westbound I-80 Lockwood ramp for safer merges, emergency erosion repairs on State Route 341 connecting Virginia City, as well as drainage, bridge, lighting, and paving improvements on a 32-mile section of U.S. 95 between downtown Fallon to the Trinity rest area.

TOASTMASTERS INTERNATIONAL AWARD

The Toastmasters organization serves to empower individuals to become more effective communicators and leaders.

NDOT was awarded the Corporate Recognition Award for continuous involvement and support of the Silver Tongue Toastmasters Club. The Silver Tongue Club helps empower and promote professional development and enhanced communication among NDOT team members.



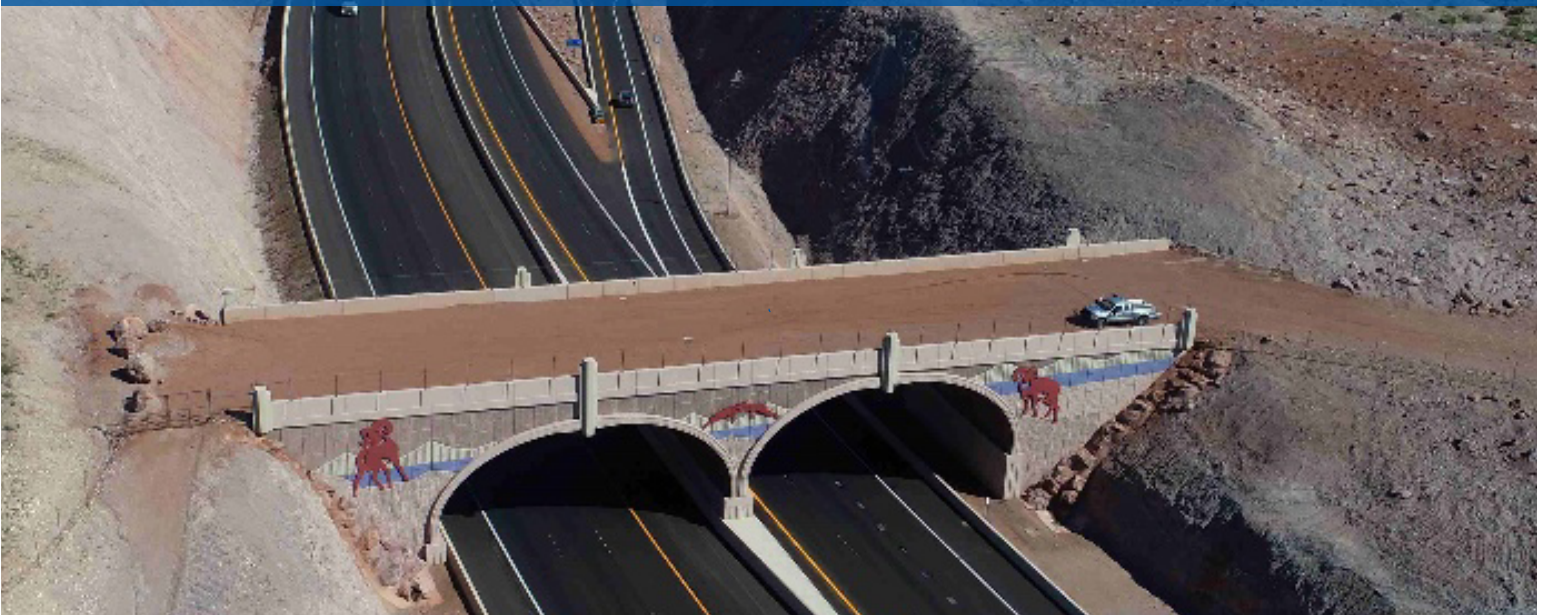
Awards and Recognition

Federal Highway Administration Environmental Excellence Award

WILDLIFE VEHICLE COLLISION REDUCTION STUDY

Each year, more than 500 animal-vehicle crashes are reported in Nevada.

Led by NDOT Research and Environmental divisions, the Pooled Fund Study on Wildlife Vehicle Collision Reduction study aims to improve how we measure the cost-benefit of infrastructure and programs to reduce wildlife/vehicle hits, test improved designs and technologies to reduce wildlife/vehicle hits and share best management practices with transportation, land management, and wildlife agencies and their stakeholders.



ITE Mountain District 2024 Annual Award

TRANSPORTATION SYSTEMS MANAGEMENT OPERATIONS PROGRAM INVESTMENT PRIORITIZATION TOOL

NDOT's Transportation Systems Management and Operations (TSMO) program promotes collaborative multi-modal strategies to enhance transportation systems, services and projects in our ever-growing state.

NDOT won the Institute of Transportation Engineers Mountain District award for the Investment Prioritization Tool (IPT), a data-driven tool developed to prioritize projects based on statewide needs. Supporting TSMO program priorities, the tool helps poise Nevada for continued success in providing smart transportation solutions to enhance safety and reduce the impacts of traffic congestion.

Awards and Recognition

NDOT Excellence in Partnering Awards - Gold, Silver and Bronze

Every year, NDOT's Excellence in Partnering Award recognizes NDOT and contractor teams who excel in partnering to build the most efficient projects benefitting the traveling public.

Through the program, partnering teams establish partnering charters and goals to minimize potential construction claims through structured conflict resolution.

Projects to improve the I-15 Charleston Boulevard interchange, resurface and improve U.S. 95 from Fallon to Trinity, as well as widen an existing on ramp to I-80 at Lockwood and emergency roadside erosion repairs on State Route 341 and 342, were all recognized.



Key Successes

Bringing Home the Nation's First High-Speed Rail: Brightline West

In a historic moment, NDOT brought home a \$3 billion Federal Railroad Administration grant to support Brightline West high-speed rail between Las Vegas and southern California.

Built in the I-15 median, this first high-speed rail project in U.S. history will help relieve interstate congestion, create thousands of jobs, and boost Nevada's tourism-driven economy.

As grant administrator for this privately-constructed project, NDOT will play an important oversight role through all phases of construction to ultimately make high-speed rail in Nevada a reality.



Enhancing Coast-to-Coast Connectivity and Traveler Information: Operation Moonshot

Building on the I-80 Winter Operations Coalition, NDOT is leading 11 states along the I-80 corridor to create a scalable coast-to-coast network of data sharing and digital infrastructure. Connecting 11 states, 120 counties and 2,900 miles, the project, identified as an American Association of State Highway and Transportation Officials' "Moonshot" initiative, could be further adopted across other interstate corridors to advance weather, work zone, freight and other highway information and data sharing for improved connectivity and traveler safety.

Key Successes

First Rural Traffic Safety Summit

Every second counts when lives are on the line. NDOT and partners host annual traffic safety summits to enhance traffic incident response and coordination. In 2024, NDOT hosted the state's first rural traffic safety summit.

Held in Elko, the summit focused on reducing the impacts of speeding, and enhancing traffic safety for rural road users and vulnerable users such as bicyclists and pedestrians. Local emergency responders also trained together during a simulated multi-vehicle crash including an ambulance.



Photos of simulated training events. Not an actual traffic crashes.

Key Successes

Reducing Avalanche Risk Atop the Sierra's Highest Year-Round Highway



Avalanches pose a safety threat atop Mt. Rose Highway, the highest Sierra highway to be kept open year-round.

NDOT installed a new state-of-the-art avalanche control system to replace an aging system. With advanced avalanche control technologies, the upgraded system further ensures the safety and connectivity of highway travelers.

When snow builds up, NDOT briefly stops traffic and activates the system to send shock waves which shake loose snow toward the highway. NDOT plow operators then remove the snow and safely reopen the road

LIGHTS ON FOR SAFETY: LAUNCHING DAYTIME HEADLIGHT ZONES

Beginning in 2028, daytime headlights will be required by Nevada law while driving all two-lane rural Nevada highways.

In preparation, NDOT is phasing in daytime headlight requirements on certain sections of U.S. 6 and U.S. 95 to raise driver awareness and enhance roadway visibility.

The requirement is a safety precaution to enhance visibility. NDOT's Speed Management Action Plan, passing lane study, and flattened roadside slopes and rumble strip installation are also aimed at enhancing safety on highways across the state.

Key Successes

Improving Mobility and Infrastructure in Rural Nevada

NDOT remains dedicated to transportation safety and mobility in urban and rural Nevada.

In downtown Ely, Aultman Street (U.S. 50) will be reconstructed and transformed for enhanced traffic mobility, safety and accessibility.

Between First Street and Bell Avenue, U.S. 50 will be remodeled into a “complete streets” design, with one lane in each direction and two-way middle turn lane, as well as bicycle lanes, enhanced sidewalks and on-street parking, for safer, more comfortable and convenient downtown access for all.

In Elko, NDOT, Union Pacific and Amtrak’s grant-funded Elko Rail Corridor Enhancement Project will improve safety and mobility for Amtrak passengers. The improvement will also reduce delays to passenger and freight trains in the Elko area and contiguous rail networks, lessening train-related fuel consumption, and reducing delays to motorists, bicyclists, and pedestrians at highway-rail crossings.



Highway Safety Statistics

Year	Annual Crashes
2023	53,973
2022	52,852
2021	53,018
2020	43,722
2019	56,881

0.7%

of Nevada's crashes
resulted in a **fatality**

43.4%

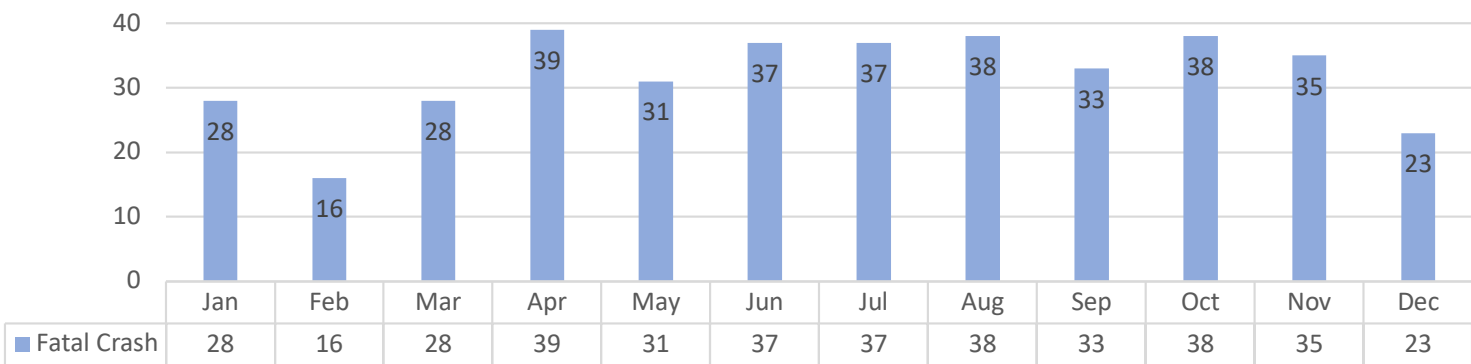
of Nevada's crashes
resulted in an **injury**

Note: Crash data for the time period from
January 1, 2023 – December 31, 2023.

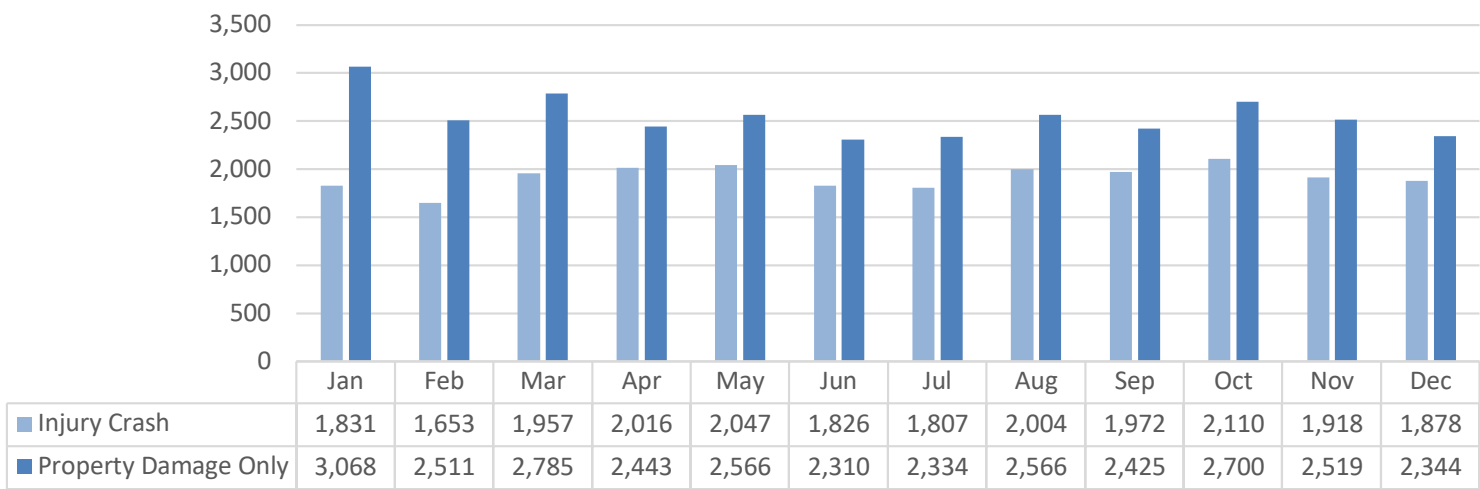
Property Damage Only Crashes	30,570
Injury Crashes	23,402
Fatal Crasxhes	383
Total Crashes	53,973
Fatalities	423
Injuries	35,113

Highway Safety Statistics

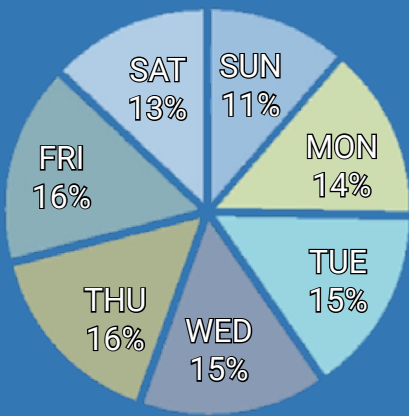
Fatal Crashes By Month



Injury And PDO Crashes By Month



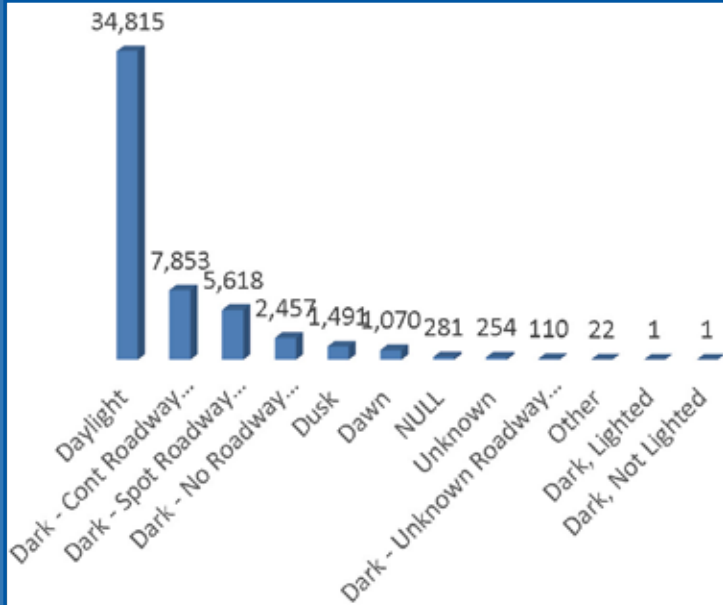
Crashes By Day Of The Week



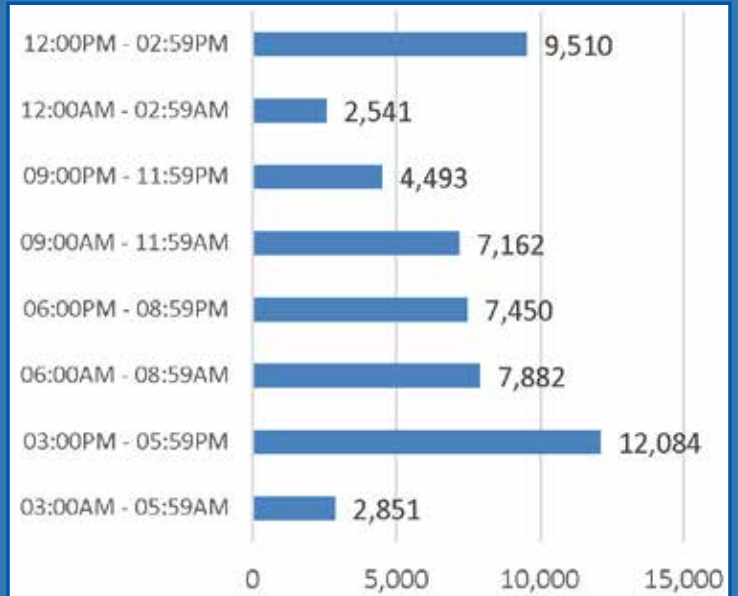
In 2023, the largest number of crashes occurred between the hours of 3:00 PM and 6:00 PM. Thursday, and Friday saw the highest percentage of most crashes, attributing to 31.6% of total crashes. January saw the highest amount of crashes in 2023 with 4,927; June the least with 4,173.

Highway Safety Statistics

Crashes by Lighting Conditions



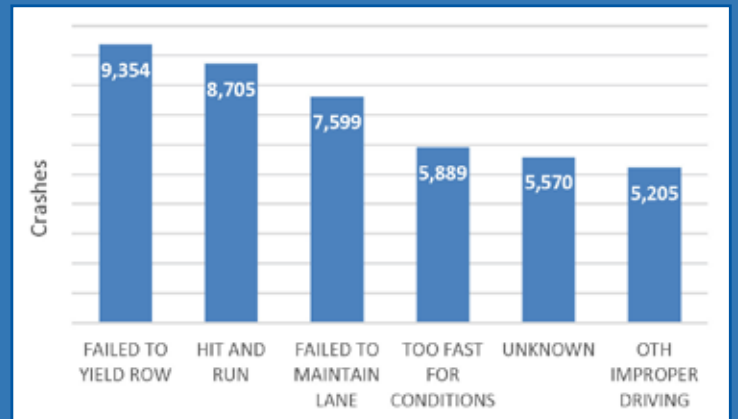
Crash Hour Range



2.41%
of crashes
involved a
Motorcycle.

23.03%
of crashes
involved a
Lane Departure.

Top Contributing Factors



Performance Management Plan & Performance Measures

NDOT uses 16 performance measures to link projects to the core vision, mission, and goals of the Department to ensure investment accountability and deliver high-quality performance-based projects. The Department has established ultimate and annual targets for each performance measure, except for the greenhouse gas emissions reduction measure baseline that is still being determined. For a complete look at Department performance measures, go to <https://www.dot.nv.gov/doing-business/documents-and-publications>, and then click on "Annual Performance Management Report". The following are the performance measures organized by major areas:

Performance Management Plan and Performance Measures

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Employee						
Reduce Workplace Accidents (1)	Percentage of workplace injury/illness per 100 employees	1% Reduction of five-year rolling average	0.0% Decrease			
	Percentage of injury/illness requiring medical attention per 100 employees	1% Reduction of five-year rolling average	-0.2% Decrease			
Provide Employee Training (2)	Percentage of employees trained according to requirements	95% Compliance	90% Compliance			
Improve Employee Satisfaction (3)	Percentage of employees satisfied with NDOT	70%	61%			
Project Delivery						
Streamline Agreement Process (4)	Percentage of agreements processed within 10 days	90%	91.9%			
Streamline Project Delivery – Bidding to Construction Completion (7)	Percentage of completed contracts within 10% of original programmed budget; within 10% of original assigned working days; with a cost increase of less than 3% in Change Orders	80%	96% within 10% of original programmed budget			
			98% within 10% of original assigned working days			
			75% with a cost increase of < 3% in Change Orders			
Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of scheduled projects advertised within the established federal fiscal reporting year	80%	30%			
	Percentage of engineers' estimates within a range of the awarded contract estimate	80%	33% (Intermediate vs Award)			
			38% (Final vs Award)			
Streamline Permitting Process (15)	Percentage of encroachment permits processed within 45 days	95%	94.4%			
Assets						
Maintain State Highway Pavement (8)	State roadways maintained at "fair or better" condition	95% - Category 1	96% - Category 1			
		90% - Category 2	91% - Category 2			
		85% - Category 3	86% - Category 3			
		75% - Category 4	74% - Category 4			
		50% - Category 5	42% - Category 5			
Maintain NDOT Fleet (9)	Percentage of mobile equipment in need of replacement	1% Decrease	-2.20% Decrease			
	Percentage of fleet in compliance with condition criteria	1% Increase	4.06% Increase			
Maintain NDOT Facilities (10)	Percentage of facilities with a current Facility Condition Assessment (FCA)	100% - FCA – Ultimate Target	96.4% - FCA			
	Overall condition composite	1.00 – Ultimate Target	0.75			
Maintain State Bridges (14)	Percentage of bridges on the NHS in "good" condition	35% or greater	52.7%			
	Percentage of bridges on the NHS in "poor" condition	7.0% or lower	0.6%			
	Percentage of bridges on the non-NHS in "good" condition	35% or greater	54.4%			
	Percentage of bridges on the non-NHS in "poor" condition	7.0% or lower	0.8%			

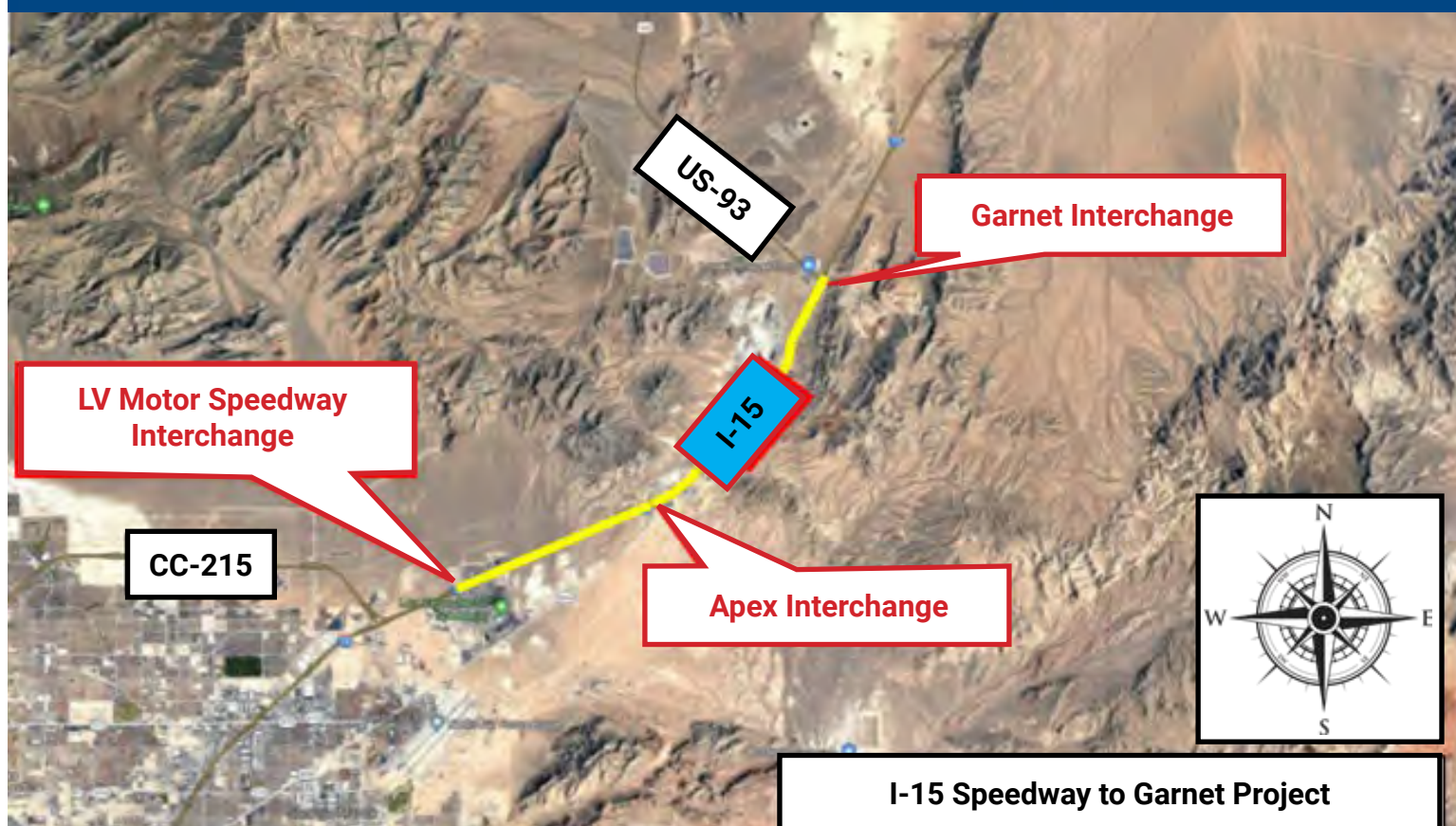
Performance Management Plan and Performance Measures

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of emergency management plans implemented	100% Compliance	100% Compliance			
Reduce Fatal & Serious Injury Crashes (12)	Number of traffic fatalities of five-year rolling average	347.8 - or less	365.4			
	Number of serious traffic injuries of five-year rolling average	1,021.3 - or less	1,069.8			
	Number of traffic fatalities per 100M VMT of five-year rolling average	1.279 - or less	1.347			
	Number of serious traffic injuries per 100M VMT of five-year rolling average	3.755 - or less	3.940			
	Number of non-motorized fatalities and serious injuries of five-year rolling average	262.6 - or less	301.0			
Our Partners						
Improve Customer and Public Outreach (5)	Annual improvements in customer satisfaction & public outreach	75% - Positive satisfaction level	64% Annual customer satisfaction survey			
Improve Travel Reliability & Reduce Delay (6)	Interstate TTR	87.1% or higher	85.1%			
	Non-Interstate NHS TTR	87.1% or higher	90.1%			
	Interstate Truck TTR (Index)	1.25 or less	1.30			
	Las Vegas non-SOV Travel	21.7% or higher	25.6%			
	Las Vegas PHED Per Capita (Annual hours)	10.0 hours or less	12.5 hours			
	Reno non-SOV Travel	23.1% or higher	30.7%			
	Reno PHED Per Capita (Annual hours)	11.0 hours or less	11.2 hours			
Reduce Greenhouse Gas Emissions (16)	Percentage of reduction in greenhouse gas emissions	In alignment with state's goal (2005 baseline), 28% reduction by 2025 and 45% reduction by 2030	NDOT baseline is being evaluated. (The Chart shows the accumulated reduction based on 2019.)	N/A		

Regionally Significant Projects

(Las Vegas)

I-15 North Phase 3 (I-15 Speedway to Garnet Project)



This project will provide a connecting link between the improvements at the Garnet Interchange (US-93) and I-15 N Phase 4 (I-15/CC-215 Northern Beltway Interchange), spanning along the I-15 corridor approximately 10.7 miles between Speedway Boulevard to the Garnet Interchange. Improvements include: roadway widening, bridge rehabilitation and widening, addition of a highway maintenance facility, landscape and aesthetic enhancements, improved and additional lighting, truck parking, and drainage improvements. The construction started in the second quarter of 2022 and it is anticipated to be completed in the second quarter of 2025. The anticipated cost to construct is \$82.5 Million.



Regionally Significant Projects (Las Vegas)

Tropicana Interchange Reconstruction and Harmon Avenue HOV Ramps

This project includes the reconstruction of the Tropicana interchange at I-15/ Tropicana Avenue and the construction of ramps on the south side of the Harmon Avenue structure. The design-build project was awarded to the team of Kiewit/Atkins at the November 2021 Transportation Board for a total cost of \$305 Million, which includes a \$50 Million INFRA grant awarded by FHWA (the Federal Highway Administration). Construction began in 2022. Currently the Design Build team has completed design and is constructing Phase 3 (I-15 South of Tropicana Ave) and 4 (Dean Martin Dr. and major sewer upgrades). Extensive coordination is ongoing with other agencies and area stakeholders regarding concurrent construction and events planning. Phase 3 was extended to coordinate with events within the resort corridor, and is being completed concurrently with Phase 4. Currently completed items include Harmon HOV exit/entrance ramps, the SE flyover, and the north half of the Tropicana Ave over I-15, Joey Bishop and Frank Sinatra Dr bridges. Project completion is anticipated mid-2025.



Regionally Significant Projects

(Las Vegas)

I-15 South Phase 2 Sloan to Warm Springs Road

The project includes widening of I-15 South from six to eight general purpose lanes between Sloan Road and St. Rose Parkway, widening and restriping I-15 from six to 10 general purpose lanes and adding a High Occupancy Vehicle (HOV) lane in each direction between St. Rose Parkway and SR 160 (Blue Diamond Road), adding sound walls near residential areas throughout the corridor, and bridge and pavement preservation from Duck Creek Road to Warm Springs Road. The estimated cost of the project is \$78 million. The project is anticipated to be completed Spring 2026 after beginning improvements winter 2024.



Regionally Significant Projects

(Las Vegas)

I-15 Central Corridor



The section of I-15 between Flamingo Road and Sahara Avenue is the last section to be upgraded along the Resort Corridor adjacent to the Las Vegas Strip. NDOT completed a feasibility study in September 2021 to resolve existing roadway deficiencies, improve safety and capacity, as well as provide compatibility with regional and local transportation plans. The Feasibility Study supports the Planning and Environmental Linkages (PEL) checklist. The next phase of the project, evaluation of the project as required by the National Environmental Policy Act (NEPA) and preliminary design studies, began in Spring 2023 to determine appropriate measures to reconstruct the corridor to accommodate the future travel demands. The NEPA study will also evaluate an extension of Martin Luther King Boulevard further south to Dean Martin Drive and an High-Occupancy Vehicle (HOV) Interchange at Mead Avenue.

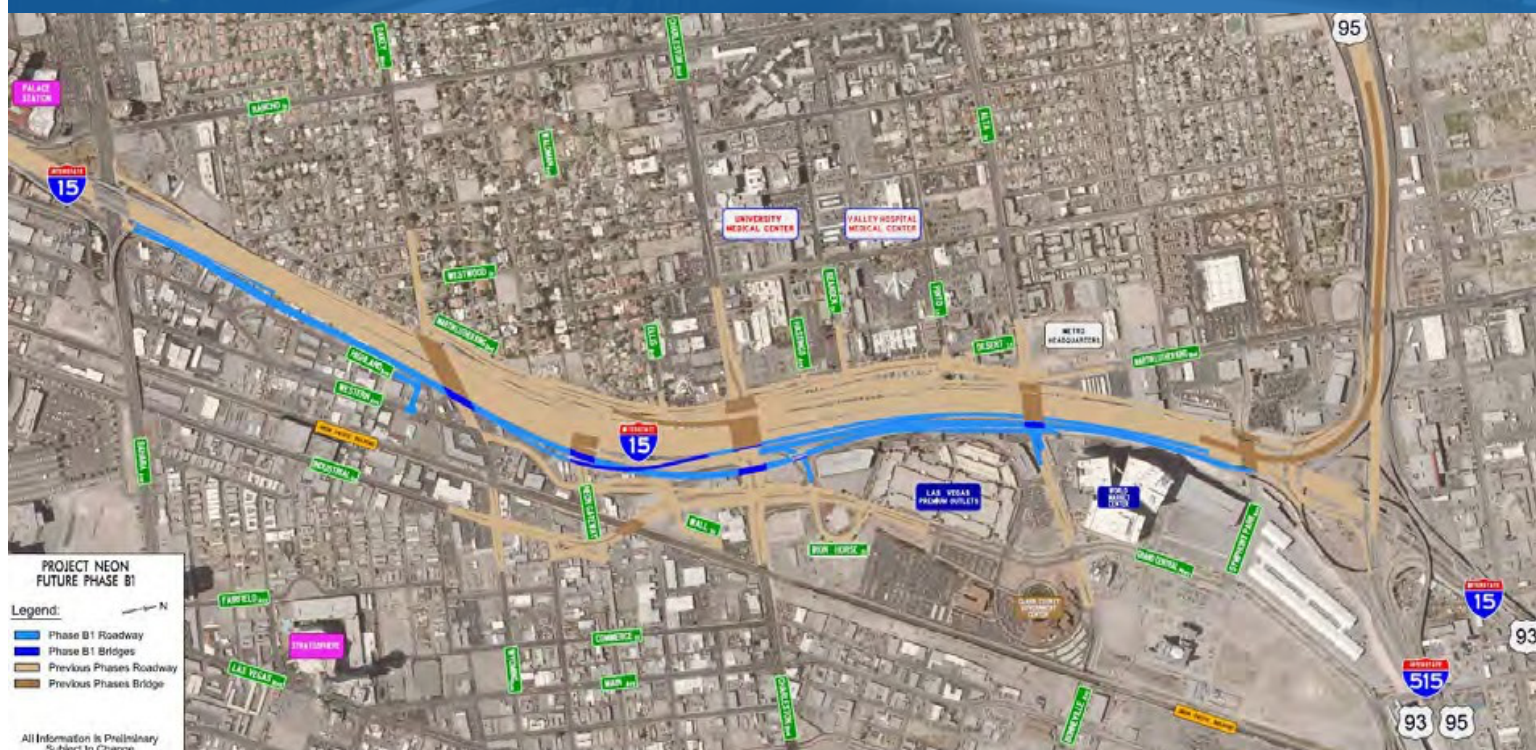
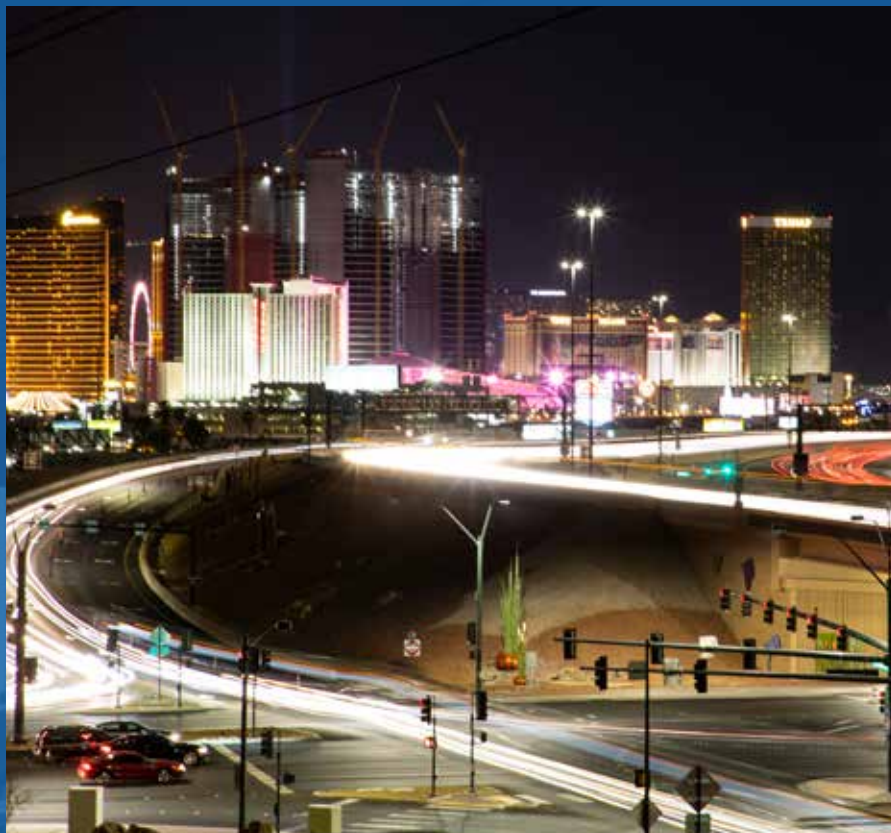


Regionally Significant Projects (Las Vegas)

Project Neon Phase 2

This \$300-\$350 million project is being pursued as a design-bid-build delivery method. The project will be advancing design and right-of-way acquisitions over the next three years with a potential construction start date in the year 2027.

The Project Neon Phase 2 is the second phase of Project NEON. The focus of this project is to complete I-15 northbound collector distributor (CD) road for the I-15 northbound exit to US-95 North, MLK interchange and Alta/Bonneville road. The CD road will braid with Sahara northbound on ramp and I-15 exit ramp to Charleston Avenue. The project also includes reconstruction of the Sahara interchange and lane balance for I-15 southbound between US-95 southbound CD on ramp and Spring Mountain off ramp.



Regionally Significant Projects (Henderson)

Henderson Interchange

The project includes the design and reconstruction of the existing interchange at I-515/I-11/I-215/Lake Mead Parkway in Henderson.

The NEPA Study began in 2020 and was completed in August 2022. Improvements are needed to:

- Resolve existing roadway deficiencies
- Accommodate Year 2040 traffic volumes
- Restore connectivity to local roadways
- Improve safety
- Accommodate regional and local agency plans

The project has been coordinated with adjacent projects including preservation projects by NDOT on I-515 and the City of Henderson's widening of I-215 west of Stephanie Street.

A procurement for a design build contractor was held 2023-2024, but this effort was terminated after bids came in significantly higher than expected. NDOT will construct the project using a phased approach with design work potentially starting before the end of the year.



Regionally Significant Projects (RTCSNV/FAST)

Advanced Transportation and Congestion Management Technologies Deployment

This Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project will support the Integrated Congestion Management strategies in Las Vegas, along a five (5) mile corridor of US-95 between Summerlin Parkway and the US-95/Interstate 15 Spaghetti Bowl Interchange. The project will deploy, evaluate, and refine the use of emerging technologies and data analytics, focusing on Active Traffic Management (ATM), Wrong-Way Driver (WWD) System, Strategic Traffic Management Sites (STMS), High-Occupancy Vehicle (HOV) Occupancy Detection System, and all supporting Intelligent Transportation System (ITS) infrastructure and equipment. The project is being funded through a \$6 Million grant issued by the United States Department of Transportation to the Regional Transportation Commission (RTC) of Southern Nevada in partnership with the Nevada Department of Transportation, Nevada State Police, University of Nevada Las Vegas, and Recor. RTC of Southern Nevada has partnered with the department for project delivery. This \$31 Million project is in the final stages of design with construction expected to begin in 2025 and the full deployment will be completed by the end of 2026.



Regionally Significant Projects

(Reno) US 395 - North Valleys

US 395 North Valleys (Phase 1A, 1B, and 2)

US 395 is the major connection between Reno/Sparks and the north valleys (Golden Valley, Lemmon Valley, and Cold Springs). The route also serves as the main connection to northeast California. This project will widen the roadway, upgrade the structures, and add safety and operational improvements in three phases the first of which, Phase 1A the Parr Boulevard Bridge Replacement, was completed in 2021.

US 395 North Valleys Phase 1B

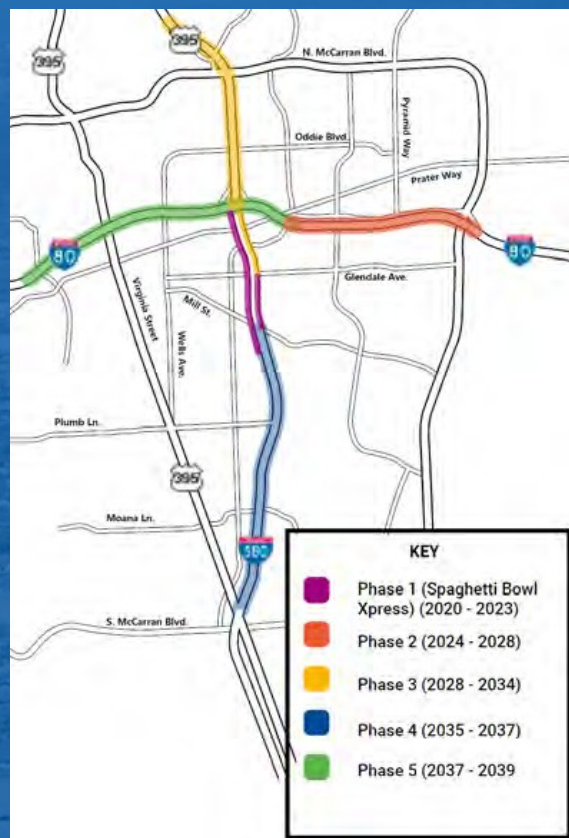
The project phase includes four miles of freeway capacity and bridge widenings from Clear Acre/N. McCarran Boulevard to Golden Valley Road. This phase will include a third southbound travel lane, the addition of an auxiliary lane between interchanges in both the northbound and southbound directions, construction of a "braided" ramp along northbound US 395 between the Panther Valley on-ramp and Golden Valley Road, and roadway rehabilitation. The project is anticipated to be awarded in September 2023 for approximately \$230M. Construction will begin in late 2023 with the major traffic impacting work beginning in early 2024. The project is to be completed in late 2025.



US 395 North Valleys Phase 2

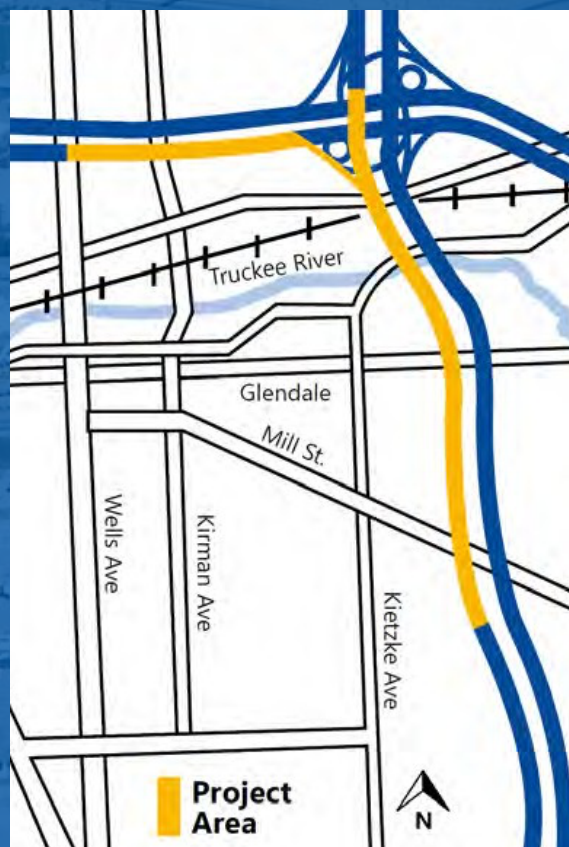
This project phase includes more than two miles of freeway capacity improvements from Golden Valley Road to Stead Boulevard. This phase will include the continuing a third southbound travel lane between Golden Valley Road and Lemmon Drive, auxiliary lanes between interchanges in both the northbound and southbound directions, roadway rehabilitation from Golden Valley Road to Lemmon Drive, and adding an additional travel lane in both the southbound and northbound directions from Lemmon Drive to Stead Boulevard. In 2022, two projects in the North Valleys area were awarded a Federal INFRA Grant which included approximately \$80M to assist in funding the Phase 2 Project. Construction is currently programmed to begin 2026.

Regionally Significant Projects (Reno)



Reno Spaghetti Bowl Project (RSB)

The freeway-to-freeway interchange that connects I-80, I-580, and US-395 is known as the Spaghetti Bowl. The project is referred to as the Spaghetti Bowl reconstruction and includes the Spaghetti Bowl, each of the four legs of the freeway-to-freeway system, and 16 service interchanges that connects the freeway to local roads. The Reno Spaghetti Bowl Project limits are I-80 between Keystone Avenue on the west and McCarran Boulevard on the east, a distance of approximately 5 miles and I-580/US-395 between Meadowood Mall Way on the south and North McCarran Boulevard on the north, a distance of approximately 7 miles. The project is to reconstruct the freeway and bridges, reconstruct and modify interchange access to improve safety and traffic flow, and reconstruct local streets affected by the freeway reconstruction. Improvements will increase highway capacity, traffic operations; expanding the existing highway infrastructure to be compatible with future long-term corridor needs; improving the conditions to the existing highway infrastructure; and enhancing highway safety features to help reduce crash frequency and severity. The project will be constructed in five phases.

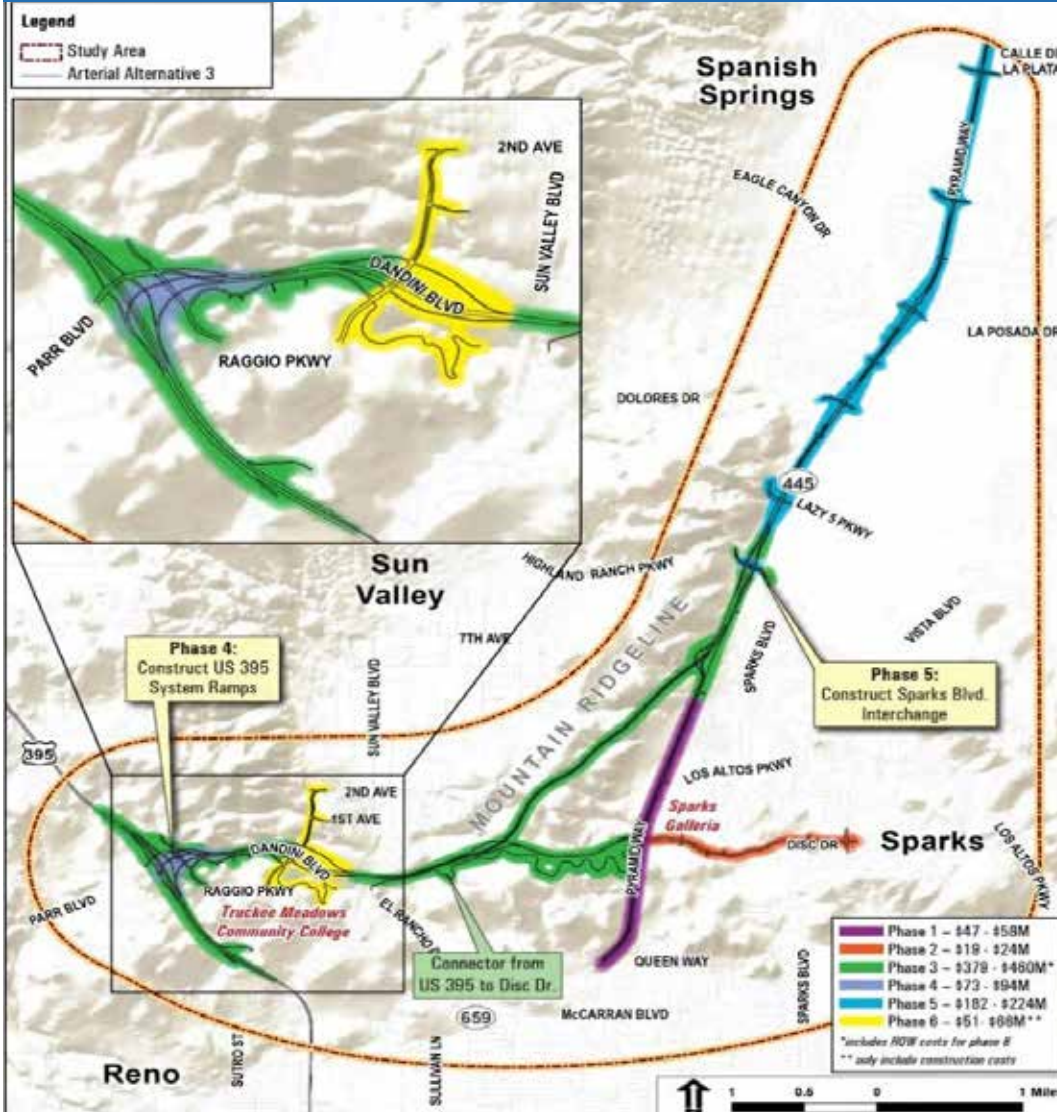


Spaghetti Bowl Xpress (SBX)

In June 2023, work was completed to improve a 2-mile segment of I-580/US-395 from just north of the I-80/I-580 system interchange to Villanova Drive. The improvements included increasing lanes on the I-80 eastbound to I-580 southbound Spaghetti Bowl Ramp, improved traffic operations, improved safety features including wrong-way driver detection; expanding the existing highway infrastructure to be compatible with future long-term corridor needs; improving the conditions to the existing highway infrastructure; and enhancing highway safety features to help reduce crash frequency and severity. The SBX Project also improved southbound operations at two interchanges by reconfiguring the Second/ Glendale interchange and the addition of a braided ramp at Mill Street, as well as replacing failing concrete pavement in both the north and southbound directions on I-580. The Department awarded a design-build contract in an amount of approximately \$181 Million in December of 2019 and construction of these improvements began in the summer of 2020.

Regionally Significant Projects (Sparks)

US 395/SR 445 Pyramid Highway Connection Project, Phase 1



The US 395/SR 445 Pyramid Highway Connection, Phase 1 Project is a part of a multi-phased project with plans to improve access and safety throughout the corridor. The Phase 1 project consists of 1.6 miles of widening from four to six lanes from Queen Way to Los Altos Parkway; 0.75 miles of four-lane roadway reconstruction from Los Altos Parkway to Golden View Drive; and multi-modal improvements from Queen Way to Golden View Drive, such as smart traffic signals, bicycle lanes, sidewalk, shared-use path, screening/sound walls and enhanced drainage infrastructure. The construction estimate for this project is approximately \$67.5 million. The project construction began in May 2023 with an anticipated substantial completion between end of 2024 to beginning of 2025 with a construction duration of 400 working days.



Regionally Significant Projects

(Washoe/Storey)

I-80 East Vista Boulevard to USA Parkway Widening



The I-80 East Vista Boulevard to USA Parkway Widening project proposes to widen Interstate 80 east of Sparks, NV from two to three lanes in each direction for 13 miles. The project would include safety improvements such as constructing standard twelve-foot-wide outside shoulders throughout the project and widening the inside shoulders (as allowed by project constraints). The project will also replace functionally obsolete structures and improve interchange geometries and ramp termini configurations at the Vista, Lockwood, Mustang, and Patrick interchanges.

The project estimate is approximately \$500 million. NDOT is the recipient of an approximate \$275 million INFRA grant for project pre-construction and construction activities. NEPA was initiated in June 2023 and is anticipated to take approximately two years for completion of this project phase. Project construction timeline will be determined by project delivery method and available funding.



Department Personnel

It takes dedication and expertise to administer, construct, and maintain a road and bridge system that has continually been named one of the nation's best. Whether in administration, construction, or maintenance, NDOT's dedicated, expert employees are the driving force behind Nevada's top transportation system.

Rapid population growth of past years and spikes in commodity movement have greatly increased traffic on Nevada highways. With staff overseeing ever-increasing transportation needs and more complex projects and programs, NDOT looks to innovation, partnership, and increasing efficiency to successfully fulfill Nevada's transportation needs.

From maintenance, road preservation, snow removal and safety enhancements to targeted projects, technologies, and programs, department employee workloads and numbers continue to be balanced by improved technologies, streamlined processes, partnerships, and hard-working staff.



Department Personnel

Administration:

Office of The Director, Public Information, Internal Civil Rights, Performance Analysis, Audit Services, Multimedia, Financial Management, Flight Operations, Accounting, Information Technology, Administrative Services, Reproduction & Graphic Arts, Buildings & Grounds, Records Management, Human Resources, Training, Industrial Safety, Stormwater Training, Stormwater Administration, Stormwater Inspection, Rotating Engineers, Permits, Road Operation Centers, and Headquarters Stockroom.

Pre-Construction:

Specifications, Design, Structures, Environmental Services, Project Management, Traffic Operations, Location, Right of Way Divisions, Planning Divisions, Research, Program Development, and Roadway Systems.

Construction:

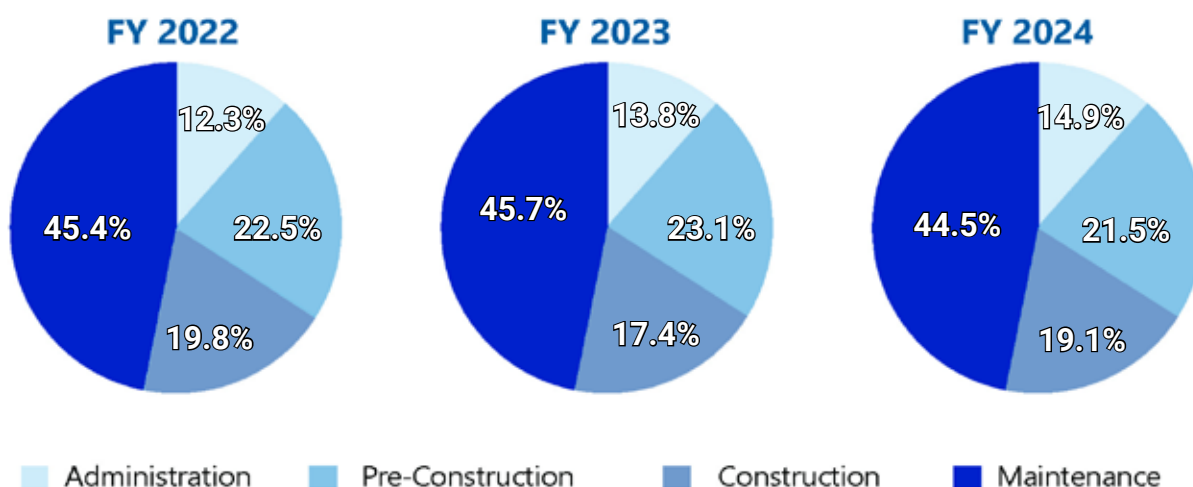
Materials Divisions & Labs, Construction Administration, External Civil Rights, Architecture, and Construction Crews.

Maintenance:

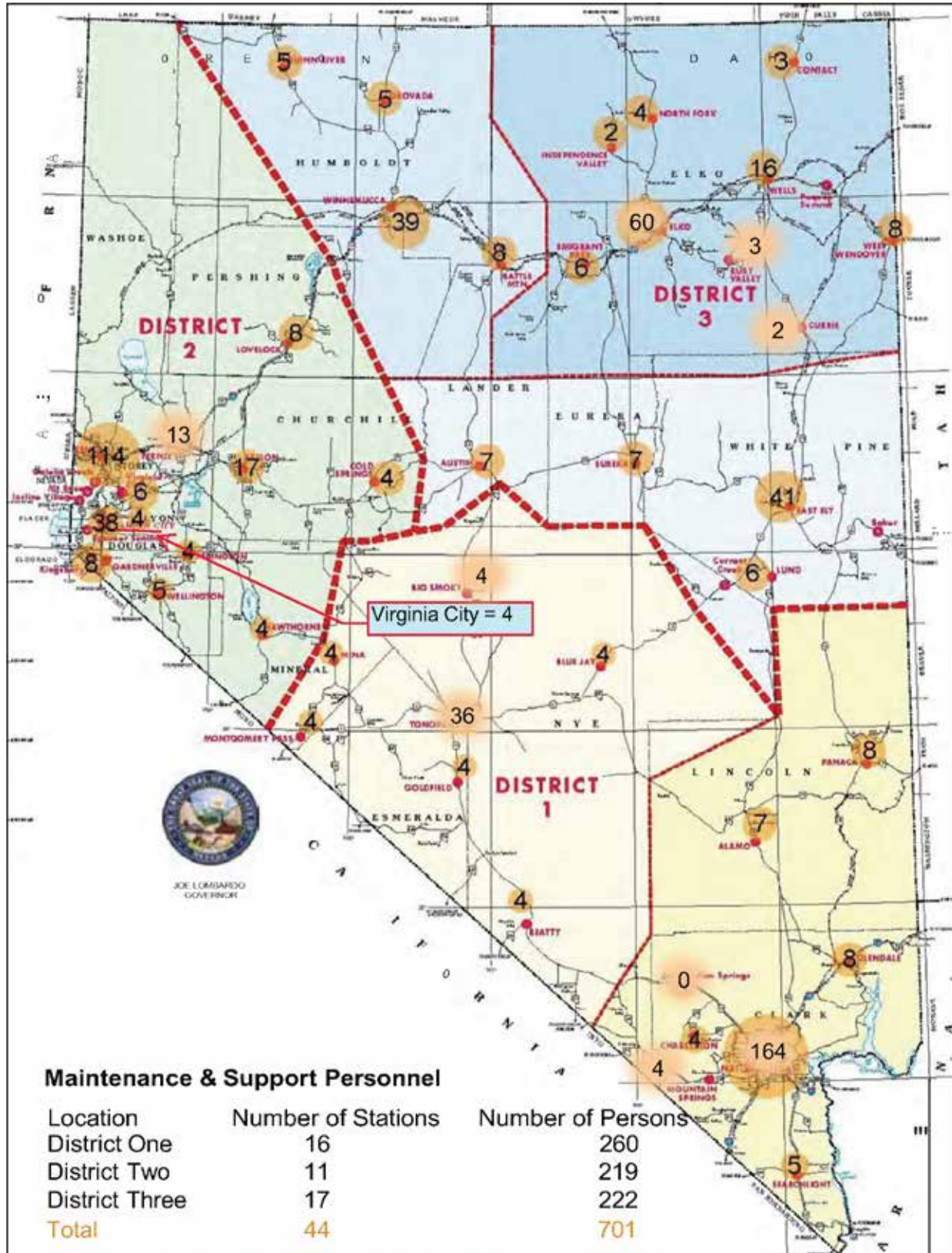
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions.

The numbers of employees in each function are as follows:

240	348	309	718	1615
Administration	Pre-Construction	Construction	Maintenance	Total

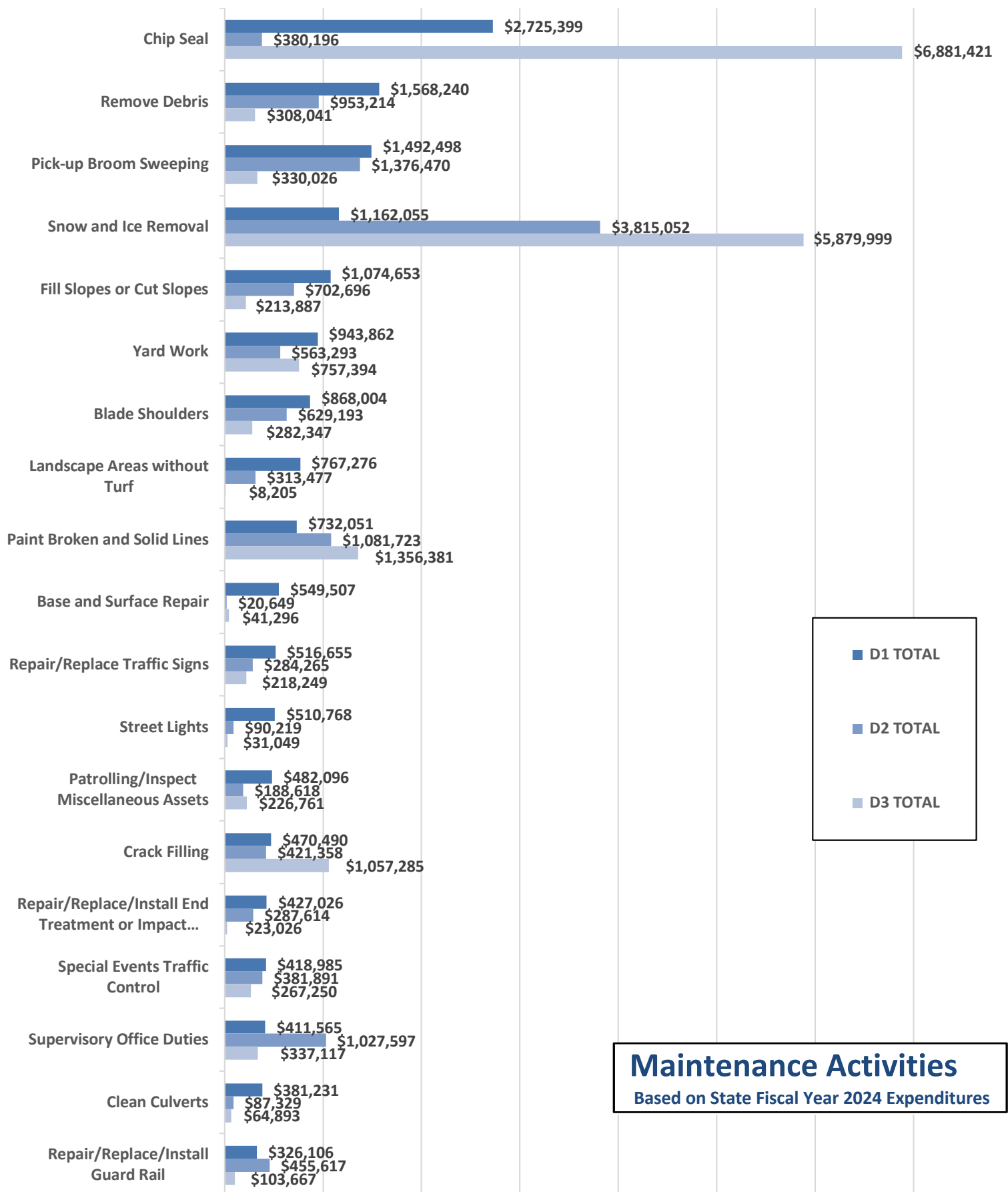


Maintenance Stations and Personnel



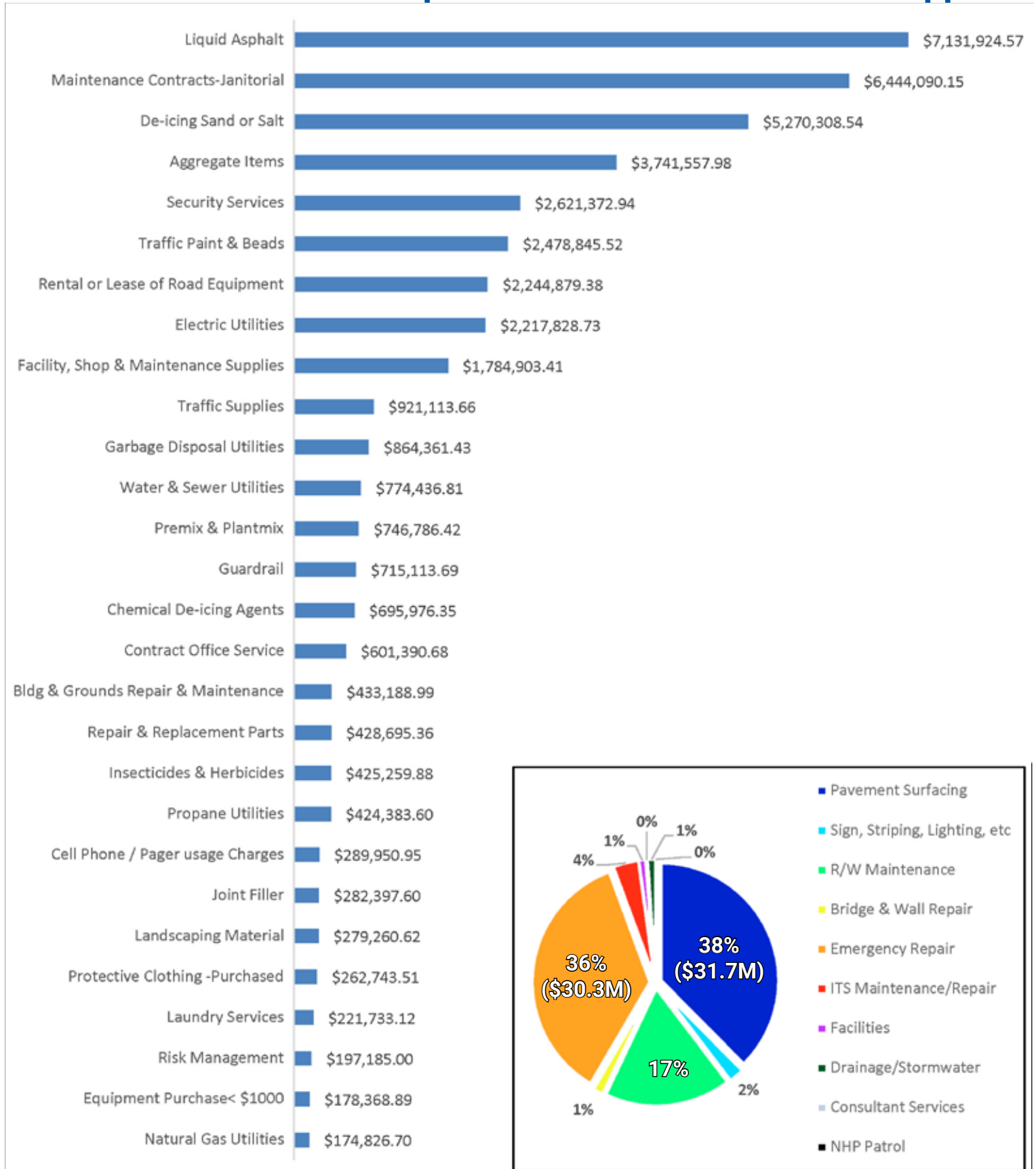
Note: Number of Personnel includes of the following; District Administration, Communications, Equipment Shops, Stockroom, Dispatch and all of the Maintenance Crew Personnel.

Maintenance Costs and Activities



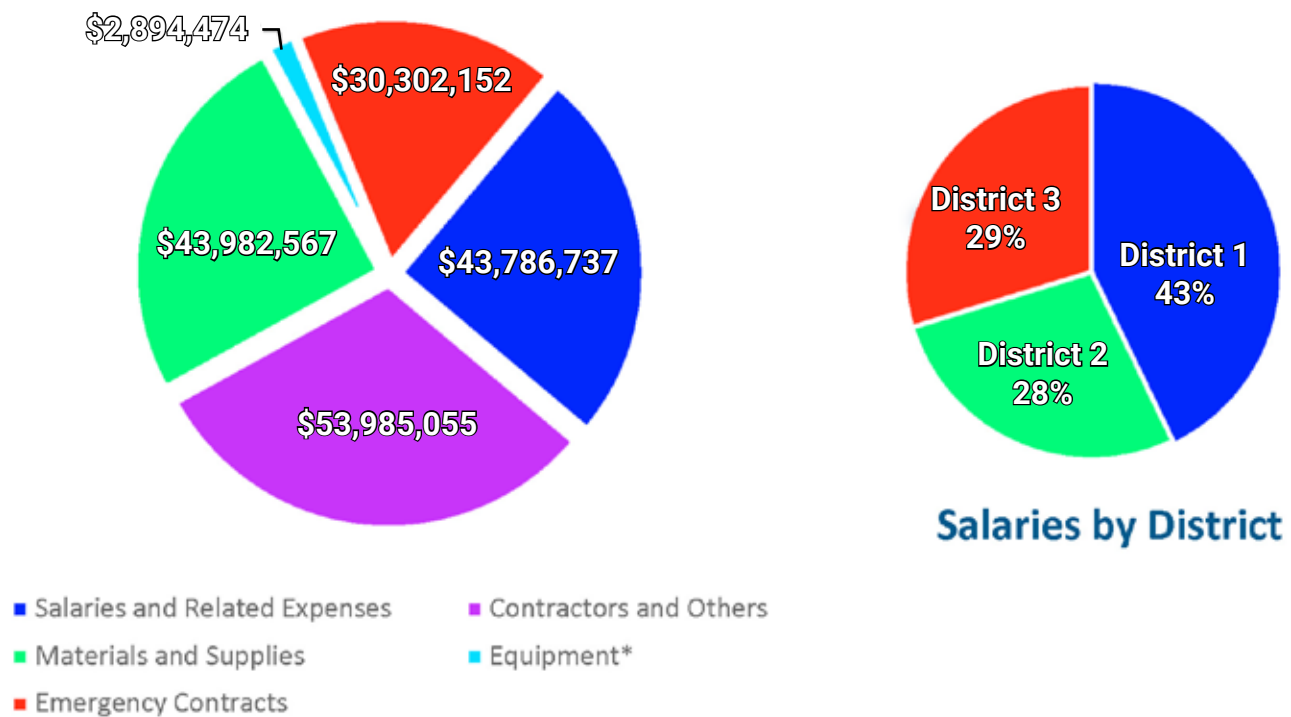
Maintenance Costs and Activities

State Fiscal Year 2024 Expenditures for Materials and Supplies

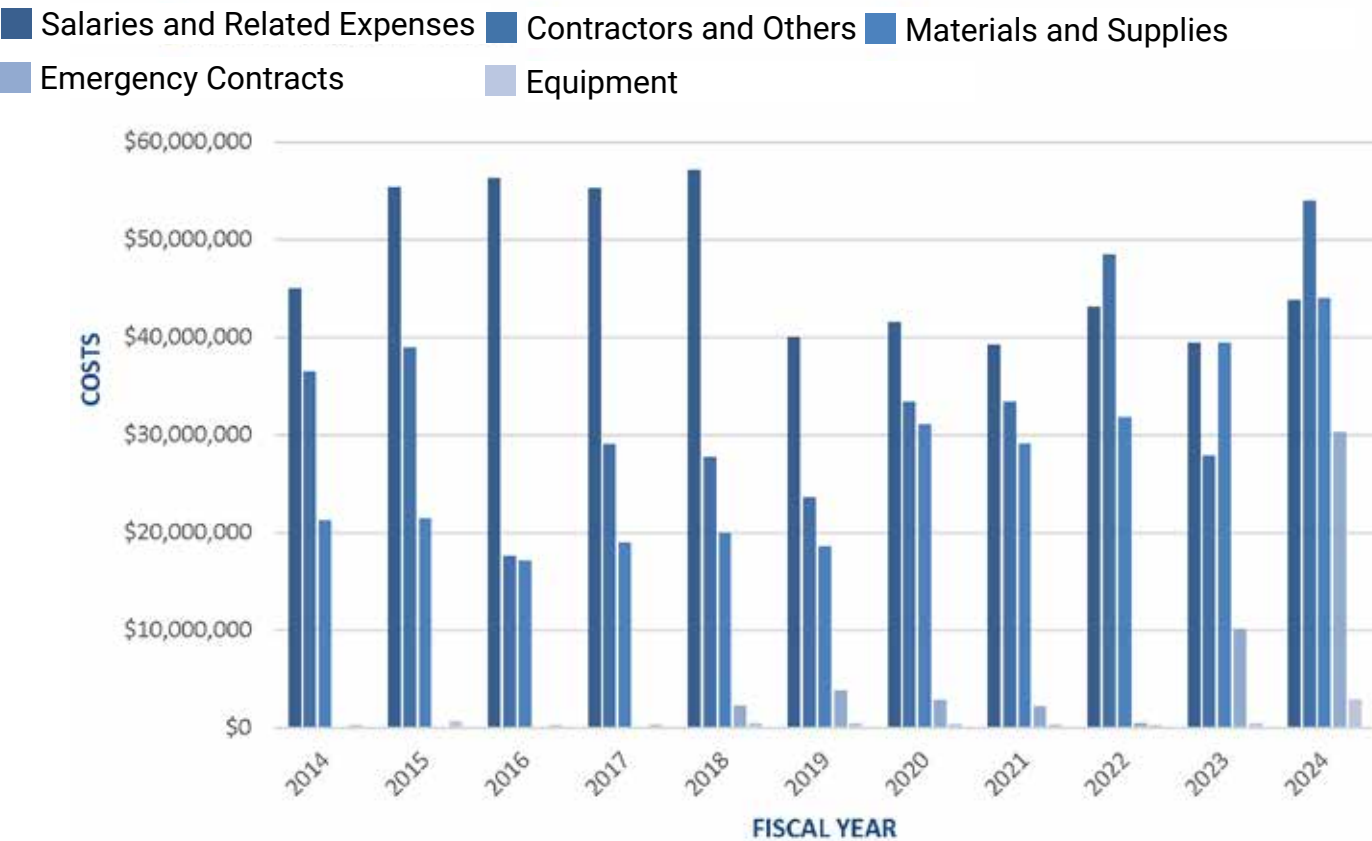


Maintenance Costs and Activities

Maintenance Costs Based on State Fiscal Year 2024 Expenditures



Fiscal Year Comparison - Statewide Expenditures



Freeway Service Patrol

Mitigation Data

- The Nevada Freeway Service Patrol (FSP) program had a total of **53,378** mitigations in 2023.
- There was a total of **40,931** mitigations in Las Vegas and **12,447** mitigations in Reno.
- Figure 1 shows the highest mitigation type continues to be disabled vehicle. Almost half of the mitigations (48.4%) in Las Vegas and almost a third of the mitigations (31.5%) in Reno were for disabled vehicles.
- Disabled vehicles are vehicles that are broken down due to various reasons such as mechanical/ electrical issues, out of fuel, and flat tires. These are areas that FSP Technicians are trained to assist motorists with.
- The second highest mitigation type that FSP often comes across is scene safety. 19.8% of the mitigations in Las Vegas and 27.3% of the mitigations in Reno were for scene safety.
- Scene safety can range from checking on a motorist, assisting motorists in securing loads, to providing traffic control to create a safer scene to mitigate for motorists, tow, and first responder partners. Figure 2 shows a scene where Las Vegas FSP provided traffic control closing several lanes for an incident.

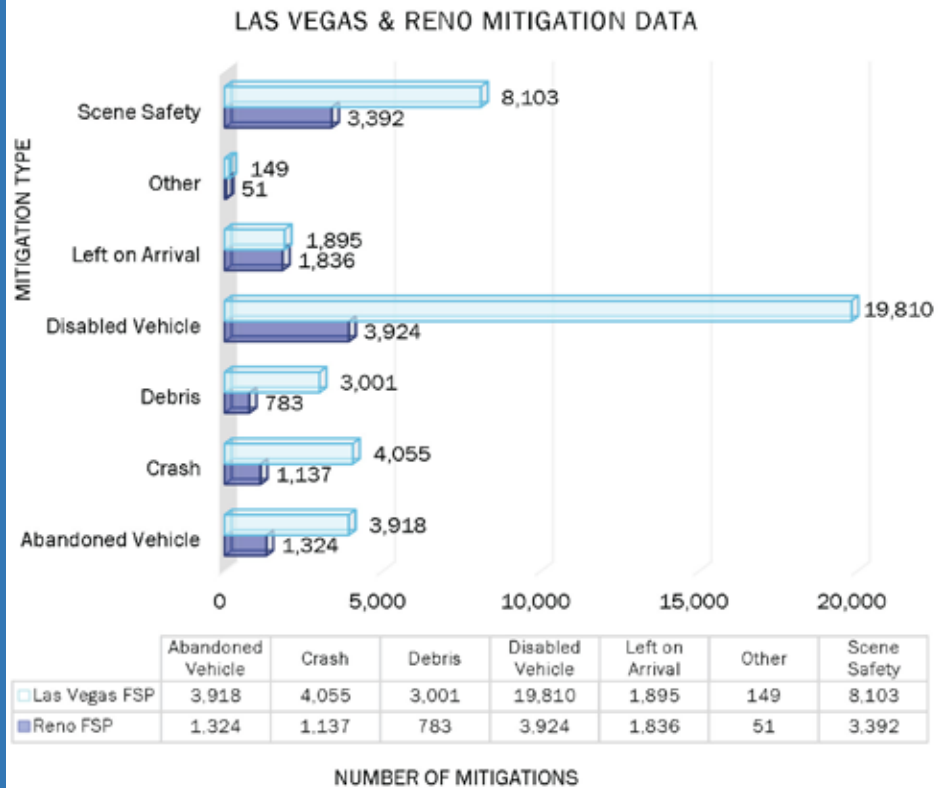


Figure 1. Las Vegas & Reno FSP Mitigation Totals by Mitigation Types



Figure 2. Las Vegas FSP Traffic Control

Freeway Service Patrol

Incident Clearance Time

LAS VEGAS AND RENO INCIDENT CLEARANCE TIMES

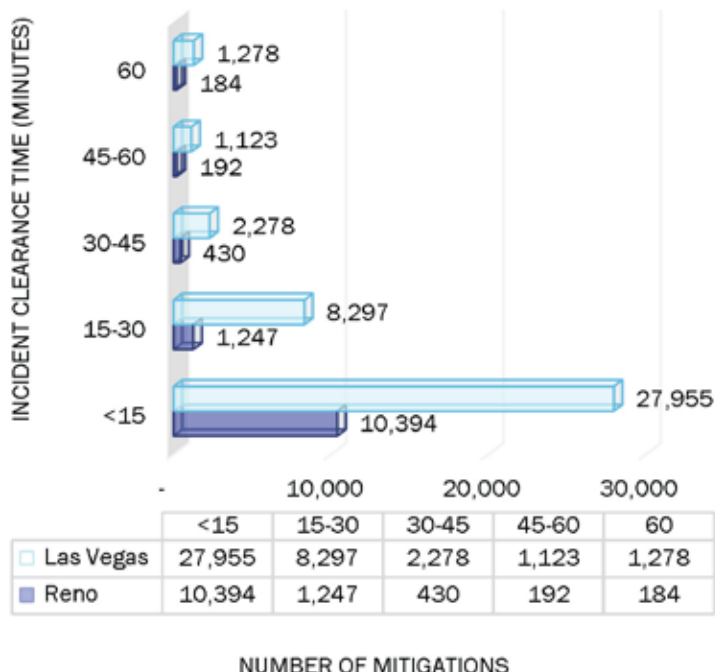


Figure 3. Las Vegas & FSP Mitigation Incident Clearance Times

- One of the goals of the Nevada FSP program is to clear incidents under 15 minutes, however it must be done safely. It is critical to put SAFETY FIRST for incident responders and the traveling public.
- Figure 2 shows only FSP incident clearance times, and it also shows that FSP remains on track of meeting the less than 15 minutes goal. 68.3% of incidents were cleared in less than 15 minutes in Las Vegas and 83.5% in Reno in 2023. Both Las Vegas and Reno had a 1.34% increase in this category from 2022.
- There is a notable difference between the Las Vegas and Reno percentages mentioned above. There are various factors that impact these incident clearance times. For example, construction resulting in congestion can cause delay for incident responders responding to a scene. Las Vegas has had active, on-going construction on the I-15, where a few of our units patrol.

Benefit-Cost Analysis

Table 1. FSP Environmental Impacts
MOTORIST SAVINGS

	Las Vegas	Reno
Travel Delay (Vehicle Hours)	3,211,702.22	302,805.59
Fuel Consumption (Gallons)	455,269.17	73,047.44
EMISSION REDUCTION SAVINGS		
Hydrocarbon (Metric Tons)	28.17	4.52
Carbon Monoxide (Metric Tons)	210.28	33.74
Nitrogen Oxide (Metric Tons)	13.96	2.24
Carbon Dioxide (Metric Tons)	4,537.71	728.07
Sulfur Oxide (Grams)	72.84	11.69

- An FSP benefit-cost analysis is conducted annually to determine the efficiency and environmental impacts of the program.
- The 2023 data resulted in a benefit-cost ratio of 29.49 for Las Vegas FSP and a benefit-cost ratio of 14.08 for Reno FSP.
- Another goal of the Nevada FSP program is to reduce congestion. FSP does this by removing incidents and hazards from travel lanes, therefore reducing possible congestion and travel delays. Reducing travel delays is a benefit to the environment because it reduces emissions of vehicles. Table 1 shows a summary of the motorists and emission reduction savings.

Safety Improvements

Safe Systems Approach

At the heart of the Safe Systems Approach is the belief that no one should be killed or seriously injured while using the road network. The principals of the Safe System are:

Deaths and serious injuries are unacceptable,

Humans make mistakes,

Humans are vulnerable,

Responsibility is shared,

Safety is proactive,

And redundancy is crucial.

NDOT is in the early stages of applying a FHWA Safe Systems Project-based Alignment Framework to roadway design. This tool will help planners and designers better understand how the users interact with the proposed facility improvements.

Local Road Safety

NDOT Traffic Safety Engineering is dedicated to supporting local and tribal road safety through various initiatives. This involves advocating for the use of Local Public Agency processes to access HSIP funds, thereby creating funding avenues for eligible safety plans like Local Road Safety Plans (LRSP), Safe Streets and Roads for All (SS4A) Plans, Safety Management Plans (SMP), Tribal Transportation Safety Plans, and Vision Zero Plans. NDOT Traffic Safety Engineering actively funds LRSPs for interested agencies and shares the best available state-level data to aid in safety planning efforts. Additionally, the division actively participates as stakeholders in local and tribal safety planning endeavors, fostering collaboration, and ensuring comprehensive safety measures are implemented across communities.

Local Road Safety Plans identified above prioritize safety issues using a data driven approach and identify key strategies that reduce fatalities and serious injury crashes while increasing safe, healthy, equitable mobility for all. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the local road network. These plans will allow locals to prioritize and obtain funding from local, state and federal sources. NDOT supports this because local involvement is critical to reaching the goal of zero.

Safety Improvements

Safety Management Plans (SMP) are planning studies that focus on safety to reduce the number of fatal and serious injury crashes on Nevada roadways. The NDOT Traffic Safety Engineering team identifies corridors on the roadway network to implement safety improvements. Two SMP locations were selected in the last reporting period. These locations were identified through the NDOT network screening process. The first is in Reno, Nevada on South Virginia Street from SR-431/SR-341 (Veteran's Parkway/Mt Rose Highway) to East Patriot Boulevard. The second is in Las Vegas, Nevada on SR-592 (East Flamingo Road) from South Paradise Road to South Pecos Road. Due to weather, early traffic analysis concerns and the incorporation of the newly published Safe Systems Framework, these SMPs have been extended and are expected to be completed in May 2025.

Vulnerable Road User Safety Assessment

The Vulnerable Road User (VRU) Safety Assessment is a positive step towards improving safety for VRUs in Nevada. The assessment outlines several strategies NDOT and all traffic safety entities throughout the state can work on together to implement. These strategies are important as they address the root causes of crashes involving VRUs. By investing in infrastructure, educating drivers, and reviewing laws and ordinances, NDOT and stakeholders can make Nevada's roads safer for everyone.

The VRU Safety Assessment identified high-risk areas using a variety of data sources to identify areas where vulnerable road users are more likely to be involved in crashes. The data included crash data, traffic counts, and land use information. Once high-risk areas were identified, NDOT conducted a more detailed analysis of the crash data to identify factors that were contributors to crashes involving the vulnerable road users.

The term vulnerable road user may include people walking, biking, or rolling. A vulnerable road user is a non-motorist defined by the fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedal cyclist. A vulnerable road user includes highway workers on foot in a work zone but does not include motorcyclist.

Road Safety Audit (RSA) Program

NDOT continues to revive its Road Safety Audit (RSA) program. The project kicked off in March 2024. The project will include a literature review of published information on RSAs, conduct interviews with the RSA stakeholders, conduct detailed, in-depth case study analysis of RSA initiatives, organize and facilitate RSA Workshops, create a selection process framework for RSAs on how to prioritize and select roads for a RSA, update and build a RSA geodatabase, and deliver a final User Guidebook Report. This project is scheduled to be completed in March 2025. Once complete, it will be used to support the HSIP program and project prioritization.



Model Inventory of Roadway Elements (MIRE)

NDOT was recognized as a best practice in a case study in the collection of MIRE data and is highlighted in the August 2024 MIRE 2.1 Model of Inventory of Roadway Elements published by the Federal Highway Administration (FHWA). The foundation of effective transportation data collection and management lies in accurate and timely asset data extraction. For NDOT, this meant extracting and processing complex statewide asset, imaging, and positional data from several sources. Although traditional methods such as LiDAR and image data collection vehicles operated by NDOT provide high quality data, they also proved to be costly and require significant staff time. Conventional methods were not only cost-intensive, but they also lacked scalability essential to achieve NDOT's goals for coverage across the State's entire road network.

Recognizing the value of academic expertise, NDOT forged a collaboration with a university partner. Central to this partnership was the university's expertise in roadside LiDAR data collection and analysis. This extensive experience, combined with close collaborative ties with local transportation agencies, provided a unique blend of theoretical and practical expertise to NDOT's MIRE data collection efforts. This partnership led NDOT to explore machine learning solutions through image processing. NDOT employed the You Only Look Once (YOLO) package, an open-source, real-time object detection mechanism. YOLO excels at the ability to efficiently detect over 9,000 object categories. Specifically, YOLO processes 155 frames per second while still achieving double the Mean Average Precision (MAP) of other real-time detectors. By harnessing the capabilities of YOLO and training it on diverse open-source datasets, NDOT achieved remarkable efficiency in detecting vital assets ranging from sign inventories and traffic control devices to intersection geometries.

Safety Improvements

New Position Added to Traffic Safety Engineering

The Traffic Safety Engineering division's data needs have changed due to guidance in the FAST Act and IIJA. This guidance emphasizes a data driven approach to traffic safety. In response to this guidance, the department created a new position and hired its first Assistant Chief of Data and Analytics. This position will incorporate the MIRE Fundamental Data Elements (FDEs) as required, leveraging equity data, and develop best practices for proactive safety analysis using complete, accurate, and timely data from a multitude of sources, not limited to crash data. The crucial goal of this position is linking multiple data sources from internal and external databases to provide a robust repository of crash data, roadway features, citation and adjudication data, and trauma data. The Assistant Chief of Data and Analytics is tasked with implementing processes that use safety data to take a proactive approach through predictive analysis, which allows NDOT to anticipate potential safety issues before they lead to crashes, rather than merely reacting to crash data. This forward-thinking strategy will help to identify trends and risk factors, enabling NDOT to implement targeted countermeasures that enhance roadway safety and prevent fatal and serious injury crashes from occurring.



Landscape and Aesthetics

NDOT strives to provide transportation design solutions that enhance the quality of life, emphasize safety, and preserve and protect environmental resources. Through its Landscape and aesthetic Program, NDOT provides improvements that benefit Nevadans and visitors. It seeks to integrate community values and regional context into the design of Nevada transportation infrastructure ensuring NDOT's transportation facilities visually complement the landscape and communities of Nevada.



Aesthetics for the existing bridges on I-80 in Battle Mountain use a western heritage theme for this rural location. Collaboration with community stakeholders including the Te-Moak Tribe of Western Shoshone, Battle Mountain Band suggested artwork with an eagle and native patterning. Images of rodeos and mining machinery also helps capture the theme. The overall appearance of infrastructure is improved with the use of paint, gateway monuments, erosion control rock and seeding with native plants.

Landscape and Aesthetics

Landscape design and aesthetics go beyond the surface appearance of NDOT's roads. They also contribute to the preservation of natural resources by providing erosion control through roadside vegetation management and stormwater management. They use landforms to enhance water retention and native vegetation development.



US 95, I-11 at the Charleston interchange receives a functional and aesthetic upgrade. With the aid of the community's input a new landscape design is introduced with trees, preservation of existing trees, graffiti resistant paint, vandal resistant irrigation and a highly efficient watering system. The aesthetic uses sculpture to represent the vibrancy of a community that enjoys many different cultures. As part of the overall site design, pedestrian circulation and lighting is improved, decorative rock to protect slopes, reducing the amount of stormwater runoff.



Many of the landscape projects throughout the state require erosion control. This slope in northeast Nevada uses a creative solution of rip rap with topsoil and native seeding. The rock will provide erosion control while the planting visually softens the disturbance and helps to blend with the natural surroundings. The planting will also provide biodiversity and ecosystem health, reducing the impacts of transportation on ecosystems and communities.

The program supports NDOT's vision for a highway system as outlined in its Master Plan for Landscape and Aesthetics, "Pattern and Palette of Place." The appropriate application of landscape and aesthetics relieves the monotony of driving long distances and promoting safety. For more details about the Landscape and Aesthetics Program, visit: <https://www.dot.nv.gov/projects-programs/landscape-aesthetics>.

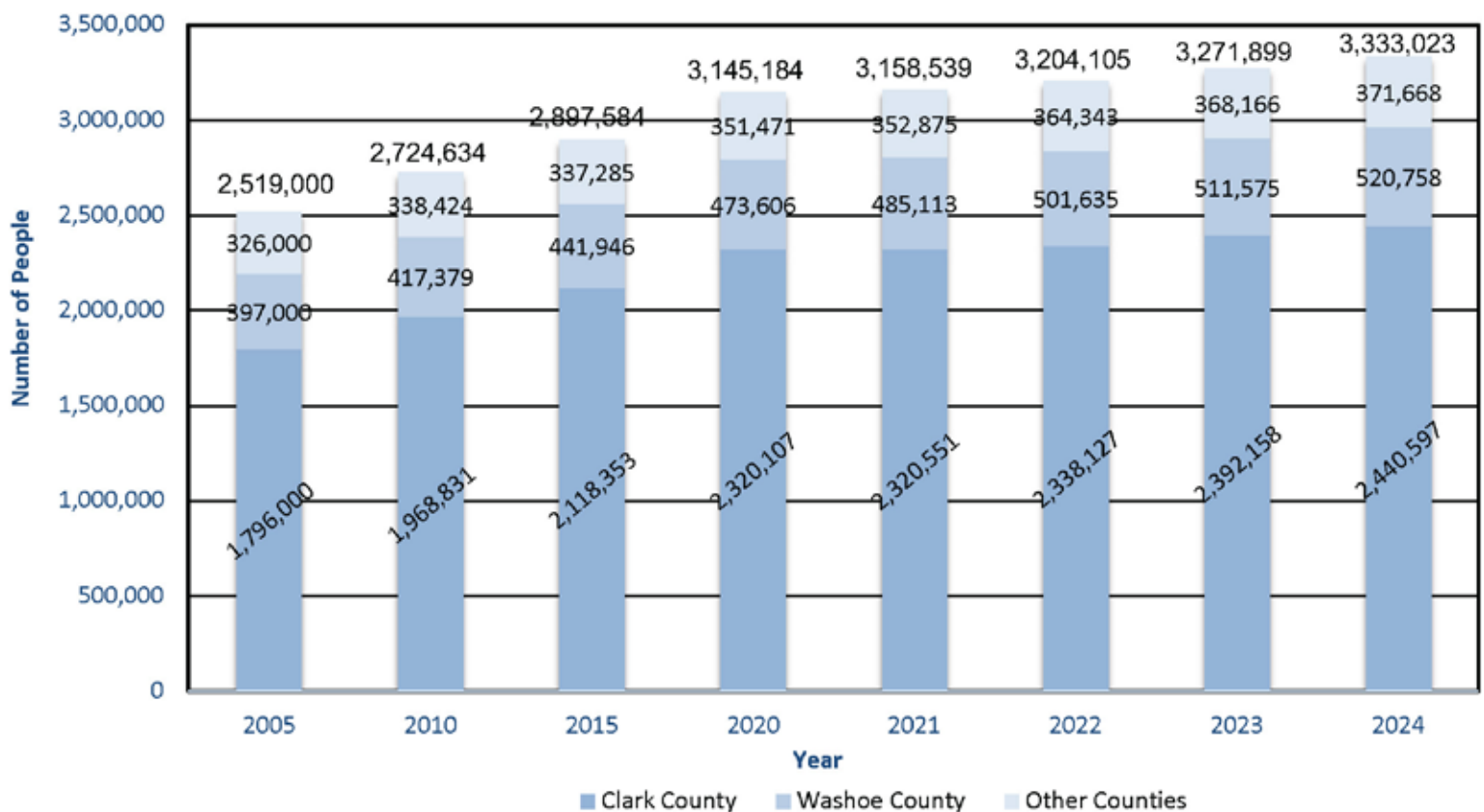
Nevada Population Statistics

Licensed Drivers and Registered Active Vehicles

NV Licensed Drivers	1995	1,072,376
	2024	2,409,549
Registered Active Vehicles	1995	1,130,278
	2024	2,729,718

Nevada has experienced tremendous population growth for more than 30 years with little slow down until the last few years. The state’s population has more than tripled since 1985 to more than 3.3 million residents. The majority of the growth has been in the major urban areas.

2024 Population Estimates of Major Areas of Nevada



Source: Nevada County Population Projections 2023 to 2042 published by Nevada State Demographer, Nevada Department of Taxation on October 1, 2023.

Roadway System Centerline Mileage

There are two federal-aid highway systems: The National Highway System (NHS) and the Non-National Highway System (Non-NHS). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

National Highway System (NHS) (Federal-Aid)

The National Highway System (NHS) is a system of major federal-aid roads including all interstate routes, 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.

Non-NHS Roads (Other Federal Aid)

This is a system of roads that is not part of the NHS system but is funded through federal-aid programs. The system is not considered to be strategic in terms of national defense but do play some role in connectivity and accessibility.

Non-Federal Aid

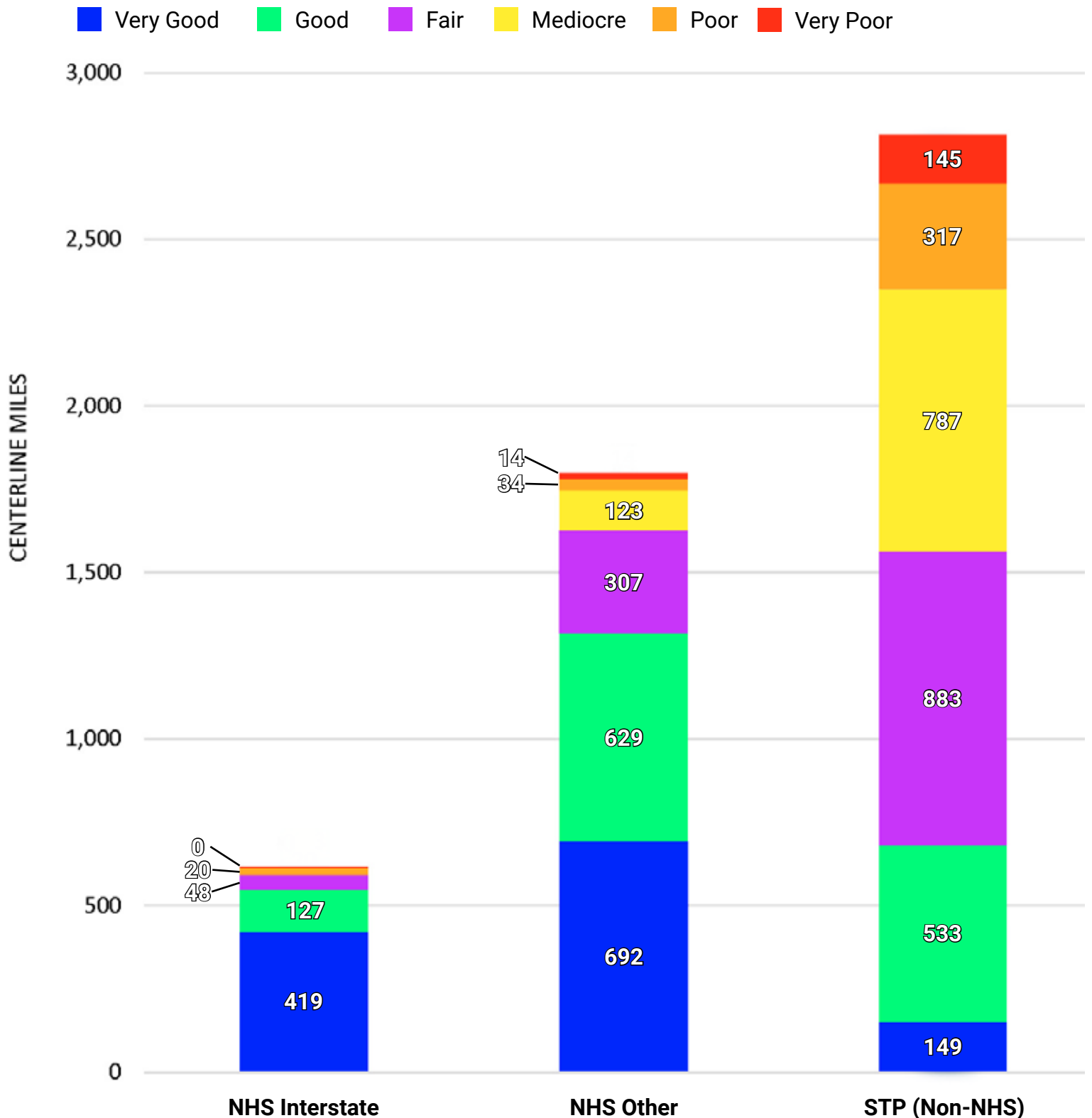
Improved and unimproved roads that are not part of the NHS or Non-NHS System, are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and Non-NHS Systems. They are public facilities that are regularly maintained but may be paved or unpaved. On the 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

ROAD DEFINITION

	Maintained by NDOT	Maintained by Local Agencies	Maintained Statewide
Federal Aid			
NHS	2,436	168	2,604
NON-NHS	2,400	2,606	5,006
Non-Federal Aid			
Non-Federal Aid	519	31,549	32,068
Total	5,355	34,323	39,678

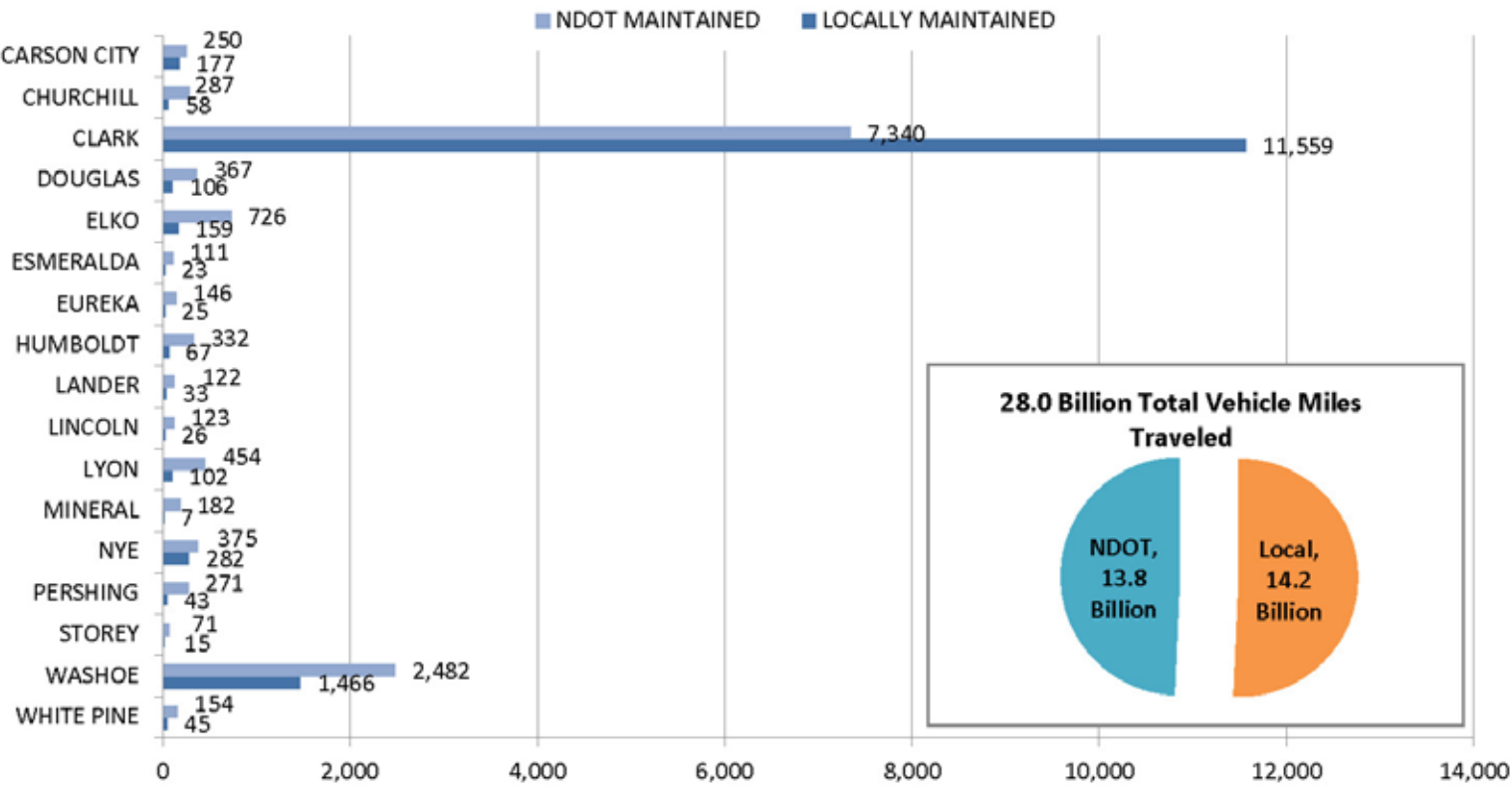
NDOT Maintained Pavement Condition

Centerline Miles by System – 2023 Condition based on Present Serviceability Index (PSI)

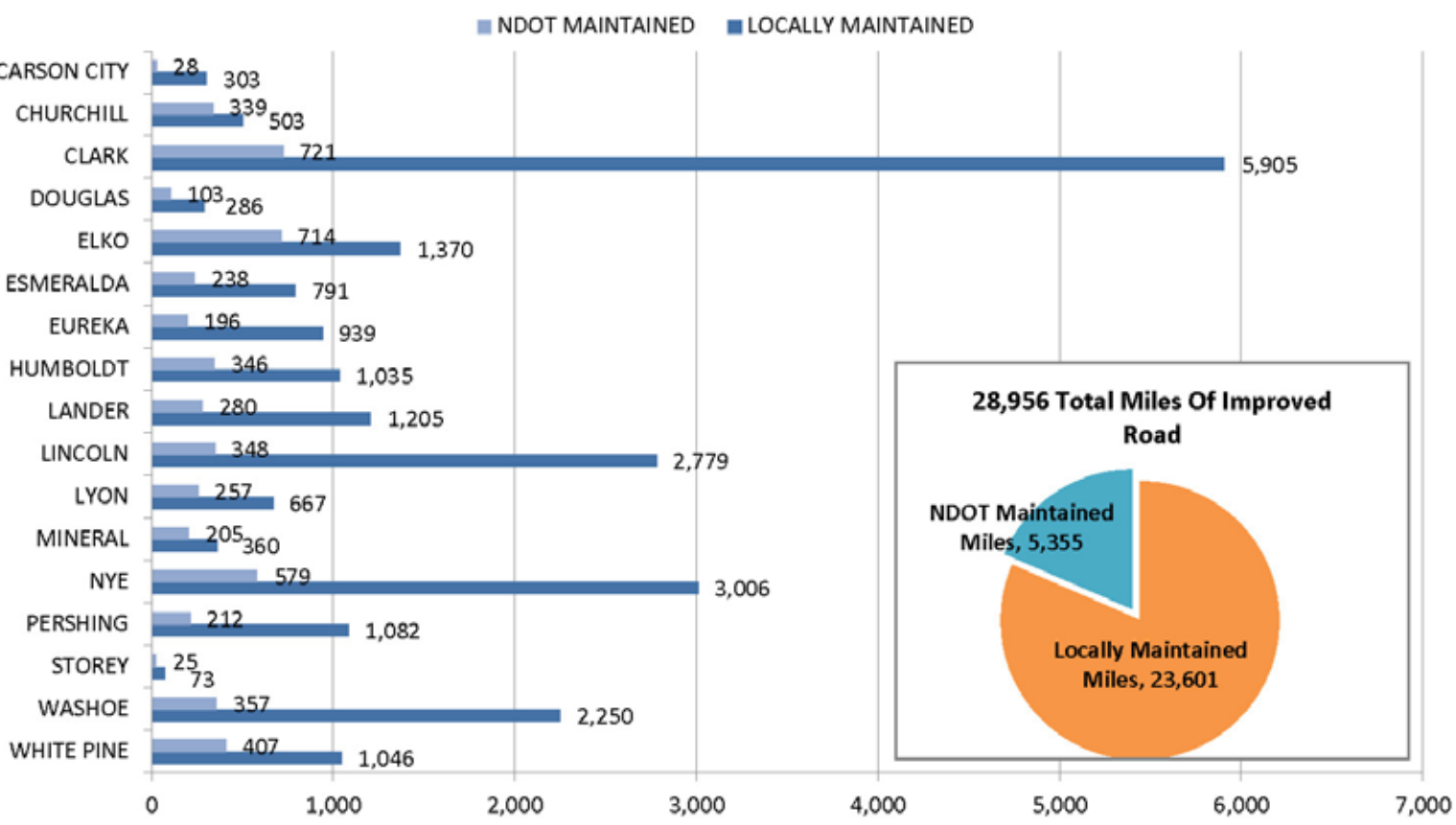


Vehicle Miles of Travel

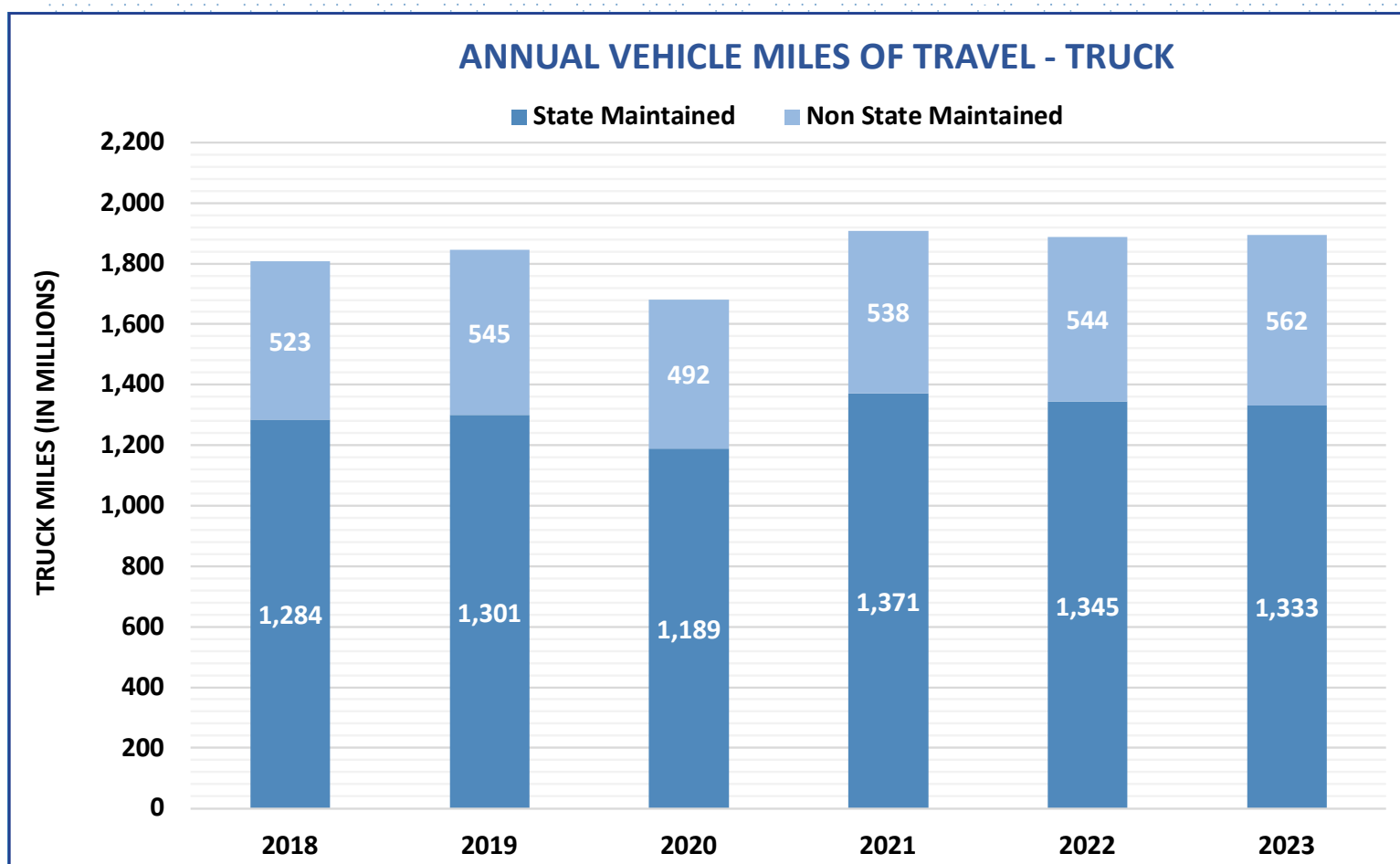
2023 VEHICLE MILES TRAVELED (IN MILLIONS)



2023 MILES OF IMPROVED ROAD BY COUNTY



Truck Miles of Travel/Bridges



*Any tractor trailer with 3 or more axles and greater than 52,000 lbs. The state-maintained systems carry 70% of all truck traffic and 80% of the heavy truck traffic.

NDOT Maintained Deficient Bridges Needing Renovation

Seismic 0*

Structural 7**

*The Department's seismic retrofit program to retrofit or replace deficient structures has been completed.

** A bridge is considered Structurally Deficient if significant load-carrying elements are found to be in poor or worse condition due to deterioration and/or damage. It does not imply that the bridge is unsafe, only that it has become a priority for corrective measures.

Currently, there are 2,153 bridges inspected by the Nevada Department of Transportation (NDOT) in the interest of public safety. Federally-owned bridges are inspected by the respective Federal agencies (i.e. USFS, BLM), with one exception.

NDOT maintains 1,239 bridges; 904 bridges are maintained by county, city, other local agencies, railroad, and other state agencies; 10 bridges are privately maintained, and one (1) bridge is a Federal bridge.

Transportation Asset Condition

Capital Assets And Debt Administration

The State's capital assets for governmental and business-type activities as of June 30, 2022, amount to \$13.4 billion, net of accumulated depreciation and amortization of \$1.7 billion, resulting in a net book value of \$11.7 billion. This investment in capital assets includes land, buildings, improvements other than buildings, equipment, software costs, infrastructure, rights-of-way, construction in progress, and right to use buildings and equipment. Infrastructure assets are items that are normally immovable, such as roads and bridges.

As allowed by GASB Statement No. 34, the State has adopted an alternative process for recording depreciation expense on selected infrastructure assets. Under this alternative method, referred to as the modified approach, the State expenses certain maintenance and preservation costs and does not report depreciation expense on infrastructure. Utilization of this approach requires the State to: 1) commit to maintaining and preserving affected assets at or above a condition level established by the State; 2) maintain an inventory of the assets and perform periodic condition assessments to ensure that the condition level is being maintained; and 3) make annual estimates of the amounts that must be expended to maintain and preserve assets at the predetermined condition levels.

To monitor the condition of the roadways the State uses the International Roughness Index (IRI). The State has set a policy that it will maintain a certain percentage of each category of its roadways with an IRI of 95 or less and will also maintain its bridges so that not more than 7% are structurally deficient. The following table shows the State's policy and current condition level of the roadways and bridges:

Condition Level of the Roadways
Percentage of roadways with an IRI of 95 or less
Category

	I	II	III	IV	V
State Policy - minimum percentage	70%	65%	60%	40%	10%
Actual results of 2023 condition assessment	91%	88%	80%	61%	23%
Actual results of 2022 condition assessment	91%	88%	80%	64%	21%
Actual results of 2021 condition assessment	90%	88%	81%	64%	21%

Condition Level of the Bridges
Percentage of substandard bridges

	2023	2022	2021	2020
State Policy - maximum percentage	7%	7%	7%	7%
Actual results of condition assessment	1%	1%	1%	1%

Transportation Asset Condition

The most recent condition assessment indicates only minor changes in the overall condition level of the roadways. The results of the three most recent condition assessments provide reasonable assurance that the condition level of the roadways is being preserved above the condition level established for all road categories.

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amounts of expense incurred for fiscal year 2022 by \$39.2 million. Even though actual spending for maintenance and preservation of infrastructure assets fell below estimates, condition levels are expected to approximately meet or exceed the target condition levels for the roadway category. Additional information on the State's infrastructure can be found in the schedule of Infrastructure Condition and Maintenance Data in the Required Supplementary Information section to the financial statements in the Comprehensive Annual Financial Report.



Transportation Funding & Financing

General

State highways and bridges constructed and maintained by the Nevada Department of Transportation are funded primarily with highway-user revenue and federal funds. General Fund (general tax) revenue is not normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government are placed in the Federal Highway Trust Fund (HTF). Congress allocates these funds to the states per provisions in the Infrastructure Investment and Jobs Act (IIJA) passed in 2021, and annual appropriation bills. The HTF is the main source of funding for most of the programs in the IIJA Act. Federal funds are available only for reimbursements 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 (match) 5% to 20% of the project's cost, with the majority of Nevada's funding requiring only a 5% match due to the large amount of federal lands in the state.

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 charge with respect to the operation of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline or other motor 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

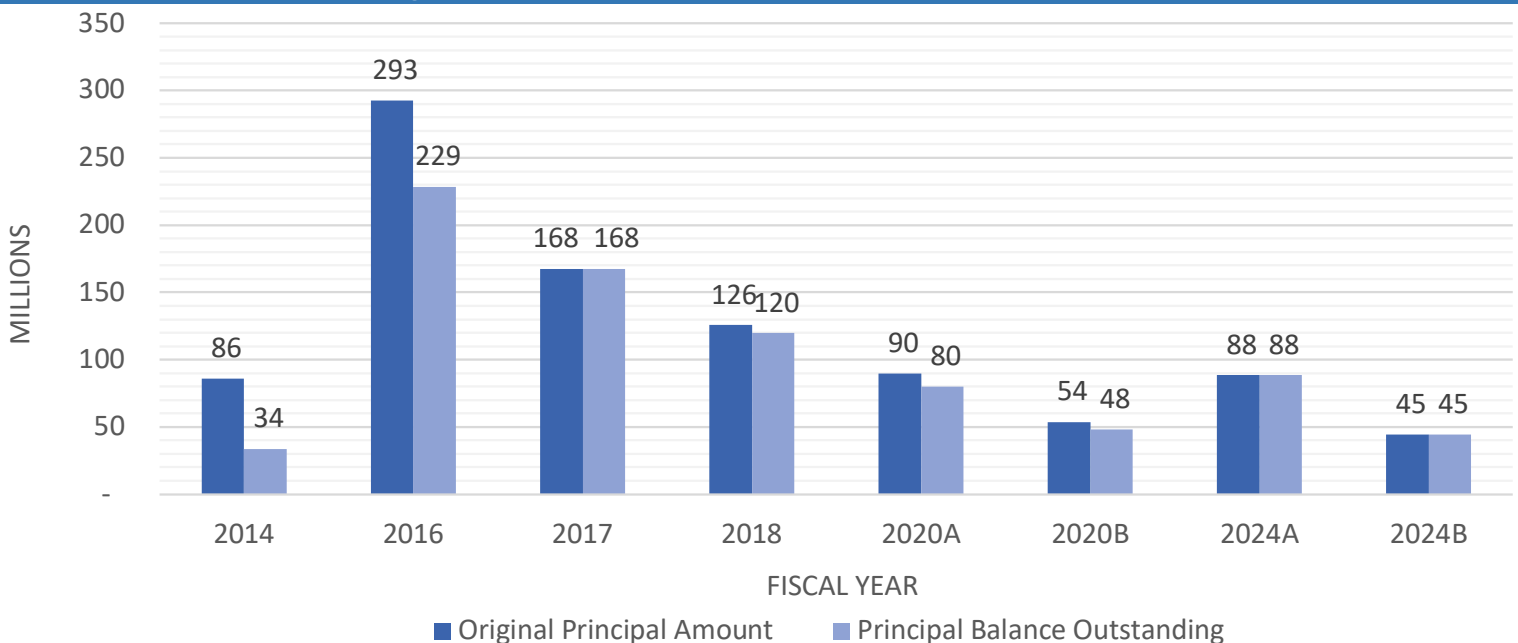
The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, a significant amount of the operating costs of the Department of Motor Vehicles and the Department of Public Safety (primarily Highway Patrol) are also supported 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, the Office of Project Management, and the Transportation Service Authority.

Transportation Funding & Financing

Annual Outstanding Balance Report: State of Nevada Highway Improvement Revenue and Refunding Bonds: June 30, 2024

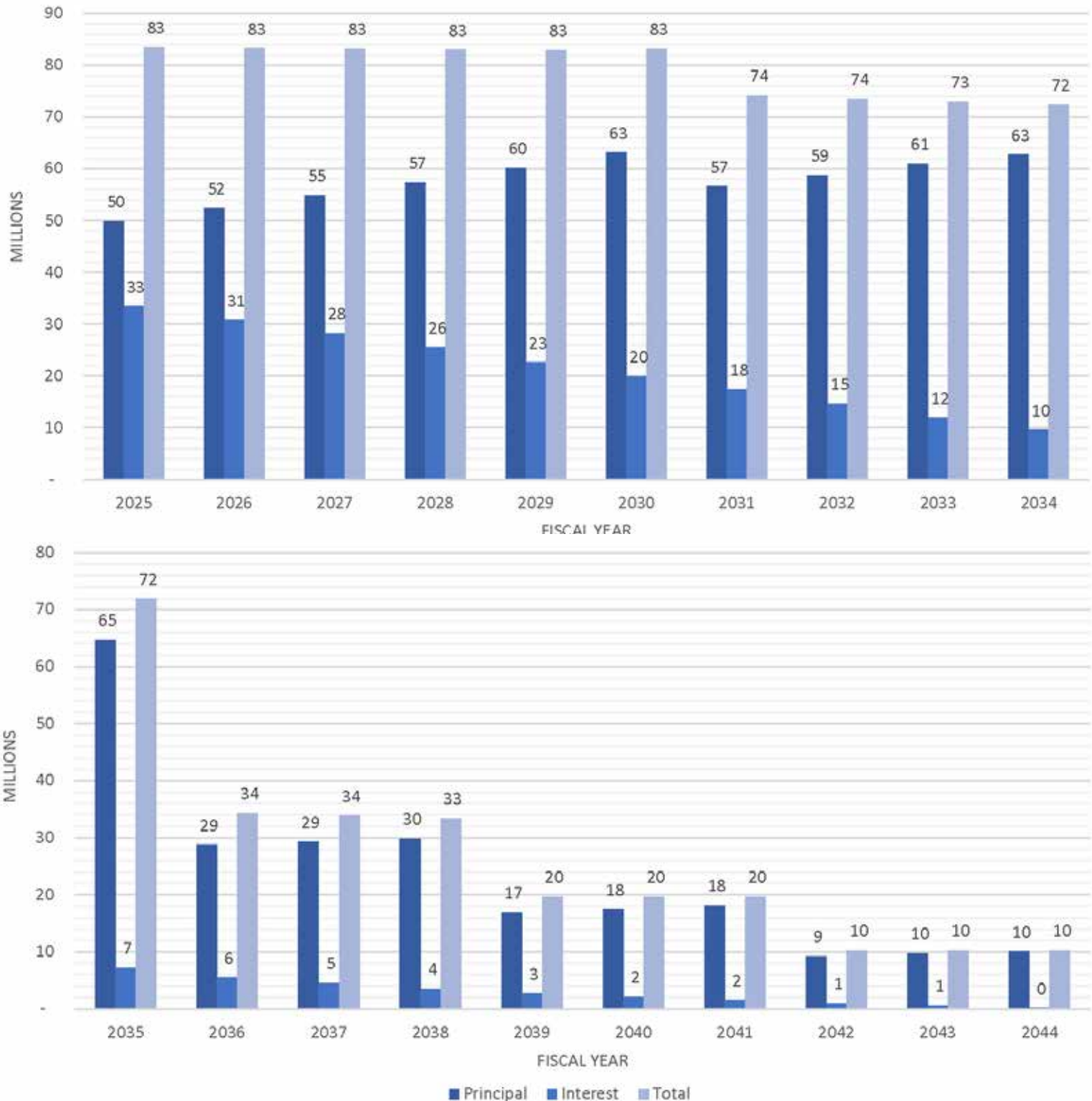
Existing Parity Securities	Original Principal Amount \$	Principal Balance Outstanding \$
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2014	86,020,000	33,740,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	292,600,000	228,650,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2017	167,665,000	167,665,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2018	125,905,000	119,905,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2020A	89,585,000	80,380,000
State of Nevada, Highway Improvement Revenue (Indexed Tax and Subordinate Motor Vehicle Fuel Tax) Bonds Series 2020B	53,895,000	48,430,000
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds Series 2024A	88,485,000	88,485,000
State of Nevada, Highway Improvement Revenue (Indexed Tax and Subordinate Motor Vehicle Fuel Tax) Bonds Series 2024B	44,785,000	44,785,000
Totals	948,940,000	812,040,000

Bonds Issued by Year, Bond Amount and Remaining Balance



Transportation Funding & Financing

Annual Projected Debt Service (as of 6/30/2024)



2024 Your Driving Costs

(expressed in cents per mile of travel)

Assumptions: Vehicle travels 10,000 miles annually.

Average Gas Tax Per Vehicle-Mile-Traveled (VMT): is approximately 2.0 cents.

Operating Cost: 25.0¢ per mile of travel including fuel and maintenance.

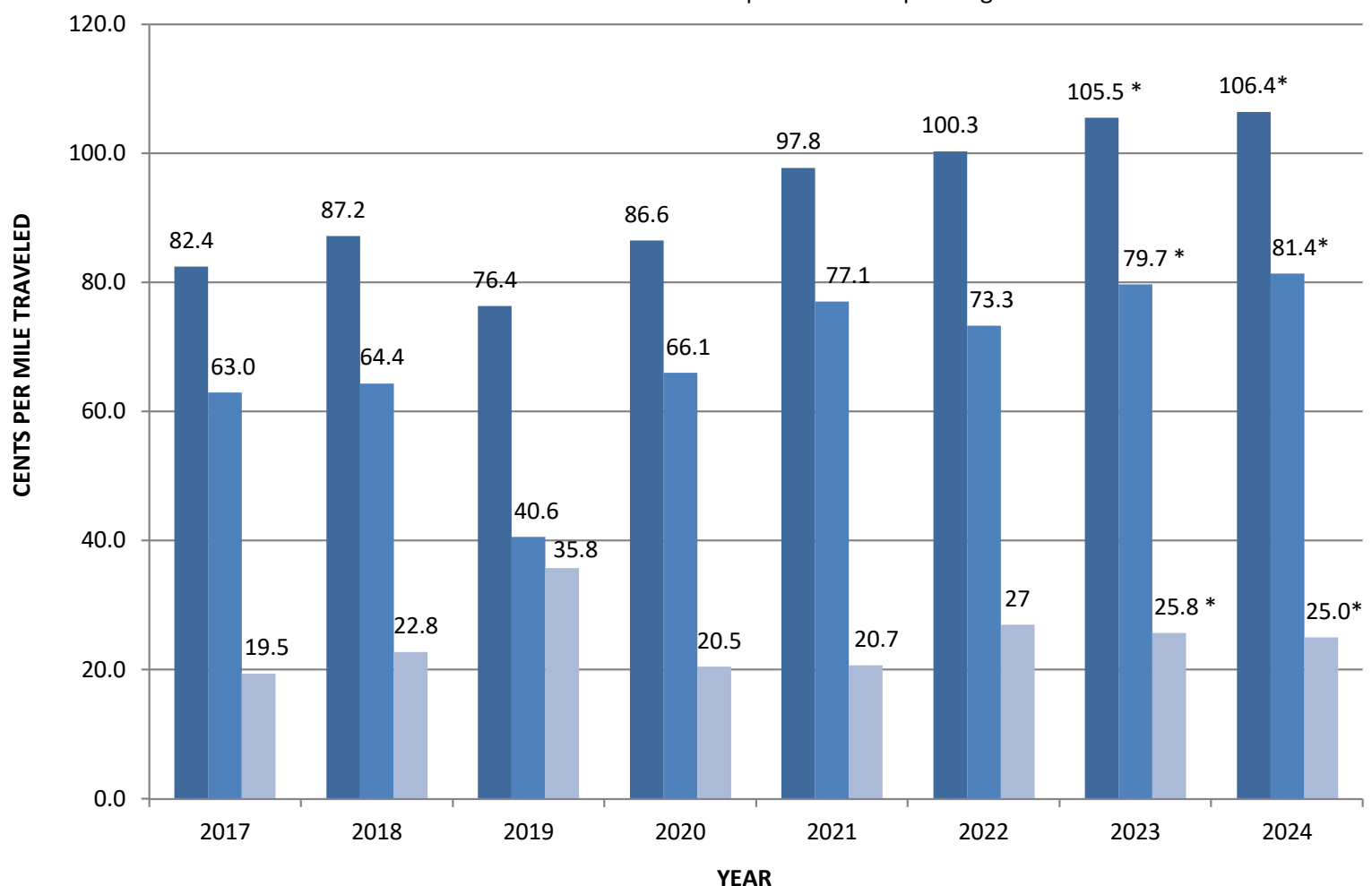
Ownership Cost: 81.4¢ per mile of travel including full-coverage insurance, license, registration, taxes, depreciation, and finance charges.

Total Cost: 106.4¢ per mile of travel.

Your Driving Costs

IN CENTS PER MILE TRAVELED

■ Total Costs ■ Ownership Costs ■ Operating Costs



Source: 2024 Your Driving Cost Break Out by Category-September 2024 published by American Automobile Association.

* Weighted average costs per mile of travel.

Gas Tax

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

17.65¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT
0.75¢	(NRS 445C.330) 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 FY 2003. Used for bond service, road construction maintenance and repair – not for administration.
- 2.35¢** (NRS 365.180 and NRS 365.550 (Apportioned to counties): 2/3 per population and 1/3 per locally maintained road miles In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area, 1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
- 1.75¢** (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269 (and incorporated cities according to property valuation). County evaluation 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

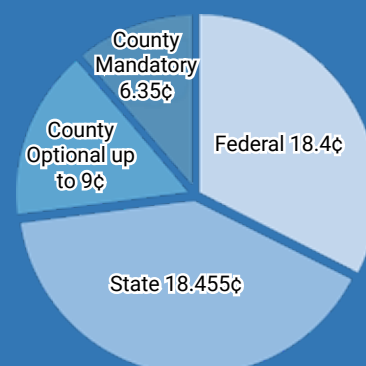
4. County Optional

- Up to 9¢** (NRS 373.030) Administered by the local Regional Transportation Commission. The rate in each county is shown below
- 9¢** Carson City, Churchill, Clark, Douglas, Elko, Humboldt, Lander, Lyon, Mineral, Nye, Pershing, Washoe, and White Pine.
- 4¢** Esmeralda, Lincoln, Storey, and Eureka.
- 1¢** County other (NRS 365.195)

(Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statutes

**Total: Up to 52.205¢ per gallon statewide
Not Including Inflation Index**



Gas Tax (Per Gallon)

	Total Collections Mandatory/Optional			State Share	County Share	County Option#	County Option*	RTC Option#	RTC Option*
1)-	1955	6.05¢		4.55¢	1.5¢	(Clark & Washoe Co. only)			
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all Counties w/RTC)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢			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¢	
	1989	18.655¢	10.0¢	**13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
2)-	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¢			9.0¢	
	2003	24.805¢	>9.0¢	***18.455¢	6.35¢	3) varies		9.0¢	

Fuel Tax Inflation Indexing

Nevada Revised Statutes (NRS, i.e. Nevada law) prior to 2015 allow counties within certain population criteria to index fuel taxes to offset the effects of inflation (NRS) 373.066, 373.0663). AB516 took effect October 1, 2003, requiring all motor fuels sold in Washoe County be subjected to fuel tax inflation indexing using CPI. SB201 took effect January 1, 2010, allowing all motor fuels and special fuels delivered in Washoe County be subjected to fuel tax indexing (PPI) in addition to the previous CPI. AB413 took effect January 1, 2014, allowing Clark County to start indexing all fuel types including special fuel but excluding jet and aviation fuels using PPI. AB191 signed by the governor Brian Sandoval in 2015, required counties to include a question for voters in the November 8, 2016, ballot on fuel tax indexing. Only Clark County voters favored the tax. Washoe County already had fuel tax indexing authority.

Motor Fuel Indexed Taxes			
County	Gross Tax Rate	Net Tax Rate*	Authority
Clark County Index-PPI	23.08¢	22.62¢	AB413, NRS 373.0663
Washoe County Index - CPI	2.7¢	2.6¢	AB516, NRS 373.065
Washoe County Index - PPI	43.85¢	42.97¢	SB201, NRS 373.066

*Net Tax rates are calculated by taking the gross tax rate less 2% collection allowance. Charge customers gross rate, remit net rate to Department. Note that state tax is indexed in Clark County.

Special Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel		Distrubution (Cents Per Gallon)					
Federal Tax	24.4¢	Federal Highway Trust Fund			State		
State Tax	27.0¢	Fuel Type	Highway Account	Mass Transit Account	Leaking Under-ground Storage Tank	Highway Fund	Petroleum Clean-up
Propane (Liquerfild Petroleum Gas)							
Federal Tax	18.3¢						
State Tax	6.4¢						
Methane (Compressed Natural Gas)		Diesel	21.44	2.86	0.1	27.0	0.75
		Propane	16.17	2.13	0	6.4	
Federal Tax	18.3¢	Methane	17.07	1.23	0	21.0	
State Tax	21¢						

History

Year Total Tax

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¢
2009	Inflation index based on lesser of 7.8 percent or PPI for Street & Highway Construction imposed in Clark and Washoe Counties only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.	

* 0.60¢ to petroleum clean-up fund

** 0.75¢ to petroleum clean-up fund

Special Fuel Tax (Per Gallon)

Special Fuels and Indexed Taxes			
County	Gross Tax Rate	Net Tax Rate*	Authority
Clear Diesel, Biodiesel, Kerosene/LNG	27.0¢	26.5¢	NRS 366.190 Counties Options:
(Clear Diesel/Biodiesel only) Carson City, Churchill, Humbolt, Lyon, Mineral, Elko, Pershing, Storey, White Pine, Esmeralda	5¢	4.9¢	SB48 of 2019, NRS 373.062
Clark County Index - PPI	23.06¢	22.6¢	AB413, NRS 373.0663
Washoe County Index - PPI	43.85¢	42.97¢	SB201, NRS 373.066
CNG	21.0¢	20.6¢	NRS 366.190
Clark County Index - PPI	17.38¢	17.03¢	AB413, NRS 373.0663
Washoe County Index - PPI	33.05¢	32.38¢	SB201, NRS 373.066
LPG	6.4¢	6.3¢	NRS 366.190
Clark County Index - PPI	17.82¢	17.46¢	AB413, NRS 373.0663
Washoe County Index - PPI	33.89¢	33.21¢	SB201, NRS 373.066
A55	19.0¢	18.6¢	NRS 366.190
Clark County Index - PPI	8.4¢	8.23¢	AB413, NRS 373.0663
Washoe County Index - PPI	15.98¢	15.66¢	SB201, NRS 373.066
Jet Tax	1¢	1¢	NRS 365.170(1)(b)(1)
Jet Option:			
Clark County	3¢	3¢	NRS 365.203(a)
White Pine County	4¢	4¢	NRS 365.203(a)
Aviation Tax	2¢	2¢	NRS 365.170(1)(b)(2)
Aviation Option: Douglas, Elko, Humbolt, White Pine	8¢	8¢	NRS 365.203(b)
Clean up Fee**	0.75¢	0.75¢	NRS 445C
Inspection Fee**	0.055¢	0.055¢	NRS 590.120

Net Tax rates are calculated by taking the gross tax rate less 2% collection allowance. Charge customers gross rate, remit net rate to Department.

**Effective January 1, 2010, Cleanup and Inspection Fees are assessed on Ethanol and Methanol at the time of importation per SB332.

Vehicle Registration and Permit Fees

Registration fees established by Nevada Revised Statutes 482.480 and 482.482 are as follows.	
\$33	Every Passenger car, reconstructed, or specially constructed passenger car.
\$39	Every motorcycle (registration fee \$33 and \$6 for motorcycle safety)
\$33	Every moped
\$27	Every Travel Trailer
\$10	Every Golf Cart
\$12	Every Trailer or Semitrailer (1,000 lbs. or less)
\$24	Every Trailer (more than 1,000 lbs.)
\$33	Every low-speed vehicle
Every motor truck, truck-trailor or bus	
\$33 (flat rate)	Less than 6,000 lbs.
\$38 (flat rate)	6,000 to 8,499 lbs.
\$48 (flat rate)	8,500 to 10,000 lbs.
\$12	10,001 to 26,000 lbs. (per thousand pounds or fraction thereof)
\$17	26,001 to 80,000 lbs (per thousand pounds or fraction thereof)

Reference: <https://dmvnev.com/regfees.htm>



Governmental Services Tax, Driver's License, and Title Fees

Governmental Services Tax Legal Citation Chapter 371, Nevada Revised Statutes

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark and Churchill counties.

Distribution

Basic Governmental Services Tax: For vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: An additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used for road construction or other governmental functions of the county.

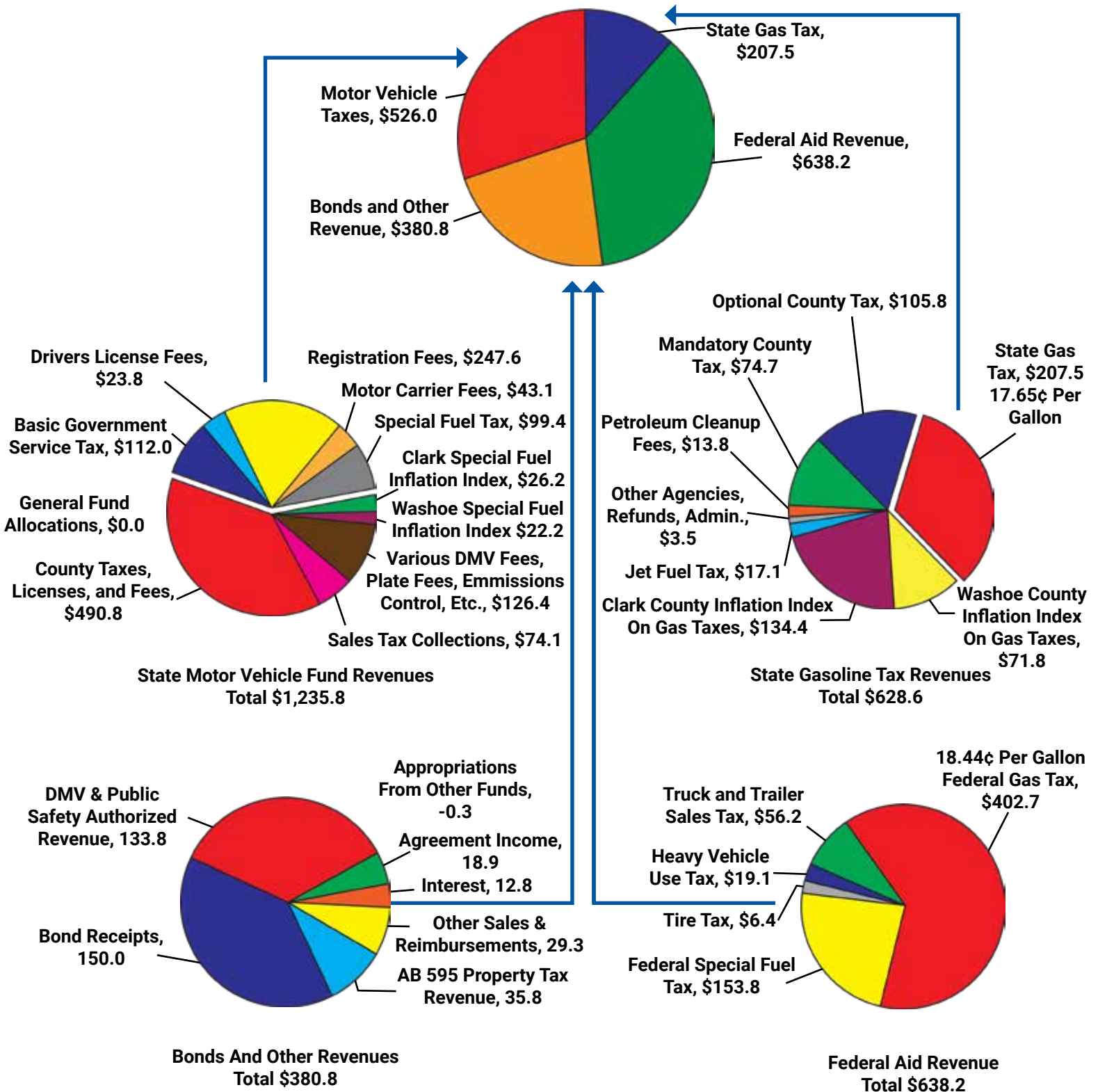
Transaction	Fee
Complete change of ownership on any vehicle	\$28.25
Duplicate Nevada Certificate of Title sent to a Nevada Address	\$20.00
Duplicate Nevada Certificate of Title sent out of state	\$35.00
Add/Drop Legal Owners without a complete change of ownership	\$20.00
Change an out-of-state title to Nevada with no change of ownership	\$20.00

Reference: <https://dmv.nv.gov/title.htm>

State Highway Fund Revenue Sources

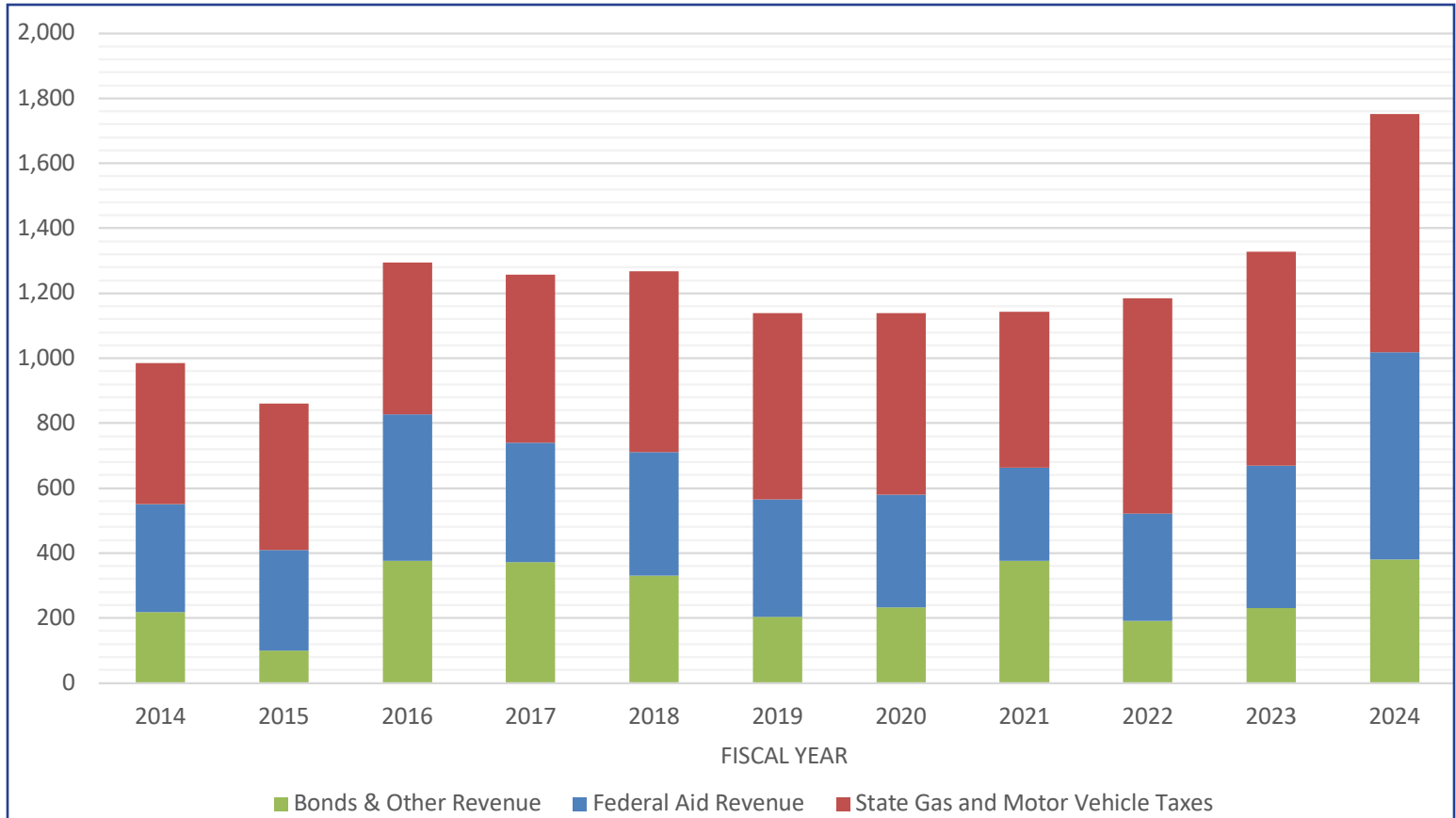
2024 Revenue (in millions)

2024 State Highway Fund Revenue
Total \$1,752.4



Total State Highway Fund Revenue

(in millions)

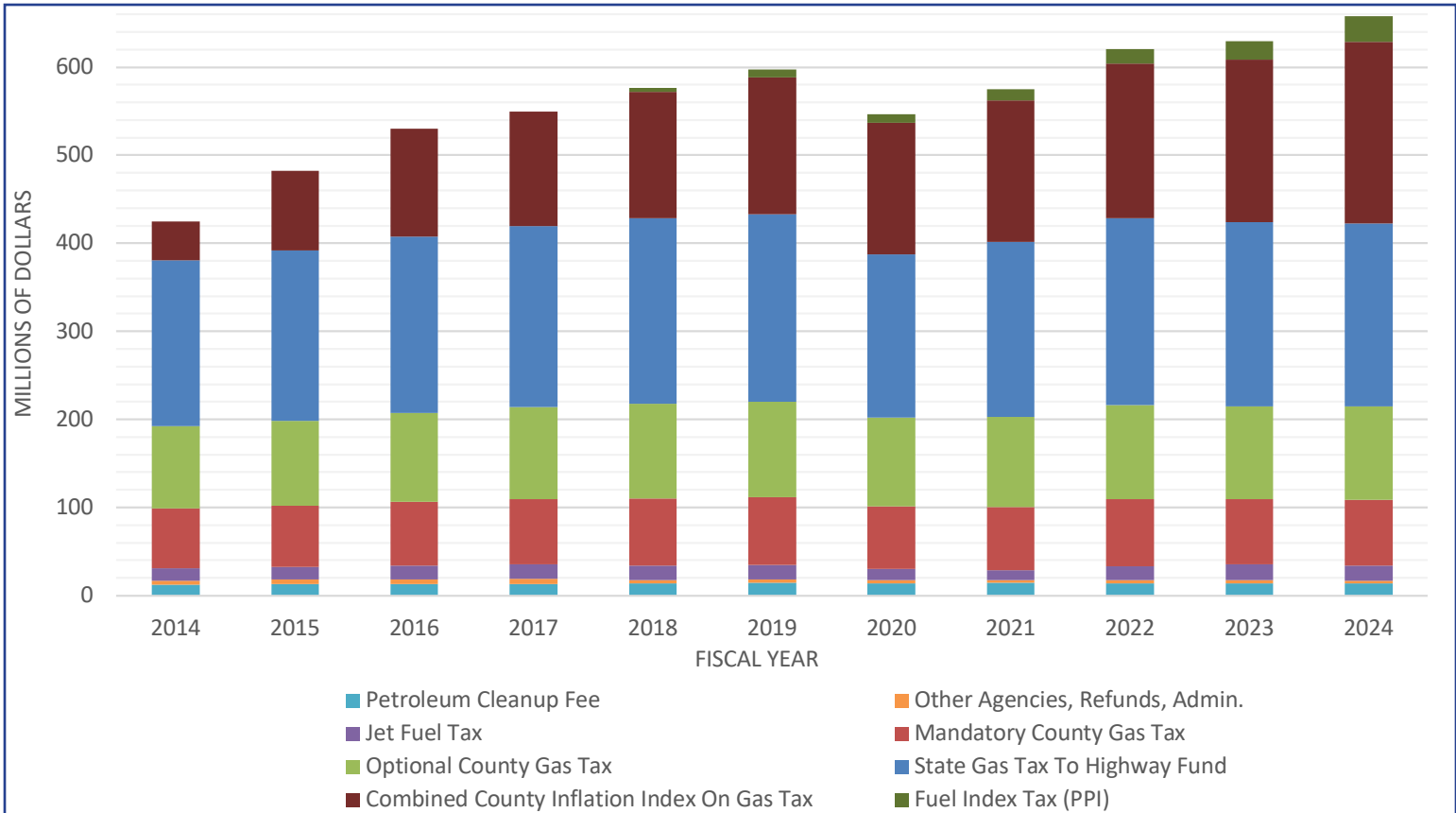


Fiscal Year	Federal Reimbursement	State Gas & Motor Vehicle Tax	Bonds & Other Revenue	Total
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2
2016	450.8	467.6	375.8	1,294.3
2017	368.6	516.9	372.7	1,258.3
2018	380.8	555.6	331.0	1,267.3
2019	361.5	573.6	204.4	1,139.5
2020	346.4	559.9	233.0	1,139.3
2021	286.7	481.0	376.5	1,144.2
2022	330.3	662.5	192.5	1,185.3
2023	437.6	659.4	231.9	1,328.9
2024	638.2	733.5	380.8	1,752.4

Note: Total revenue is net to the state highway fund.
Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, AB 595 revenue, and miscellaneous sales and reimbursements.

State Gasoline Tax Revenue

2024 Revenue (in millions)

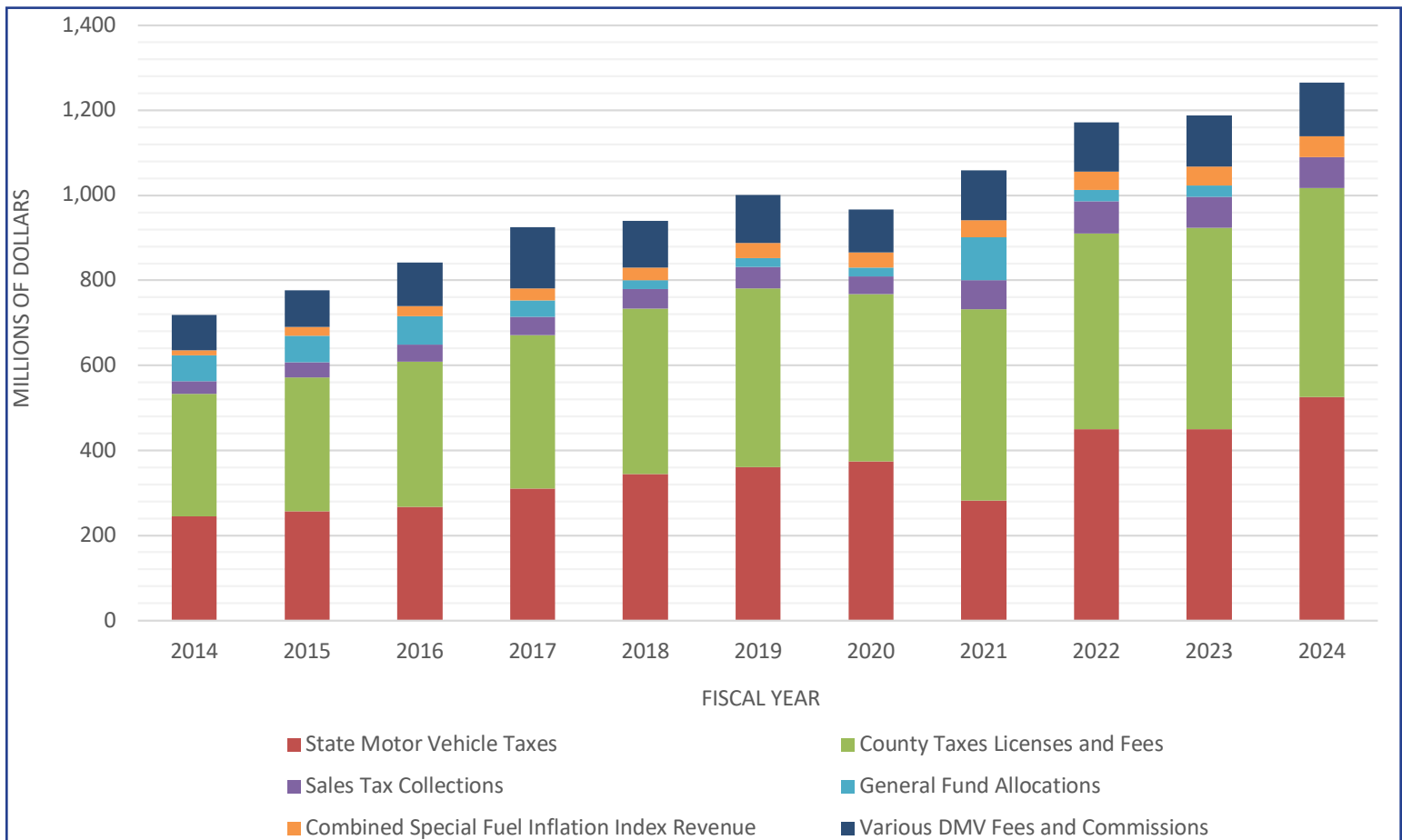


Fiscal Year	State Gas Tax To Highway Fund	Fuel Index Tax (PPI)	Mandatory County Gas Tax	Optional County Gas Tax	Combined County Inflation Index On Gas Tax	Jet Fuel Tax	Petroleum Cleanup Fee	Other Agencies, Refunds, Admin.*	Total
2014	187.8	-	67.5	94.0	44.1	14.2	12.9	4.3	424.9
2015	193.4	-	69.5	96.6	89.9	14.4	13.0	5.3	482.2
2016	200.1	-	72.0	100.9	123.1	15.5	13.3	5.6	530.5
2017	205.7	-	74.0	104.9	129.4	16.5	13.6	5.4	549.4
2018	210.6	4.9	75.9	107.6	143.4	16.1	14.4	3.8	576.7
2019	212.8	9.2	76.7	108.7	155.0	16.4	14.9	3.8	597.5
2020	185.3	9.2	71.0	100.6	149.8	12.9	14.3	3.4	546.5
2021	199.2	12.9	71.8	101.8	160.4	11.2	14.5	3.5	575.3
2022	211.9	16.4	75.6	107.2	175.5	16.0	14.3	3.4	620.3
2023	208.7	20.9	74.3	105.4	185.0	17.6	14.2	3.6	629.7
2024	207.5	29.1	74.7	105.8	206.2	17.1	13.8	3.5	657.7

*Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions. Note: Revenue in shaded column goes into State Highway Fund.

State Motor Vehicle Fund

(Taxes, licenses & fees revenue, in millions)



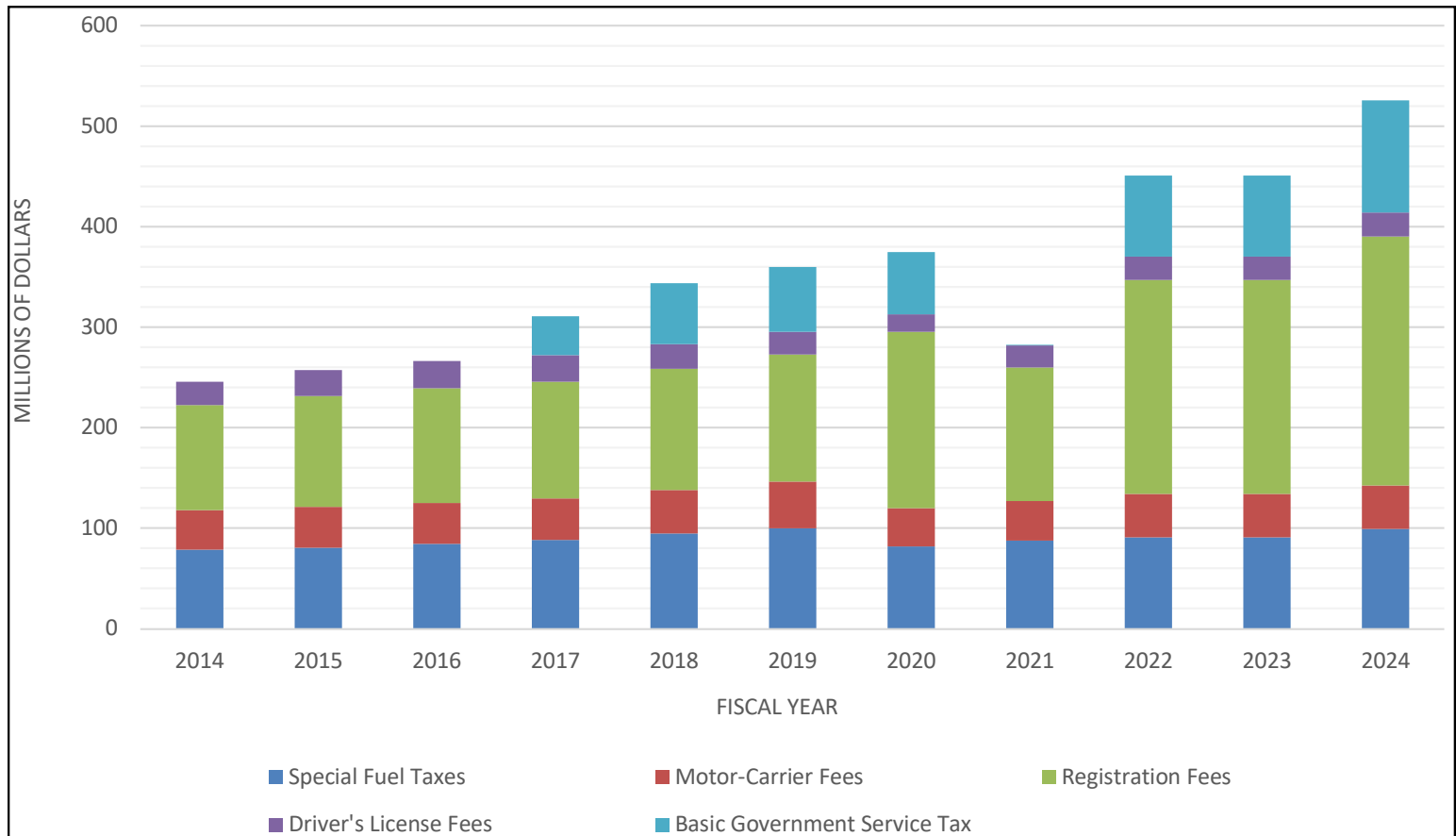
Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses and Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees and Commissions*	Total
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	35.4	62.9	19.8	86.3	776.8
2016	267.5	341.0	40.3	66.7	24.8	102.3	842.6
2017	311.2	359.9	43.9	38.6	27.1	145.3	926.0
2018	345.0	388.9	45.8	20.3	30.6	109.0	939.6
2019	360.8	420.0	50.7	21.5	34.7	114.0	1001.6
2020	374.6	393.4	41.8	20.6	36.0	100.6	967.0
2021	281.8	450.8	68.7	100.6	40.2	117.0	1059.1
2022	450.7	460.0	76.3	26.1	43.5	115.4	1171.9
2023	450.7	472.6	73.8	26.8	44.3	119.6	1187.8
2024	526.0	490.8	74.1	0.0	48.4	126.4	1265.8

*DMV Fees and Commissions includes various DMV authorized revenue, off-road vehicle fees, license plate factory revenue, emissions fees, and specialty plate fees.

Note: Revenue in shaded column goes into State Highway Fund.

State Motor Vehicle Taxes to Highway Fund

(Derived from the State Motor Vehicle Fund in millions)



Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Basic Government Service Tax	Total
2014	79.1	39.0	104.7	23.1	-	246.0
2015	81.1	40.2	110.3	26.2	-	257.8
2016	84.7	40.9	113.9	27.0	-	267.5
2017	88.4	41.4	116.1	26.7	38.6	311.2
2018	95.2	43.0	120.5	24.5	60.7	345.0
2019	100.1	46.7	126.0	22.5	64.5	360.8
2020	82.3	38.3	175.1	17.2	61.8	374.6
2021	87.7	39.7	132.8	21.7	0.0	281.8
2022	91.5	42.7	213.1	22.9	80.5	450.7
2023	91.5	42.7	213.1	22.9	80.5	450.7
2024	99.4	43.1	247.6	23.8	112.0	526.0

*Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions used to propel motor vehicles on the highways of Nevada.

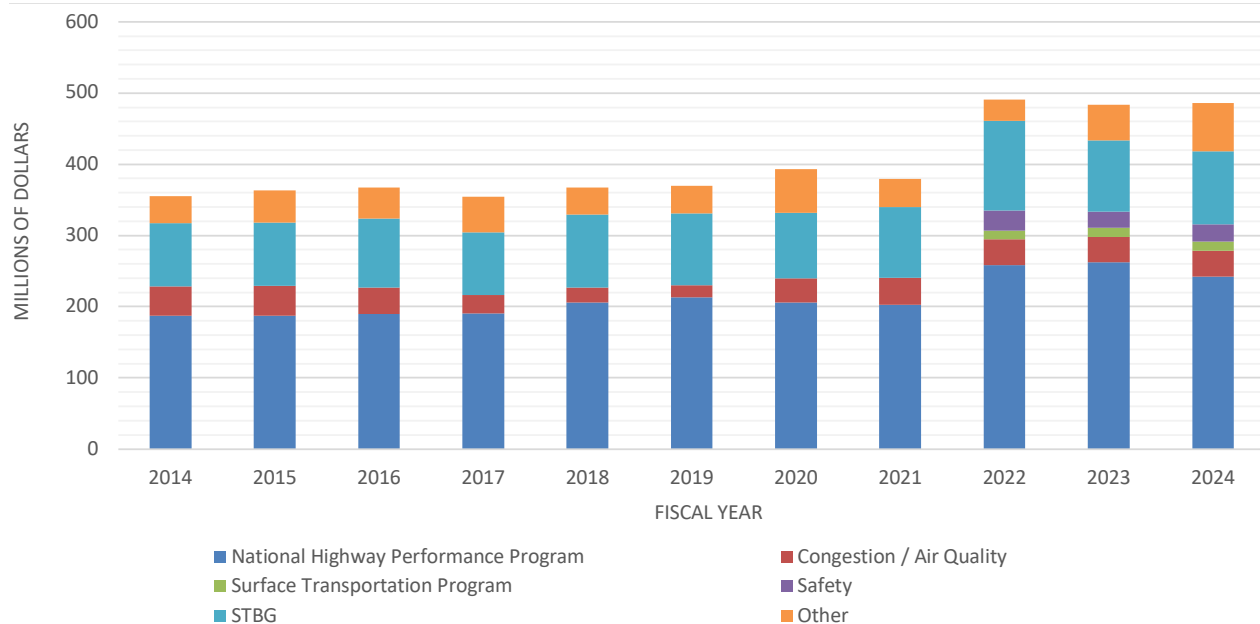
Federal-Aid Revenue (in millions)



Fiscal Year	Planning & Research	Right of Way	Preliminary Engineering	Construction & Construction Engineering	Transit, Rail, & Aviation	Misc. Federal Funding	Total
2014	14.2	32.6	21.1	256.8	5.9	0.1	330.8
2015	10.3	59.6	17.0	214.4	7.4	0.0	308.7
2016	11.5	32.1	35.6	363.7	7.9	0.0	450.8
2017	22.6	31.0	23.8	280.3	10.9	0.0	368.6
2018	50.3	0.0	22.3	300.4	7.5	0.2	380.8
2019	24.5	2.9	20.6	309.7	3.7	0.0	361.5
2020	10.4	6.6	27.9	285.4	14.6	1.7	346.3
2021	6.9	5.8	15.4	244.6	13.9	0.0	286.7
2022	34.9	16.3	2.3	265.5	11.2	0.0	330.3
2023	8.9	9.2	4.5	409.3	5.6	0.0	437.6
2024	11.3	20.6	5.0	567.8	19.9	0.0	624.6

Note: Federal-aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

Federal Aid Apportionments

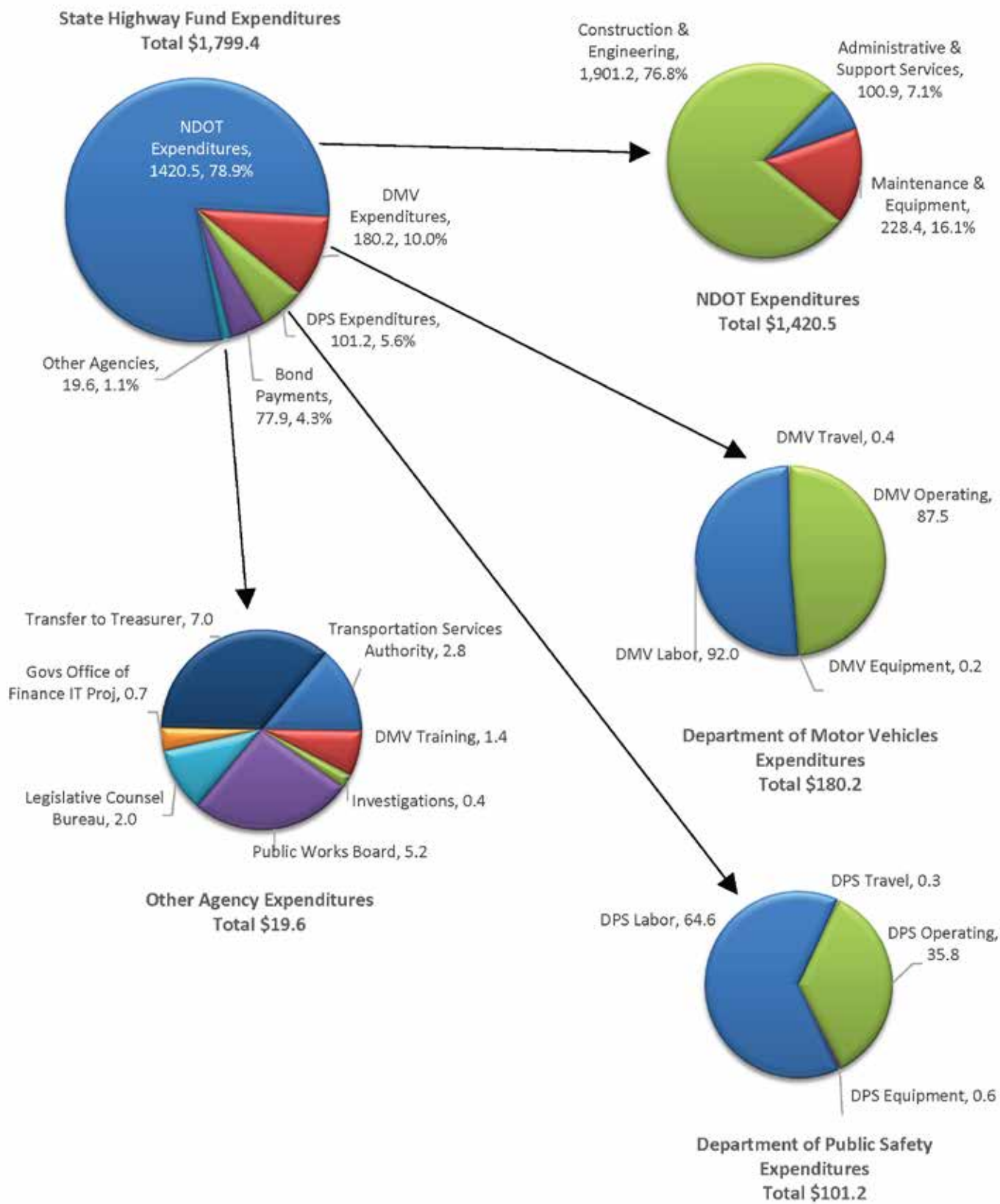


Federal-Aid Apportionments Million \$ (Under SAFETEA-LU from FFY 2010 to FFY 2012)						
Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other	Total
2010	\$77.1	\$84.3	\$35.8	\$111.2	\$84.0	\$392.4
2011	\$82.2	\$93.6	\$28.4	\$82.5	\$43.2	\$329.9
2012	\$79.8	\$88.6	\$32.8	\$82.1	\$46.8	\$330.2

Federal-Aid Apportionments Million \$ (Under MAP 21, FAST Act, IIJA Starting FFY 2013)							
Fiscal Year	National Highway Performance Program	Congestion/ Air Quality	Surface Transportation Program	Safety	STBG	Other	Total
2013	\$182.0	\$31.3	N/A	N/A	\$86.4	\$44.4	\$344.1
2014	\$187.2	\$41.4	N/A	N/A	\$88.7	\$37.7	\$355.0
2015	\$187.2	\$42.5	N/A	N/A	\$88.7	\$45.0	\$363.4
2016	\$190.2	\$36.6	N/A	N/A	\$96.8	\$43.7	\$367.3
2017	\$190.3	\$26.6	N/A	N/A	\$87.4	\$49.9	\$354.2
2018	\$205.8	\$20.9	N/A	N/A	\$103.0	\$38.1	\$367.8
2019	\$213.6	\$17.0	N/A	N/A	\$100.8	\$38.3	\$369.7
2020	\$205.8	\$34.2	N/A	N/A	\$91.6	\$61.4	\$393.0
2021	\$202.9	\$38.1	N/A	N/A	\$99.1	\$39.1	\$379.2
2022	\$258.3	\$36.1	\$12.8	\$27.9	\$125.6	\$29.9	\$490.6
2023	\$262.7	\$35.4	\$12.6	\$23.2	\$100.1	\$49.7	\$483.7
2024	\$242.7	\$36.2	\$12.8	\$23.7	\$103	\$67.5	\$485.9

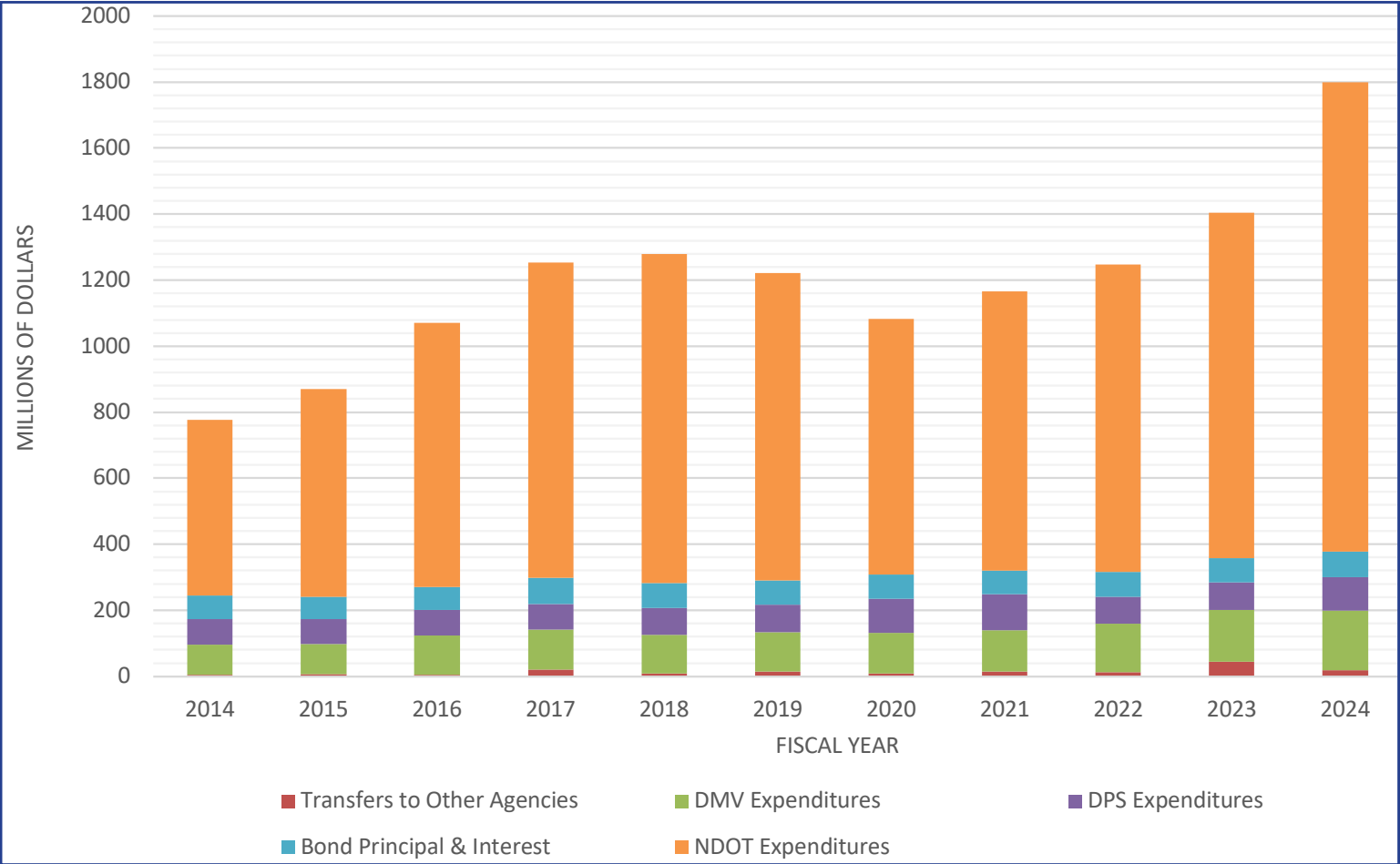
Note: MAP-21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board rescission.

State Highway Fund Expenditures & Disbursements FY 2024 (in millions)



State Highway Fund Expenditures & Disbursements

FY 2024 (in millions)

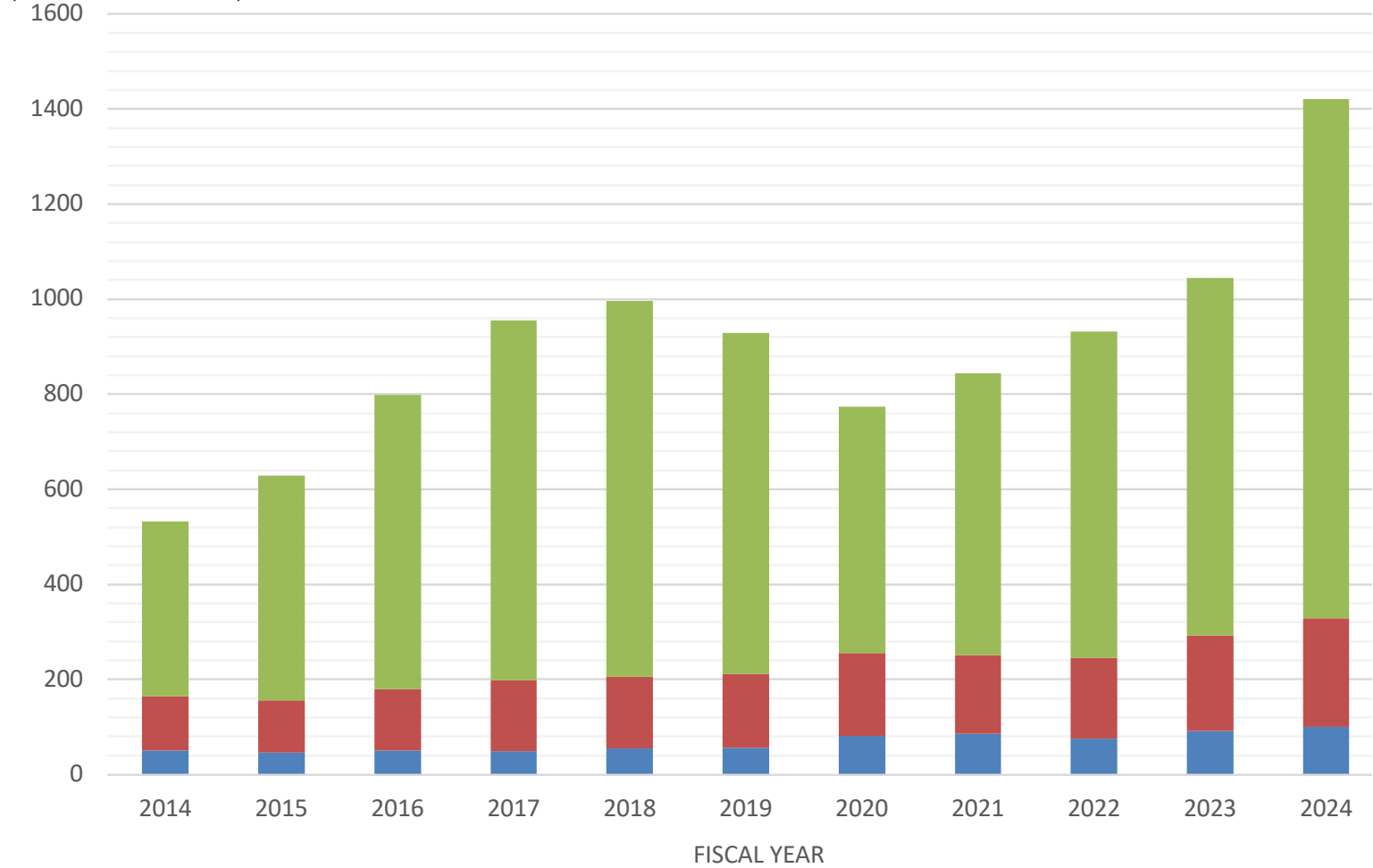


Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Total
2014	5.4	90.9	78.7	70.1	533.3	78.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,040.4
2017	22.0	119.4	78.3	78.9	955.4	1,2540.0
2018	9.2	116.5	82.7	74.5	997.2	1,280.1
2019	16.1	119.2	81.7	74.9	929.2	1,221.0
2020	10.2	121.5	103.5	74.6	773.4	1,083.2
2021	16.3	123.8	108.5	73.0	844.9	1,166.5
2022	13.2	147.0	81.9	74.5	931.5	1,248.0
2023	44.5	158.0	82.4	74.4	1045.4	1,404.9
2024	19.6	180.2	101.2	77.9	1420.5	1,799.1

Notes: DPS stands for Department of Public Safety and includes the Nevada State Police (Nevada Highway Patrol). DMV stands for Department of Motor Vehicles.

NDOT Expenditures By Activity

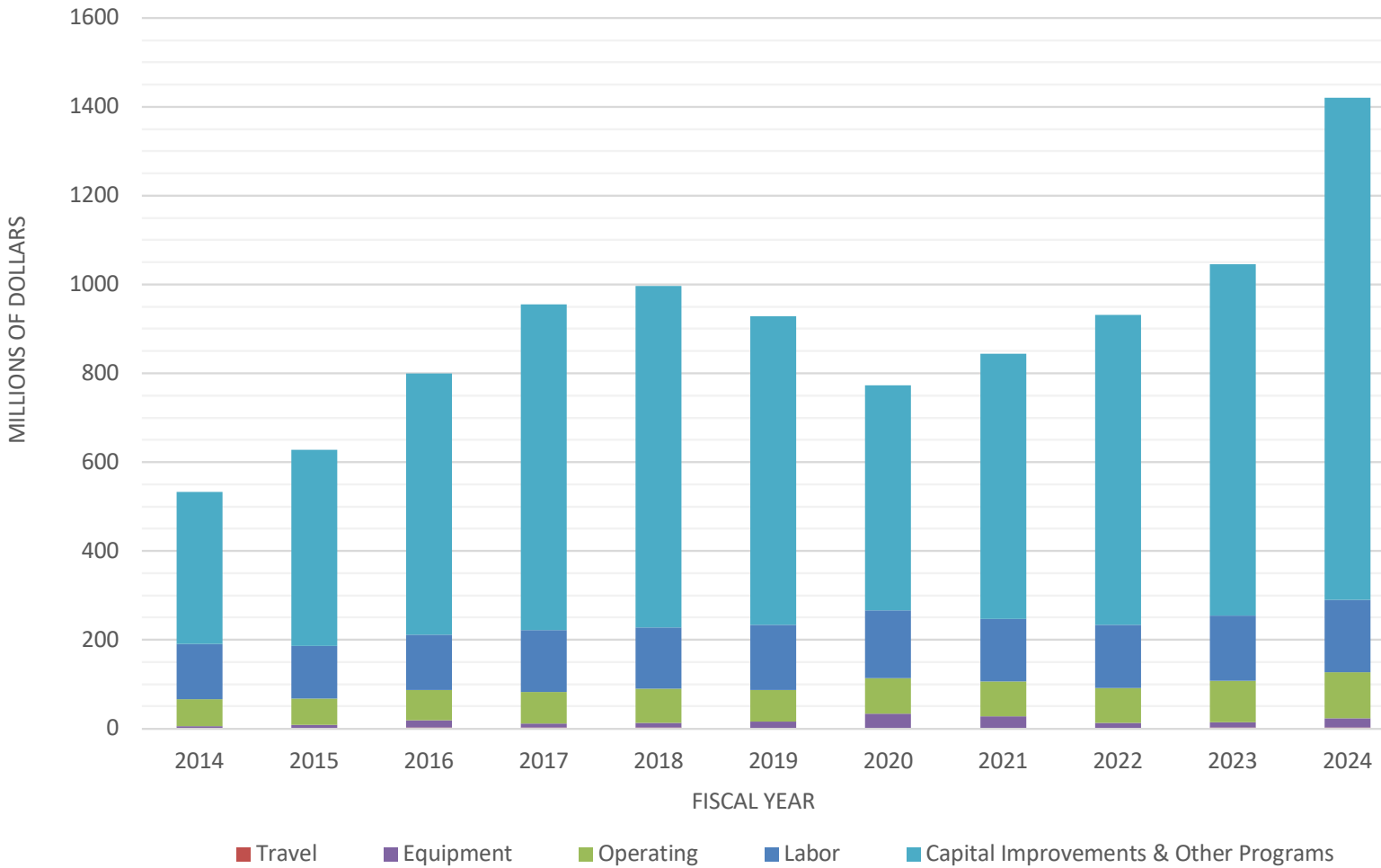
(in millions)



Administrative & Support Services Maintenance & Equipment Construction & Engineering				
Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2014	50.7	115.0	367.5	533.3
2015	47.5	109.0	472.2	628.9
2016	51.7	128.1	619.5	799.3
2017	49.6	148.8	757.0	955.4
2018	56.1	149.9	791.2	997.2
2019	57.7	154.9	716.6	929.2
2020	82.5	173.7	517.2	773.4
2021	86.5	165.9	592.5	844.9
2022	76.6	168.9	686.0	931.5
2023	91.8	200.9	752.7	1045.4
2024	100.9	228.4	1091.2	1420.5

NDOT Expenditures by Appropriation

(in millions)

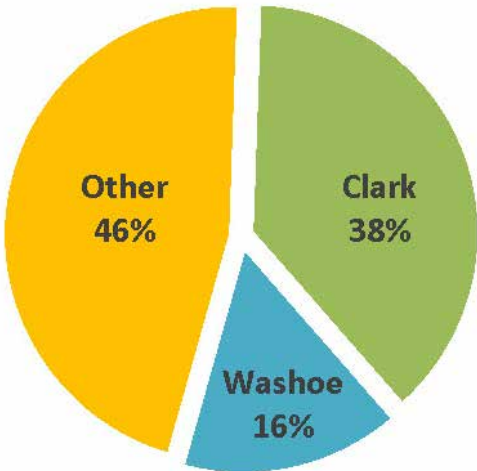


Fiscal Year	Labor	Travel	Operating	Equipment	Capital Improvements & Other Programs	Total
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.4
2018	139.1	2.6	75.8	11.5	768.3	997.2
2019	146.5	2.2	70.4	14.9	695.1	929.2
2020	152.8	1.9	80.5	32.1	506.1	773.4
2021	141.4	1.2	77.8	27.3	597.2	844.9
2022	143.1	2.3	78.5	10.7	696.9	931.5
2023	146.6	2.4	92.6	12.8	791.1	1,045.4
2024	162.5	2.4	103.7	21.4	1,130.6	1,420.5

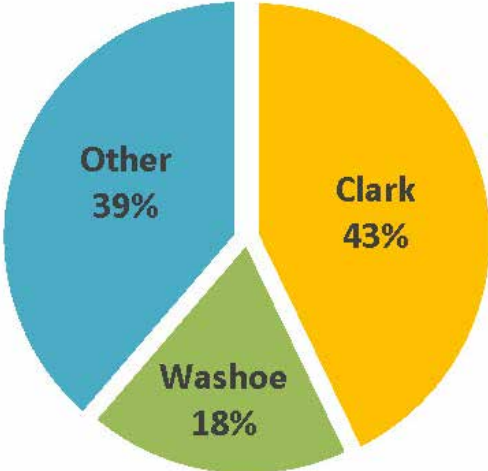
Project Obligations in Urban & Rural Areas

Fiscal Year 2024 Project Obligations Projects advertised during Federal Fiscal Year 2024

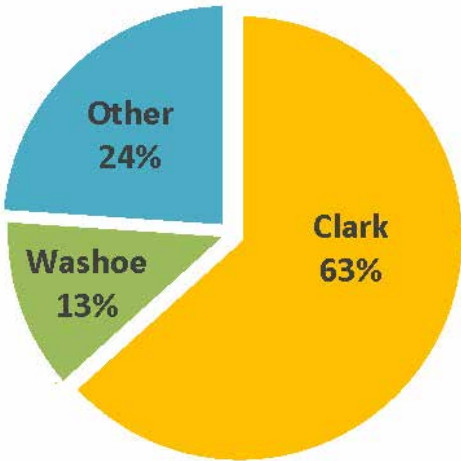
FY 2024 Capacity Projects
(\$120.7 Million)



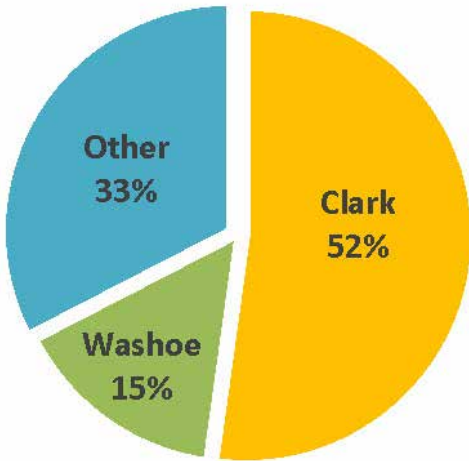
FY 2024 Preservation Project
Obligations
(\$274.9 Million)



FY 2024 Other Projects
Obligations
(\$384.8 Million)



FY 2024 Total Projects
Obligations
(\$780.3 Million)

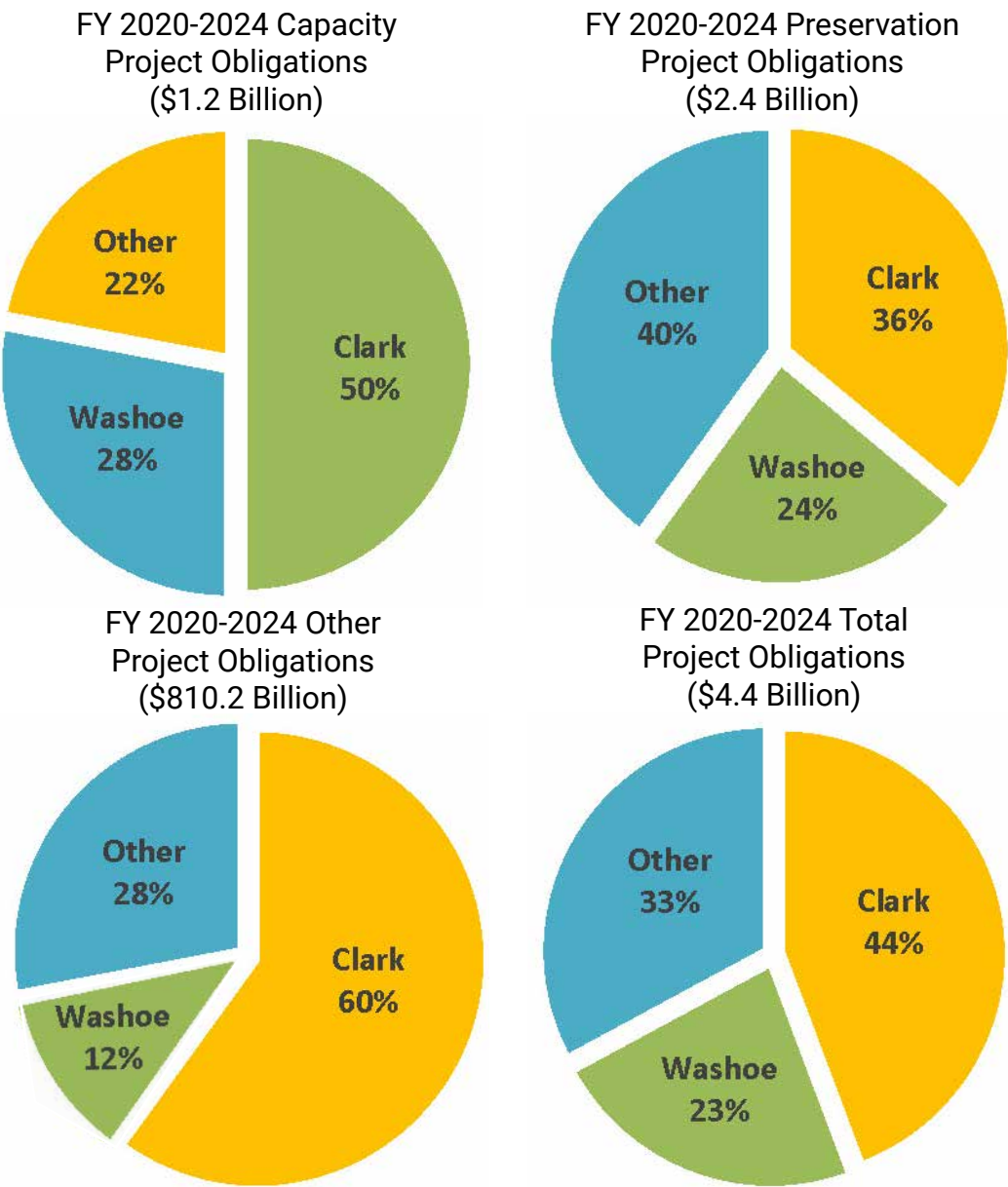


FY 2023 Projects

	Capacity		Preservation or Maintenance		Other		Total	
Clark	38%	\$45,872,698.10	43%	\$117,812,858.69	63%	\$243,557,026.28	52%	\$407,242,583.07
Washoe	16%	\$19,063,062.80	18%	\$50,673,890.31	13%	\$49,123,239.89	15%	\$118,860,193.00
Other	46%	\$55,723,055.84	39%	\$106,390,872.82	24%	\$92,070,070.00	33%	\$254,183,998.66
Total		\$120,658,816.74		\$274,877,621.82		\$384,750,336.17		\$780,286,774.73
Percent		15%		35%		50%		100.0%

Project Obligations in Urban & Rural Areas

FFY 2020-2024 Total Distribution of Project Funding



FFY 2020-2024 Total Distribution of Project Funding

	Capacity		Preservation or Maintenance		Other		Total	
Clark	50%	\$593,940,593.71	36%	\$868,488,268.38	60%	\$484,645,667.85	44%	\$1,947,074,529.94
Washoe	28%	\$336,877,693.24	24%	\$566,796,772.26	12%	\$100,193,255.61	23%	\$1,003,867,721.11
Other	22%	\$265,340,799.23	40%	\$954,966,565.20	28%	\$225,357,226.59	33%	\$1,445,664,591.02
Total		\$1,196,159,086.18		\$2,390,251,605.83		\$810,196,150.05		\$4,396,606,842.07
Percent		27%		54%		19%		100.0%

Transit

The public transit system in Nevada consists of both urban and rural areas. Metropolitan planning organizations (MPOs), provide transit service in large and small urban areas with populations of 50,000 or more. Local government authorities, Native American tribes, public and private non-profit organizations, and private operators of public transportation services, including intercity bus operators, provide transit service in rural areas with populations less than 50,000.

The Nevada DOT Transit Section administers Federal Transit Administration (FTA) funding to support the operations, capital, and program administration of rural public transit agencies throughout Nevada. Nevada DOT Transit is subject to FTA oversight and is responsible for the state administration of federal funding as well as sub-recipient oversight.

The Nevada DOT conducts its activities with an approved State Management Plan (SMP) which outlines the responsibilities of both the State and all program sub- recipients.

The Nevada DOT Transit Section ensures the availability of rural Nevada's transit availability, enhancing the access of people in rural areas to health care, shopping, education, employment, public services, cultural activities, and recreation.



Rural rides are offered by transit providers across the state every year, providing vital transportation and mobility services to reach healthcare, jobs and other opportunities

Annual Trips By Provider

Provider	Annual Trips (SFY2024)
Churchill Area Regional Transportation	13,585
Douglas Area Rural Transit	17,031
Elko County Get My Ride	22,170
Lincoln County Human Services	1,517
Lyon County Human Services	7,987
Senior Citizens of Humboldt County Inc	6,439
Nye County Senior Nutrition	5,360
Pyramid Lake Paiute Tribe	4,404
Pahrump Valley Public Transportation	19,903
Nevada Rural Counties RSVP Proogram	4,359
Southern Nevada Transit Coalition	357,063
Tahoe Transportation District	18,387
White Pine County - Ely Bus	4,091
Total	482,294

Bicycles and Pedestrians

Planning

The Nevada Department of Transportation (NDOT) recognizes active transportation as an essential component of any comprehensive transportation system. NDOT includes multimodal transportation early in the planning process which is beneficial to improve safety for all road users.

The Active Transportation Planning Program produces the Statewide Bicycle Plan, coordinates with partners on local and regional plans, identifies and prioritizes needs for infrastructure and supports programs and projects that will increase the mode share and safety of all road users. Staff also supports the Nevada Bicycle and Pedestrian Advisory Board which was created by the State Legislature to:

- Promote programs and facilities for the safe use of bicycles and pedestrian safety in this State.
- Advise appropriate agencies of the State on policies, programs, and facilities for the safe use of bicycles and pedestrian safety.

Education

The Department's Bicycle and Pedestrian Education Program provides training and support for regional and local education programs, develops statewide education materials, and conducts extensive safety outreach throughout the state. The department also participates and hosts bicycle skills classes for adults and youth. The program provides the education for all ages regarding bicycling and pedestrian skills, and appropriate interaction of nonmotorized modes and vehicular traffic.

Safe Routes to School

NDOT employs one State SRTS Coordinator that collaborates with the team of 12 regional and local coordinators throughout the state. The team works together to enable and encourage students K-12 grades, including those with disabilities, to have more active transportation choices. These alternative choices help cultivate an active and healthy while teaching students rules of the road early in life. The benefits of

Nevada's SRTS efforts are twofold; one, through project planning, development, and implementation of projects and activities families are arriving to school on foot or wheels; two, these improvements are beneficial with climate change due to reduced traffic congestion, fuel consumption, and air pollution in the vicinity of schools.

Each year, there are more than 100 schools statewide that participate in programs related to Nevada Moves Day, International Walk to School Day, and National Bike to School Day.

For more information, visit www.bicyclenevada.com.



Freight and Rail

NDOT Planning Division is committed to strengthening Nevada’s freight infrastructure to ensure the smooth and efficient movement of goods across the state. Our robust freight transportation network is vital to supporting various industries that rely on freight, contributing significantly to diversifying Nevada’s economy and enhancing its competitiveness in the national and global market.

Nevada State Freight Plan

As mandated by [49 U.S.C. 70202](#) the [Nevada State Freight Plan](#) provides a framework for enhancing freight mobility, supporting the state’s ongoing economic growth and diversification. It outlines goals and strategies supported by a range of actions, including policies, initiatives, and projects. Section 11114 of the Infrastructure Investment and Jobs Act (IIJA) amended the National Highway Freight Program (NHFP) under section 167 of title 23 U.S.C. The NHFP aims to improve the condition and performance of the National Highway Freight Network (NHFN), ensuring it provides a strong foundation for the U.S. to compete in the global economy.

The NDOT Freight Planning Section develops and updates the [Nevada State Freight Plan](#), designates a portion of the NHFN in the state, and manages the [Nevada Freight Advisory Committee](#) as mandated by the [49 U.S.C. 70201](#).

Nevada's Freight Network

Nevada’s freight transportation system provides essential infrastructure for freight mobility within Nevada and facilitates the seamless movement of goods to and from neighboring states. It includes over 2,609 miles of the National Highway System, three airports offering air cargo services, two major rail corridors, and nine intermodal centers—comprising six rail-truck facilities and three air-truck facilities. There are also more than 7,400 public and private truck parking locations—an increase of 900 spaces to meet FHWA’s “[Jason’s Law](#)” priorities for safe commercial motor vehicle parking. This integrated network ensures efficient freight flow across state lines, bolstering Nevada’s role as a key transportation hub in the region.

Source for NHS Mileages: [FHWA 2022 Federal Aid Highway Length Miles by System](#)

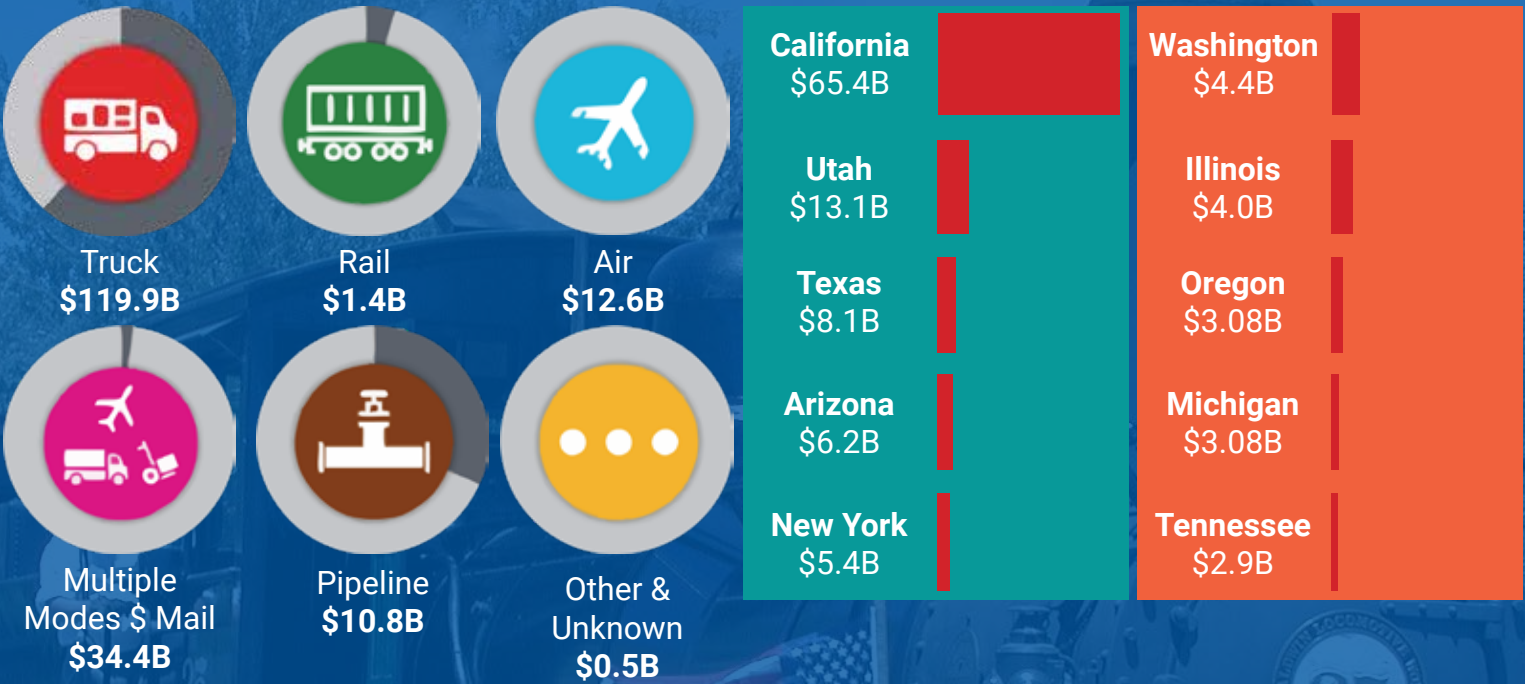
Total Freight Flows (Domestic + Import + Export) in Nevada by Mode

Mode	Tons (Millions)	% of Tons	Value (\$billions)	% value
Truck	94.6	61.7%	119.9	66.8%
Rail	6.9	4.5%	1.4	0.8%
Air (includes Truck-Air)	0.1	0.1%	12.6	7.0%
Multiple Modes and Mail	3.3	2.2%	34.4	19.2%
Pipeline	48.3	31.5%	10.8	6.0%
Other and Unknown	0.1	0.1%	0.5	0.3%
Total	153.3	100.0%	179.6	100.0%

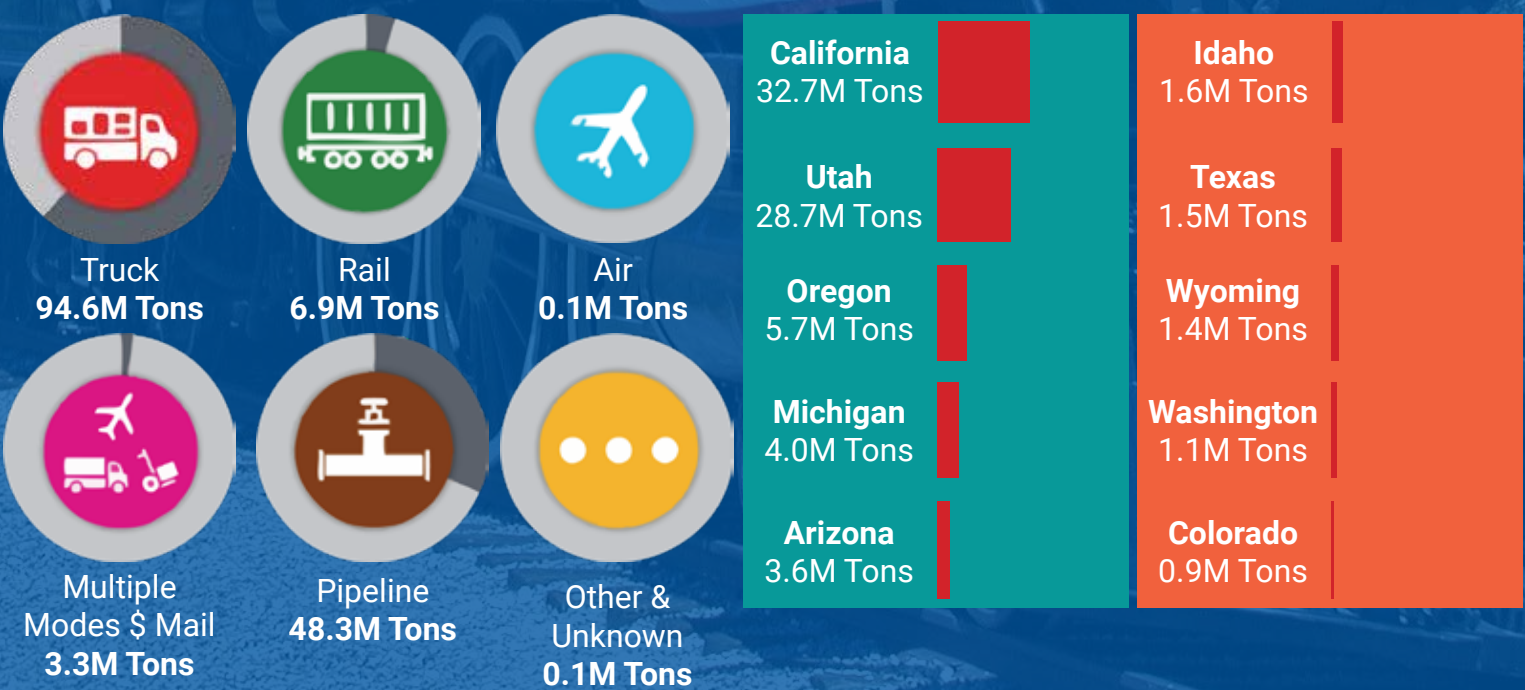
Source: Freight Analysis Framework (FAF) data – 2023 projected (Represents the latest available data from [FHWA’s Data Visualization Tool](#))

Freight and Rail

2023 Total Trade \$179.6 Billion Projected



2023 Total Trade \$153.3 Million Tons Projected



Freight and Rail

The Nevada Department of Transportation (NDOT) reviewed best practices from peer states and gathered freight-rail data including strategies, policies, and project recommendations to enhance statewide rail and freight planning while also gaining insights into passenger rail due their interconnected nature.

Nevada State Rail Plan

The 2021 Nevada State Rail Plan (NVSRP) identifies several persistent challenges that hinder effective rail plan implementation:

Securing funding for rail infrastructure – A critical obstacle in advancing rail projects is the lack of sustainable financial support.

Establishing a follow-up organizational structure and long-term commitment – Ensuring that there is a dedicated, structured approach with ongoing support is essential to maintain momentum after initial planning.

Overcoming regional marketplace dynamics – The competitive and shifting nature of regional markets often impedes rail expansion efforts, limiting opportunities for growth.

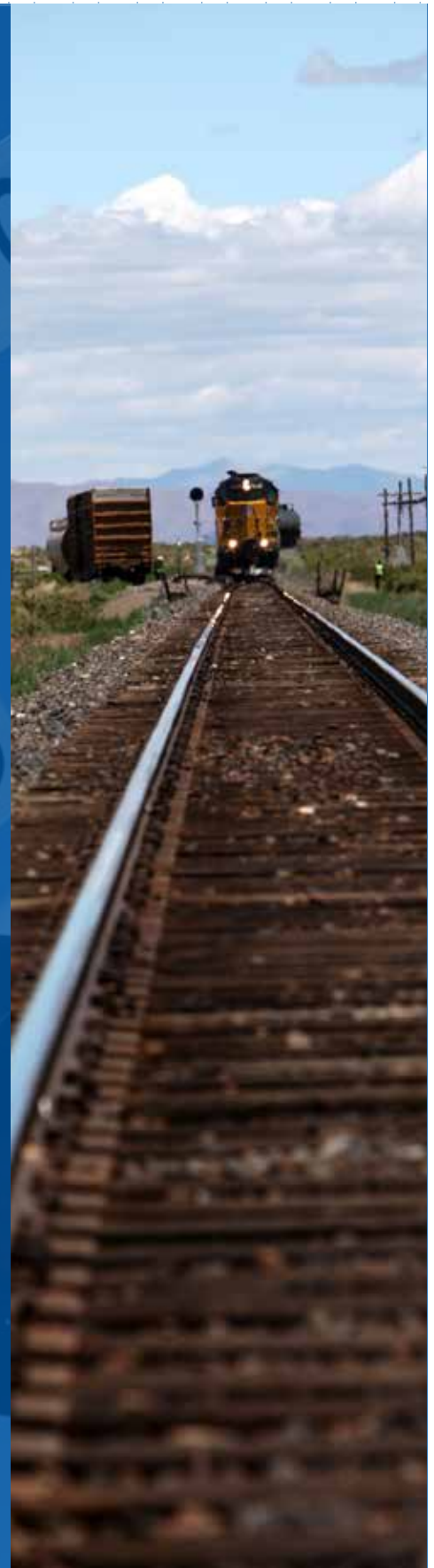
Despite these challenges, Nevada has made significant progress in securing rail-related funding through various grant programs, aiming to address some of the critical infrastructure needs identified in the state. Rail grant awards awarded in Nevada include the following:

Elko Nevada Rail Corridor Enhancement Project – \$28 million to design and construct improvements on the Union Pacific Railroad (UPRR) Overland Route at the Elko Yard, to be administered by NDOT.

Brightline West High Speed Rail Project – \$3 billion grant toward the Las Vegas to Los Angeles high-speed rail system, to be administered by NDOT.

Nevada Pacific Parkway Project – While the City of Fernley is the grantee, NDOT may provide support to this initiative to construct roadway and rail improvements at the Victory Logistics Industrial Park.

NDOT is adding staffing capacity to administer these grants in full compliance with federal requirements. Right sizing the freight and rail programs involves tailoring NDOT's efforts to match the current and future needs of Nevada's multimodal transportation infrastructure and funding programs. Also, NDOT is establishing collaborative partnerships with key stakeholders to support rail planning initiatives to facilitate enhanced project feasibility and better understand how to work within the constitutional and legislative constraints that limit the use of state funds for rail projects.



Freight & Rail

Further, the Nevada Freight Rail Strategic Plan (Chapter 4 of NVSRP) suggests creating a new entity to advance rail initiatives, incorporating private-sector perspectives, and managing a freight rail development fund. Also, the Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at public railway-highway crossings and is managed by the Federal Highway Administration. This funding is primarily used to enhance the safety of vehicles at crossings and is managed by the Traffic Safety Engineering Division at NDOT.

Freight Rail

Nevada has two rail operators, Union Pacific Railroad (UPRR) and BNSF. The UPRR is the largest carrier in Nevada and owns all 1,193 mainline route miles in the state. BNSF can operate on 804 route miles or 67 percent of the freight rail line in the state.

Nevada state has a constitutional restriction that the majority of NDOT funds are for highway uses. State law (NRS 408.233) prevents NDOT from operating rail and prevents the use of fuel tax for rail projects (NRS 408.235). NDOT may consider seeking support to enhance its rail funding capabilities from the state legislatures, as other peer states have done.

Passenger Rail

Proposals for passenger rail services in Nevada range from upgrading existing services to significant service expansions. Nevada law (NRS 705.428) allows NDOT to contract for rail improvements, though state funds cannot be spent without legislative approval.



Nevada Aviation

NEVADA AVIATION

DEPARTMENT OF TRANSPORTATION

The Nevada Department of Transportation (NDOT) Aviation Program plays a crucial role in enhancing transportation and quality of life in Nevada by supporting both public and private aviation. One key responsibility includes ensuring safety compliance for general aviation airports and heliports through annual inspections aligned with the Federal Aviation Administration's (FAA) Airport Safety Data Program. By prioritizing safety and maximizing utility, the program helps strengthen community connections and promote efficient aviation operations across the state.

161 Registered Facilities of These:

- 48 Public-Use Airports - 5 Privately-Owned
- 63 Heliports - 14 Airport Heliports
- 3 Commercial Airports
- 2 International Facilities
- 2 Temporary Airports



The State of Nevada has 30 airports included in the National Plan of Integrated Airport Systems (NPIAS), which serves as a comprehensive inventory of U.S. aviation infrastructure. Developed by the FAA, the NPIAS identifies significant airports eligible for federal grants through the Airport Improvement Program (AIP). Additionally, the 82nd Nevada Legislature and the Governor renewed funding under NRS 494.048, providing matching funds from the FAA for rural public-use airports. This program allows qualifying airports to receive up to 100% of their local match for airport projects through Fiscal Year 2023-2025. For more information, visit Nevada Aviation System. (<https://www.nevadaaviationsystem.com>)

NDOT Aviation's Statewide Airport & Heliport System Plan update and Airport Economic Impact Study highlighted that in 2019 Nevada airports:

- Provided over 285,521 jobs
- Generate \$12.2 billion in labor income
- Contribute more than \$40 billion in total output

As of December 2023, Nevada has over 10,465 pilots and approximately 4,994 registered General Aviation aircraft based in the state. This year, the state hosted several significant aviation events, including Burning Man, the High Sierra Fly-In, the Pioneer Days Air Show in Elko, the Aviation Nation Air & Space Expo, the Aviation Roundup, the Great Balloon Race, and the Reno Air Show. Furthermore, General Aviation and rural airports are crucial for supporting Wildfire Air Attack and Emergency Medical Services, providing essential air service, and improving access in rural areas across Nevada.



NEVADA DEPARTMENT OF TRANSPORTATION

2024 ANNUAL REPORT



Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000

Prepared by: NDOT Executive Leadership Team
Designed by: Multimedia Publication & Design