



2023 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.....	4
Highway Safety Statistics.....	7
Performance Management Plan and Performance Measures.....	10
Regionally Significant Projects.....	12
Department Personnel.....	27
Maintenance Stations and Personnel.....	29
Maintenance Costs and Activities.....	30
Freeway Service Patrol.....	33
Safety Improvements.....	35
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
2023 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.....	73

Director's 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 - To be a leader and partner in delivering effective transportation solutions for a safe and connected Nevada

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

Our Core Values

- Respect – Treat others with dignity and value their contributions
- Integrity – Do the right thing
- Accountability – Take pride in our work and be accountable for our actions
- Communication – Communicate with transparency and responsiveness both internally and externally
- Teamwork – Foster collaborative partnerships both internally and externally
- Flexibility – Be responsive to changing conditions and open to new ideas

Our Goals

- Create a culture of trust, collaboration, and respect
- Re-energize and improve the employee experience
- Attract, develop, and retain the best talent, and
- Identify better methods to provide and operate a transportation system that enhances safety, quality of life, and economic development

Quick Facts (FY2023)

NDOT Employees

1,527

NV Licensed Drivers

2,198,134

(6/30/2023 Data)

1,246

NDOT Bridges

13,532

NDOT Lane Miles

71,131

Local Lane Miles

Centerline Miles
NDOT & Local

5,356

NDOT

34,269

Local Miles

4,425

Rural Hwy

NDOT Owned
Office Space

440,154

Total Sq. Ft.

27.6

Billion Vehicle
Miles Traveled

Registered
Active Vehicles

2,700,982

NDOT
Staffed
Maintenance
Stations

45

Nevada Population

3,225,829

(2023 Estimate)

NDOT
Heavy
Equipment

2,036

Pieces

674

Miles of
Urban Hwy

Truck Miles Traveled

1.89

Billion Miles
(2022 Data)

715

NDOT Vehicles

Quick Facts (FY2023)

Fuel Tax Rates and Revenue	Rate Per Gallon (Cents)	State Revenue (Millions)
Federal Gas Tax	18.4¢	-
State Gas Tax	18.455¢	\$208.7
Federal Diesel Tax	24.4¢	-
State Diesel Tax	27.75¢	\$91.5
Federal Propane Tax (LPG)	18.3¢	-
State Propane Tax (LPG)	22¢	\$0.4
Federal Methane Tax (CNG)	18.3¢	-
State Methane Tax (CNG)	21¢	\$1.3
Total		\$301.9

Other Revenue	
Motor Carrier Fees	\$42.7 Million
Driver's License Fees	\$22.9 Million
Vehicle Registration Fees	\$213.1 Million
Federal Aid Revenue	\$437.6 Million
Bond & Other Revenue	\$231.9 Million
Total State Highway Fund Revenue	\$1.329 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

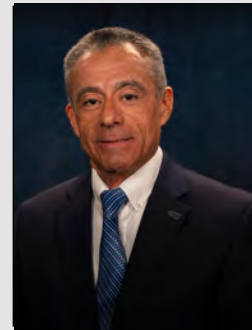
NDOT Administration



Sondra Rosenberg, PTP
Deputy Director, Planning
& Performance



Tracy Larkin Thomason, P.E.
Director



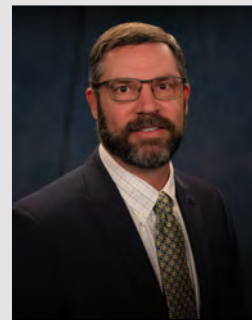
Mario Gomez, P.E.
Deputy Director, Operations
& Maintenance



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



Joe Harrington
Director, Communications
& Government Affairs



Scott Hein, P.E.
Assistant Director,
Engineering



Rebecca Kapuler
Assistant Director,
Planning



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



Felicia Denney
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

Hassan Raza, P.E.
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

Steve Baer, P.E.
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

Partnering To Improve Northern Nevada's Busiest Interchange



At northern Nevada's largest interchange, NDOT partnered to improve a section of the Reno spaghetti bowl.

Using 40,000 tons of new asphalt and 70,000 cubic yards of new concrete, NDOT and design-builder Ames/Q&D Construction widened the eastbound I-80 to southbound I-580 Spaghetti Bowl ramp from one to two lanes, constructed braided ramps and more for safer, smoother traffic flow for the approximately 260,000 drivers who travel the area every day.

The International Partnering Institute awarded the project team a Ruby Level award for facilitated partnering. The partnering promoted enhanced communication and problem-solving, leading to a more successful project.

A Dedication to Safety

NDOT leads in efforts to reduce traffic deaths and serious injuries.

NDOT Deputy Director of Administration Sondra Rosenberg was named the 2022 Transportation Professional of the Year for her pivotal role overseeing the Department's planning, program, safety engineering, and other efforts.

As a leader of key Nevada traffic safety efforts, Sondra works tirelessly to reduce traffic deaths and serious injuries across the state.

Awards and Recognition

Enhancing Mobility in Northeast Las Vegas

The I-15/CC-215 North Interchange is pivotal for fast-growing northeast Las Vegas, enhancing connectivity at Interstate 15 and Clark County 215 Beltway.

NDOT added new ramps, flyovers, and street connections for improved access to North Las Vegas, where an estimated 74,000 jobs are expected to emerge at Apex in the next two decades. Additionally, it streamlines access to the \$5-billion Helios medical and research campus, set to employ 12,000 people by 2030. The interchange also serves as a primary entry point for Amazon fulfillment centers, logistics hubs, a Nevada National Guard Armory, and more, while also facilitating access to Nellis Air Force Base. The project received the 2023 Nevada Society of Professional Engineers (NSPE) Project of the Year award.

Through coming years, NDOT will also widen I-15 in the area for enhanced traffic capacity and mobility.

Managing and Preserving Nevada's Transportation Assets



As one of the nation's fastest-growing states over recent decades, Nevada's increasing population has resulted in more traffic, costing each Nevada driver an estimated 60 hours in congestion-related travel costs and time every year.

NDOT's Transportation Systems Management and Operations (TSMO) program promotes collaborative multi modal strategies to preserve and enhance transportation capacity, security, safety, and reliability and ultimately reduce impacts of traffic congestion.

One tool is Intelligent Transportation Systems, or electronic systems to help inform drivers and most efficiently operate traffic.

Nevada's Transportation Systems Management and Operations was named an Institute of Transportation Engineers mountain district award winner for proactive integration of life cycle planning of intelligent transportation systems into existing asset management and performance measurement business processes.

A Safer Highway For All



In spring 2022, NDOT completed installation of eight miles of four-foot high livestock fencing on sections of U.S. 50 in the Dayton area, along with cattleguard and lighting improvements. The new fencing joins nearly 24 miles of pre-existing highway fencing on U.S. 50 to enhance safety and reduce vehicle-wildlife collisions in the area.

The project was named Project of the Year under \$5 million in the Environmental Category by the Nevada Chapter of the American Public Works Association.

The fencing is part of NDOT efforts to keep drivers and animals safer, including animal crossings which have reduced vehicle-animal collisions by as much as 95 percent.

Key Successes

Transportation Systems Management and Operations



As one of the nation's fastest-growing states over recent decades, Nevada's increasing population has resulted in more traffic, costing each Nevada driver an estimated 60 hours in congestion-related travel costs and time every year.

NDOT's Transportation Systems Management and Operations (TSMO) program promotes collaborative multi modal strategies to enhance existing transportation systems, services, and projects. Ultimately, TSMO is a toolbox of integrated data-driven solutions to leverage limited resources and preserve and enhance transportation capacity, security, safety, and reliability to reduce the impacts of traffic congestion.

Nevada Sustainable Transportation Funding Study

Increased vehicle fuel efficiency, inflation and a federal and state gasoline tax which hasn't been raised in decades contributed to the state's transportation funding deficit.

NDOT proactively prioritizes transportation projects through a data-driven process, informed by public and stakeholder input.

And, the legislatively-enacted Sustainable Transportation Funding Advisory Working Group representing Nevada business, government, energy, transportation, labor and other organizations worked over a year and a half to develop funding recommendations for long-term financial sustainability; providing Nevada's elected leaders options for additional funding stability for the future of Nevada's transportation system.

Resiliency Study



Earthquakes and extreme weather events such as flooding and fire can gravely impact Nevada’s state transportation system.

NDOT’s Resiliency Study models the impact of these natural hazards on NDOT’s roadway network, and identifies vulnerable infrastructure to prioritize corridor-level projects and promote resiliency across the state transportation system.

The study identifies resiliency strategies that may be incorporated into long-term transportation planning and operations to prepare for, adapt, mitigate, and recover from extreme natural events.

Speed Management Action Plan

Tragically, speed is a top contributor to Nevada traffic fatalities. During a recent four-year period, there were 454 speeding-related fatal crashes in Nevada, leading to an economic impact of nearly \$1 billion per year in loss of life and health.

NDOT’s Speed Management Action Plan outlines further multidisciplinary strategies to manage speed on Nevada roadways and save lives through engineering, enforcement, emergency medical, and educational strategies.

Together with our traffic safety partners, NDOT adapts strategies and actions to stay up-to-date with emerging traffic safety trends and needs.

Key Successes

Supporting Broadband Infrastructure

The state of Nevada Governor's Office of Science, Innovation and Technology, in partnership with NDOT, has received \$161 million in federal funding to build more than 800 miles of long-haul fiber communications along two major Nevada highways.

On U.S. 93 from Wells to Las Vegas, approximately 431 miles of new high-speed fiber optic network will be installed to complete a statewide fiber communications ring and improve redundancy and resiliency for networks that serve last-mile residential areas, the government and other anchor institutions.

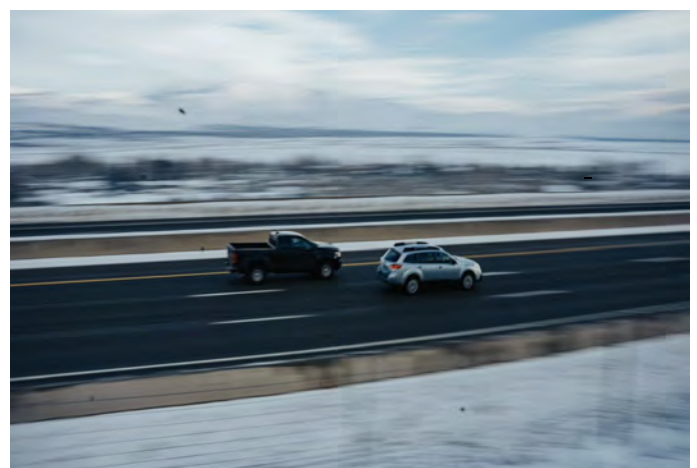
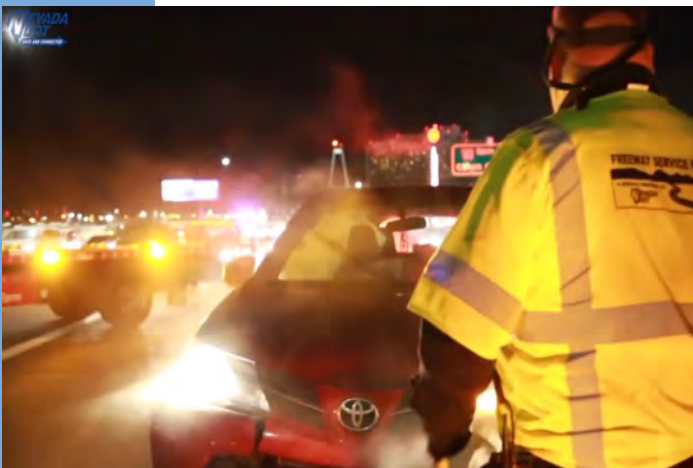
And along Interstate 80, the project will also install just over 400 miles of high-speed fiber optic network for communications redundancy and resiliency, helping deliver enhanced internet and connectivity for better transportation information, high-speed internet access, and more.

TRIP

National statistics show that for every minute a freeway lane is blocked, the resulting traffic congestion takes four minutes to clear, and the chance of secondary crashes rises.

Nevada's Towing Recovery Incentive Program in southern Nevada is a quick clearance incentive program to pay heavy-duty recovery companies a bonus for safely clearing commercial vehicle wrecks in a timely manner.

That quick clearance can help reduce traffic congestion for all, and more critically, improve safety for both emergency responders and motorists by reducing on scene exposure times and the risk of secondary crashes.



Highway Safety Statistics



Year	Annual Crashes
2022	52,243
2021	51,380
2020	43,683
2019	56,384
2018	41,422

0.7% of Nevada's crashes resulted in a **fatality**

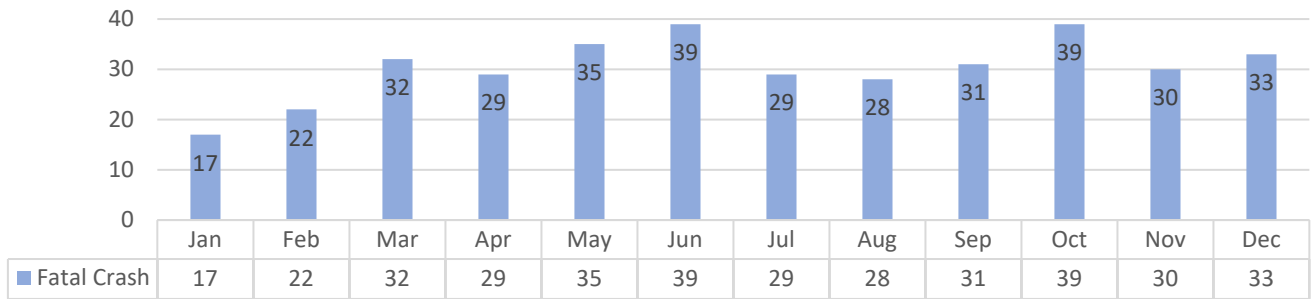
43.8% of Nevada's crashes resulted in an **injury**

Property Damage Only Crashes	29,543
Injury Crashes	22,336
Fatal Crashes	364
Total Crashes	52,243
Fatalities	396
Injuries	33,905

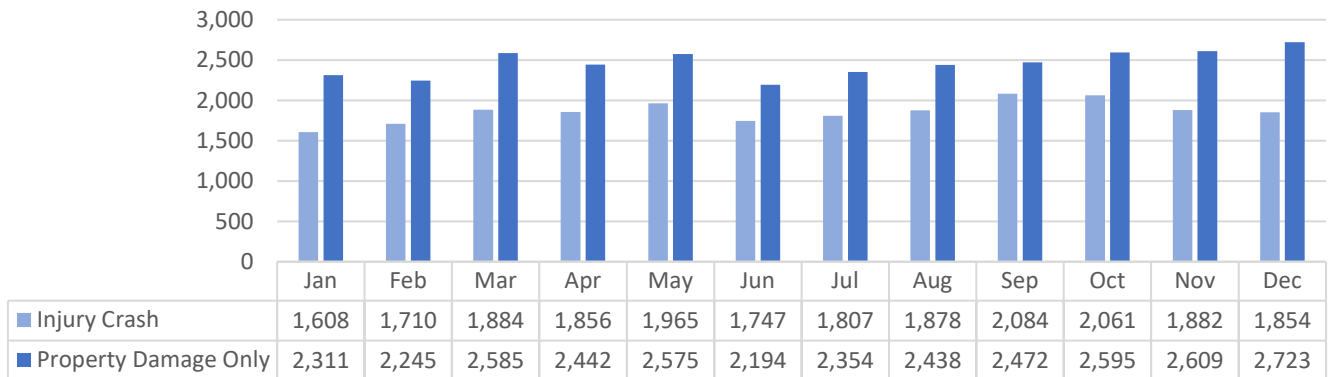
Note: Crash data for the time period from January 1, 2022 – December 31, 2022.

Highway Safety Statistics

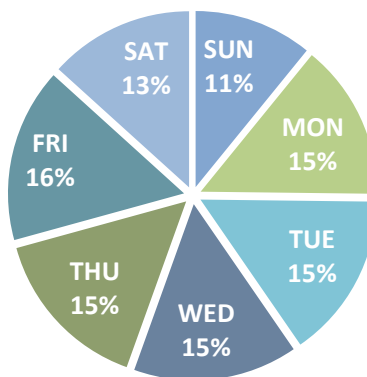
FATAL CRASHES BY MONTH



INJURY AND PDO CRASHES BY MONTH

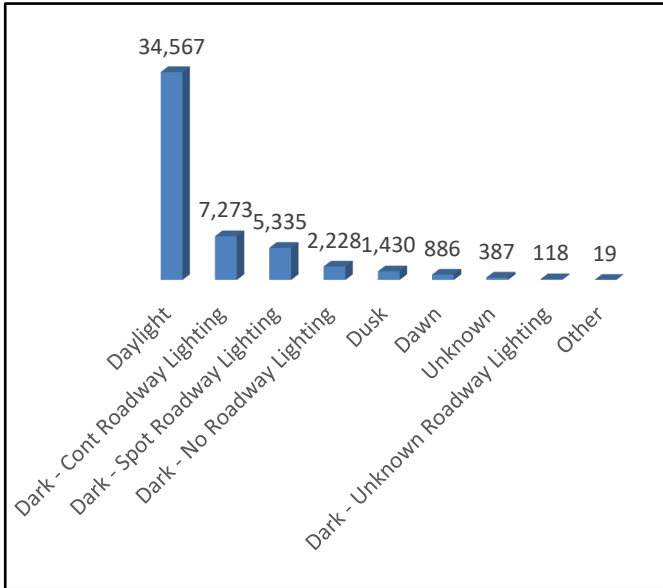


CRASHES BY DAY OF THE WEEK

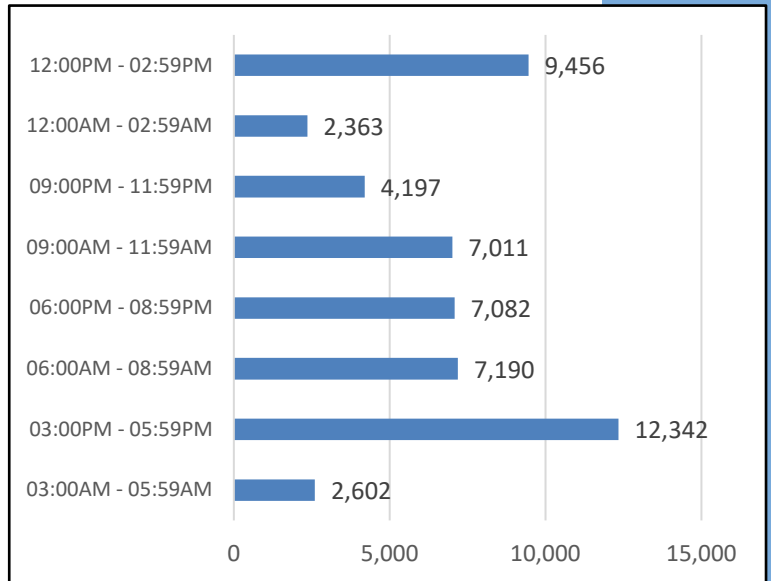


In 2022, the largest number of crashes occurred between the hours of 3:00 PM and 6:00 PM. Thursday, and Friday saw the highest percentage of crashes, attributing to 31% of total crashes. October saw the highest amount of crashes in 2022 with 4,695; January the least with 3,936.

CRASHES BY LIGHTING CONDITIONS



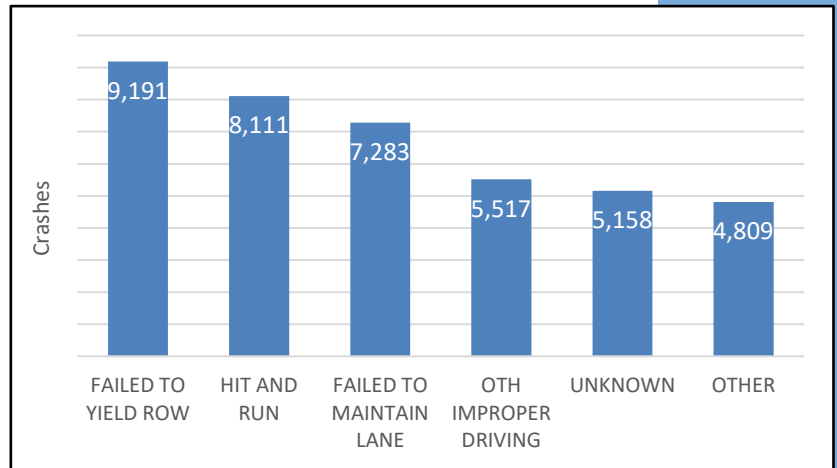
CRASH HOUR RANGE



2.3% of crashes involved a Motorcycle.

19% 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 <http://www.nevadadot.com/documents>, and then click on "Annual Performance Management Report". The following are the performance measures organized by major areas:

Performance Management Plan & Performance Measures

Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend	
Employee							
Reduce Workplace Accidents (1)	Percentage injury/illness per 100 employees	1% Annual reduction	0.59% Decrease				
	Percentage injury/illness requiring medical attention per 100 employees	1% Annual reduction	0.04% Increase				
Provide Employee Training (2)	Percentage employees trained according to requirements	92% Compliance annually	Average 45% compliance				
Improve Employee Satisfaction (3)	Percentage employees satisfied with NDOT	75% Annually	65% Satisfied				
Project Delivery							
Streamline Agreement Process (4)	Percentage agreements processed within 10 days	90% Annually	92.4% Executed within 10 days				
Streamline Project Delivery – Bidding to Construction Completion (7)	Percentage projects completed on schedule, within budget and with cost increase of less than 3% Change Orders	80% Annually	94% Within budget				
			96% Within schedule				
			65% With Change Order <3% cost increase				
Project Delivery – Schedule and Estimate for Bid Advertisement (13)	Percentage of scheduled projects advertised within the reporting year	80% Advertised within the reporting year	70%				
			80% Delivered within established construction cost estimate range	33% (Intermediate vs Award)			
				43% (Final vs Award)			
Streamline Permitting Process (15)	Percentage encroachment permits processed within 45 days	95% Annually	95.3% Processed within 45 days				
Assets							
Maintain State Highway Pavement (8)	State roadways maintained at "fair or better" condition	Category 1: 95%	95.6%				
		Category 2: 90%	91.2%				
		Category 3: 85%	85.7%				
		Category 4: 75%	76.9%				
		Category 5: 50%	40.4%				
Maintain NDOT Fleet (9)	Percentage mobile equipment in need of replacement	1% Annual decrease	3.46% Increase				
	Percentage fleet in compliance with condition criteria	1% Annual increase	1.03% Decrease				
Maintain NDOT Facilities (10)	Percentage completion of facilities assessments & priority work		0.74	N/A			
Maintain State Bridges (14)	Percentage bridges on the NHS in good condition	> 35%	52.1%				
	Percentage bridges on the NHS in poor condition	< 7.0%	0.6%				
	Percentage bridges on the Non-NHS in good condition	> 35%	53.9%				
	Percentage bridges on the Non-NHS in poor condition	< 7.0%	0.5%				

Performance Management Plan & Performance Measures

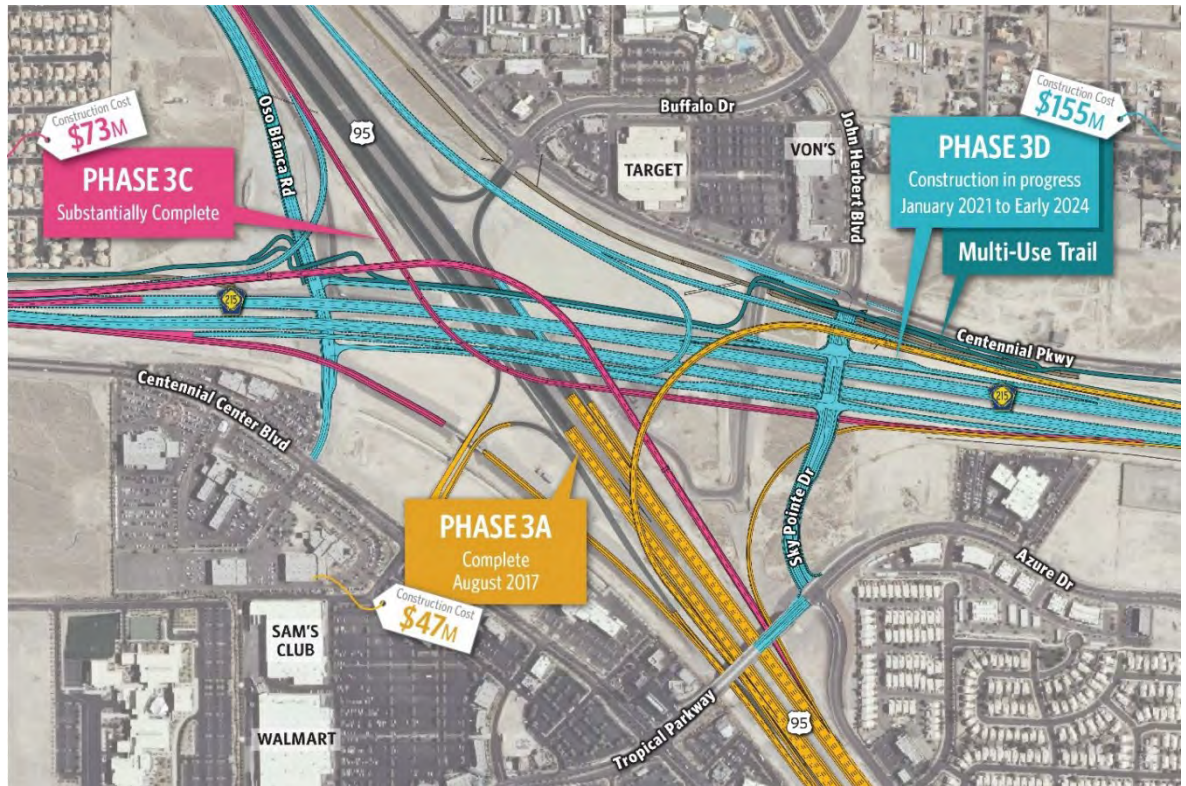


Performance Measure		Target	Current Status	Target Met	Trend (5yrs or less)	Desired Trend
Safety						
Emergency Management, Security and Continuity of Operations (11)	Percentage of emergency management plans implemented	100% Annually	100% Compliance			
Reduce Fatal & Serious Injury Crashes (12)	Number of traffic fatalities	Reduction in the # of traffic fatalities compared to the trend value of 309.9	353.4			
	Number of serious traffic injuries	Reduction in the # of serious injuries compared to the trend value of 964.0	1042.4			
	Number of traffic fatalities per 100M VMT	Reduction in the rate of fatalities per 100M VMT compared to the trend value of 1.279	1.308			
	Number of serious traffic injuries per 100M VMT	Reduction in the rate of serious injuries per 100M VMT compared to the trend value of 3.755	3.855			
	Number of non-motorized fatalities and serious injuries	Reduction in the # of non-motorized fatalities & serious injuries compared to the trend value of 262.6	282			
Our Partners						
Improve Customer and Public Outreach (5)	Annual improvements in customer satisfaction & public outreach	75% Positive satisfaction level (Annual survey)	64%			
Improve Travel Reliability & Reduce Delay (6)	Interstate TTR	87.1% or higher	89.0%			
	Non-Interstate NHS TTR	87.1% or higher	93.7%			
	Interstate Truck TTR (Index)	1.25 or less	1.32			
	Las Vegas Non-SOV Travel	21.7% or higher	31.8%			
	Las Vegas PHED Per Capita (Annual Hrs.)	10.0 Hrs. or less	7.6			
	Reno Non-SOV Travel	23.1% or higher	32.2%			
	Reno PHED Per Capita (Annual Hrs.)	11.0 Hrs. or less	8.2			
Reduce Greenhouse Gas Emissions (16)	Percent reduction in greenhouse gas emissions	In alignment with state's goal (2005 baseline), 28% reduction by 2025 and 45% reduction by 2030	The chart shows the accumulated reduction trend based on 2019.	N/A		

Regionally Significant Projects (Las Vegas)

US-95 Northwest Centennial Bowl, Phase 3D

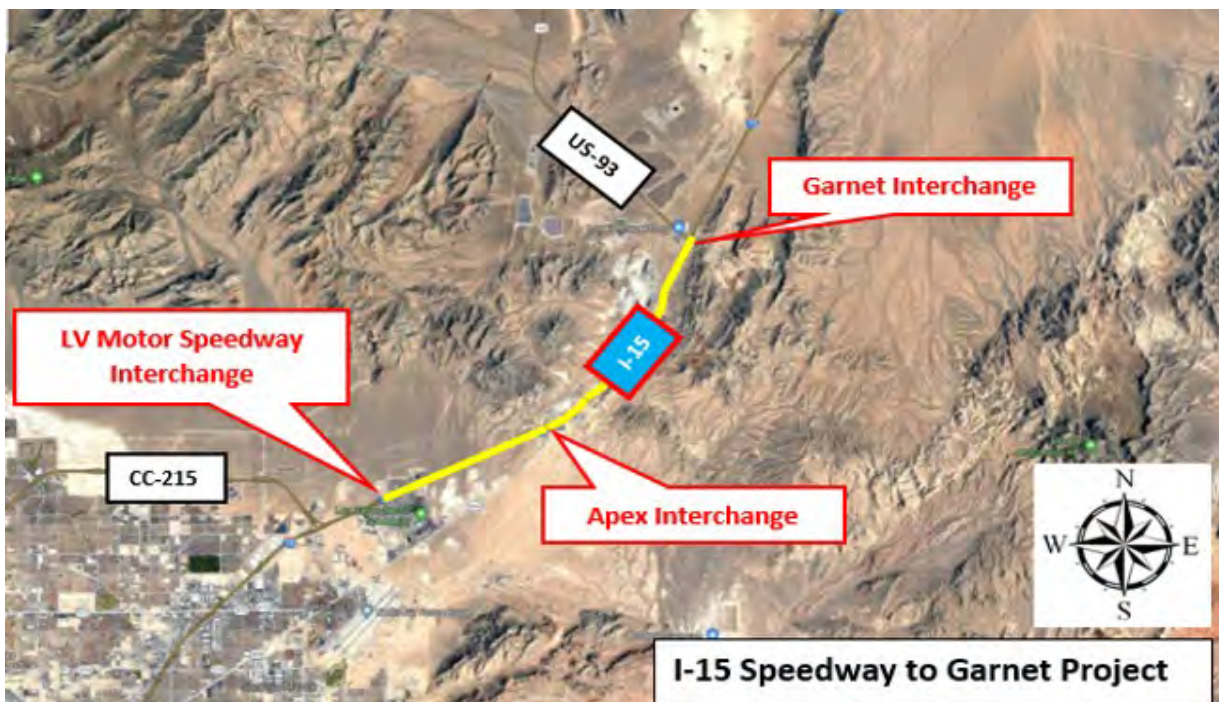
This phase of the project will complete the CC-215/US-95 system-to-system interchange and upgrade CC-215 to a six-lane freeway through the area. Construction includes a multi-use trail and widening of Lone Mountain Drive Road over US-95. The total cost of this phase of the project is \$155 Million. Construction began in early 2021. The project is anticipated to be complete in early 2024.



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 2024. The anticipated cost to construct is \$82.5 Million.



Regionally Significant Projects (Las Vegas)

I-15 North Phase 4 (I-15/CC-215 Northern Beltway Interchange)

This project in North Las Vegas includes new ramps, flyovers, and street connections to complete a system-to-system interchange where the northern I-15 meets the Clark County 215 Las Vegas Beltway. The project will also construct I-15 southbound ramps for the Tropical Parkway interchange.

The construction started in the second quarter of 2020 and reached substantial completion late 2022. The cost to construct is \$118 Million.



Regionally Significant Projects (Las Vegas)

Tropicana Interchange Reconstruction and Harmon Avenue HOV Ramps

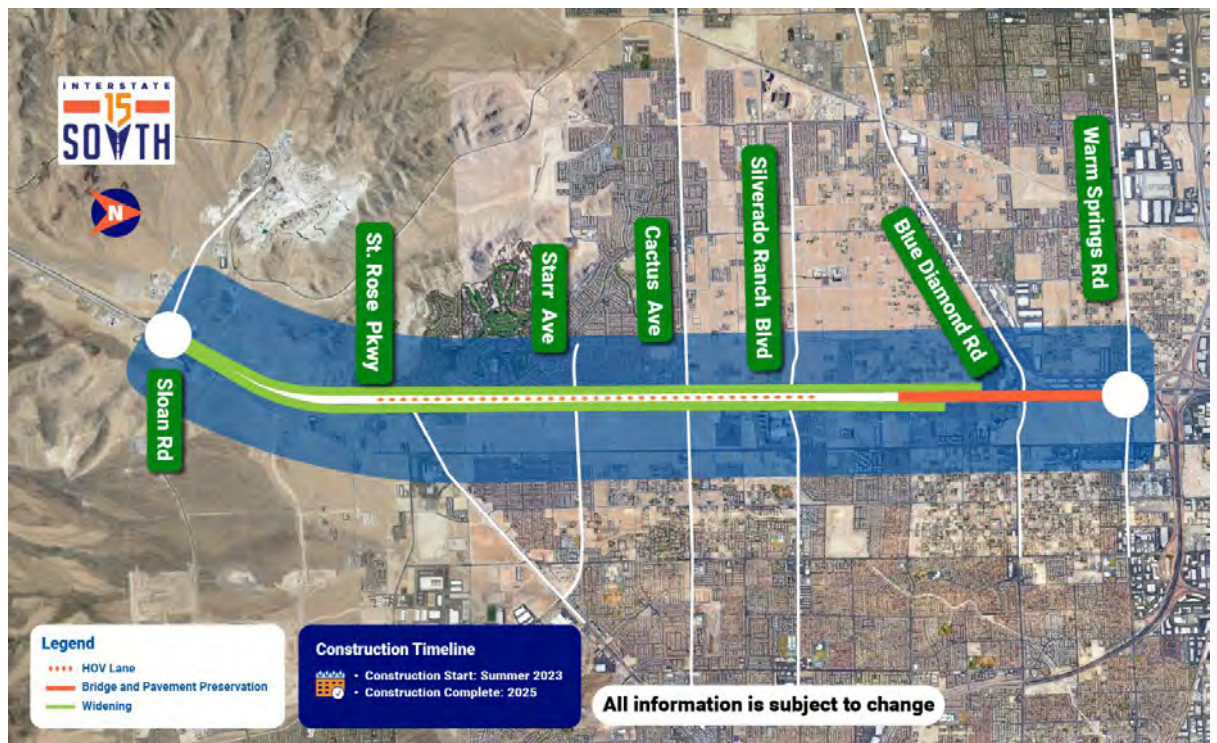
This project includes the reconstruction of the Tropicana interchange at I-15/ Tropicana Avenue and the construction of ramps on the south side of the Harmon Avenue structure. The design-build project was awarded to the team of Kiewit/Atkins at the November 2021 Transportation Board for a total cost of \$305 Million, which includes a \$50 Million INFRA grant awarded by FHWA (the Federal Highway Administration). The Department/DB team is currently working on finalizing the design of the project. Construction began in 2022 with significant impacts starting in late January/early February 2023 when the north half of the Tropicana Bridge and roadway were demolished. Extensive coordination is ongoing with other agencies and area stakeholders regarding concurrent construction and events planning. Project completion is anticipated mid-2025.



Regionally Significant Projects (Las Vegas)

I-15 South Phase 2 Sloan to Warm Springs Road

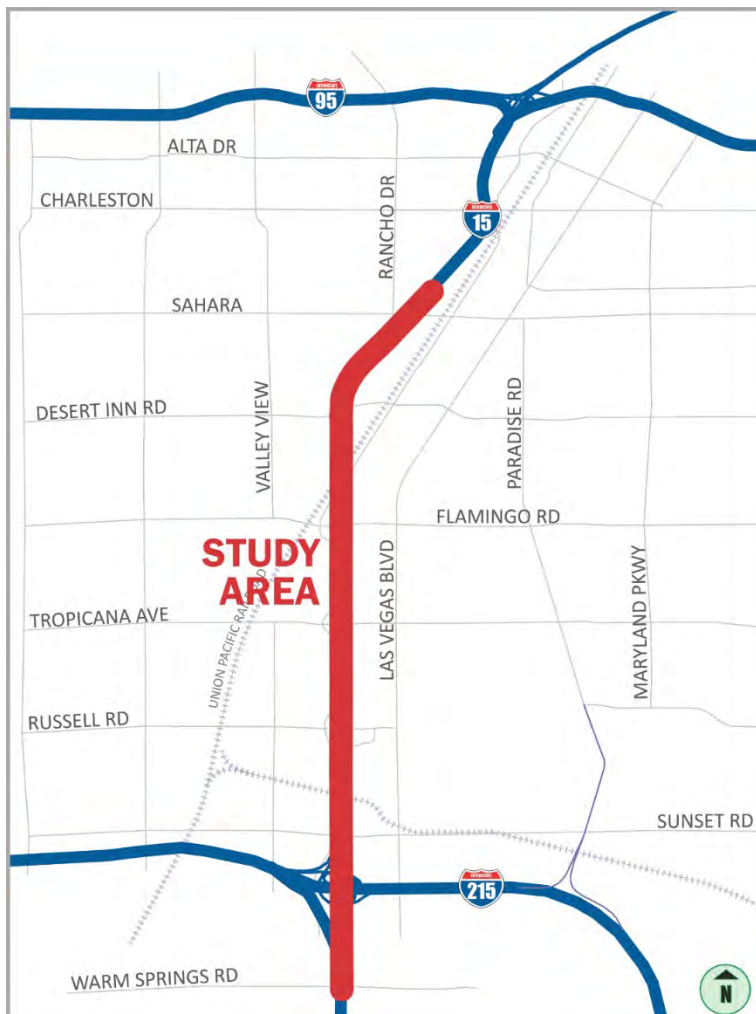
The project includes widening of I-15 South from six to eight general purpose lanes between Sloan Road and St. Rose Parkway, widening and restriping I-15 from six to 10 general purpose lanes and adding a High Occupancy Vehicle (HOV) lane in each direction between St. Rose Parkway and SR 160 (Blue Diamond 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 within 24 months from the beginning of construction in Winter 2023-2024.



Regionally Significant Projects (Las Vegas)

I-15 Central Corridor

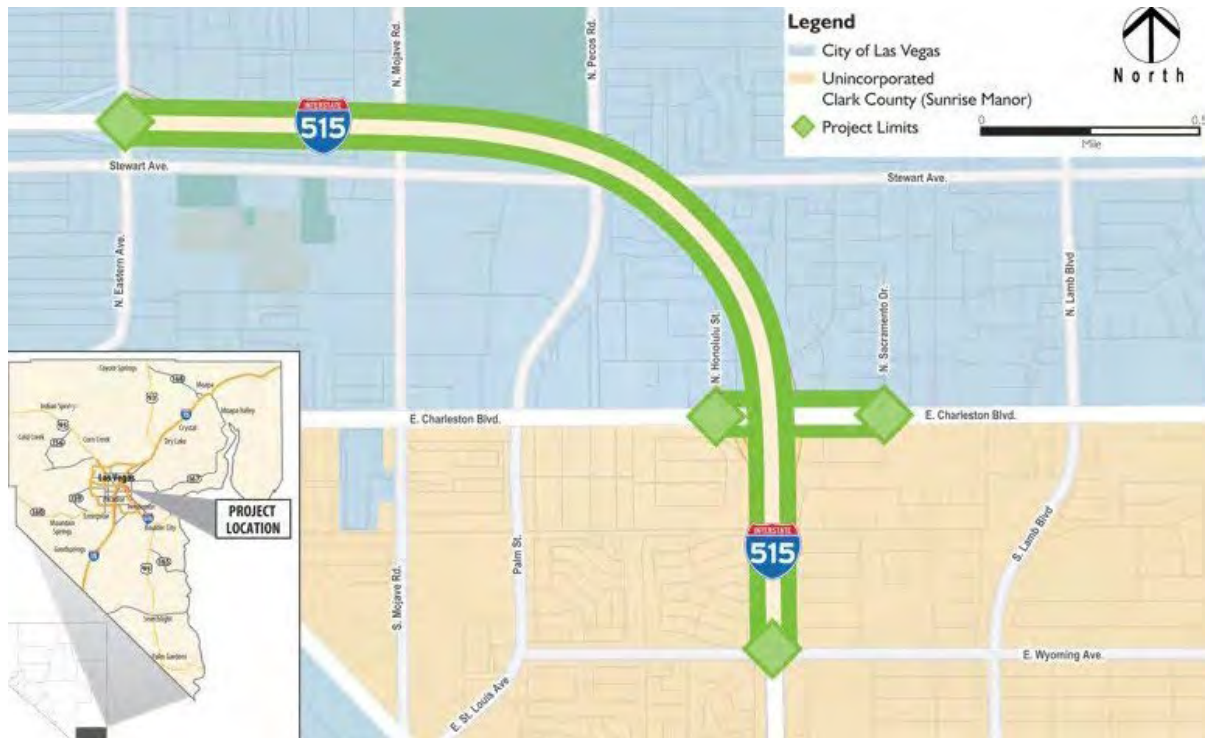
The section of I-15 between Flamingo Road and Sahara Avenue is the last section to be upgraded along the Resort Corridor adjacent to the Las Vegas Strip. NDOT completed a feasibility study in September 2021 to resolve existing roadway deficiencies, improve safety and capacity, as well as provide compatibility 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 Meade Avenue.



Regionally Significant Projects (Las Vegas)

I-515 Charleston Interchange CMAR Project

This project includes the reconstruction and improvement of the existing tight diamond interchange at Charleston Boulevard and the addition of auxiliary lanes on I-515 in each direction between Charleston Boulevard and Eastern Avenue. The project was awarded to Granite Construction for approximately \$75 Million. Construction began on August 1, 2022 and is anticipated to reach completion in fall of 2024.

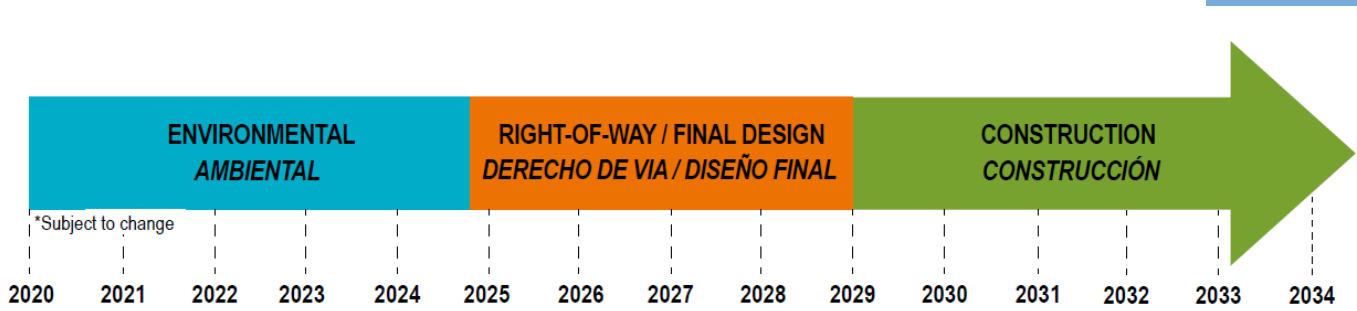


Regionally Significant Projects (Las Vegas)

Downtown Access Project

The Downtown Access Project purpose is to address the aging infrastructure, safety, and congestion to increase the efficiency of the movement of people, goods, and services on the freeway as well as revitalize and reconnect the community. Improvements are necessary to address the following needs: (1) aging bridges (2) closely spaced ramps that create short merge and weave distance, and (3) unacceptable congestion caused by increased traffic volumes on a freeway structure that has never been widened in a city that has grown 1,000% since 1968.

The proposed improvements include adding braided ramps between I-15 and I-515, adding freeway capacity, extending the US95 HOV lanes to Eastern Avenue. The project will add bike and pedestrian mobility opportunities within the adjacent neighborhoods and beautify the proposed improvements with landscaping and aesthetics. The project is currently in the NEPA phase and additional details on total costs will be known next year when a preferred alternative has been identified.



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)

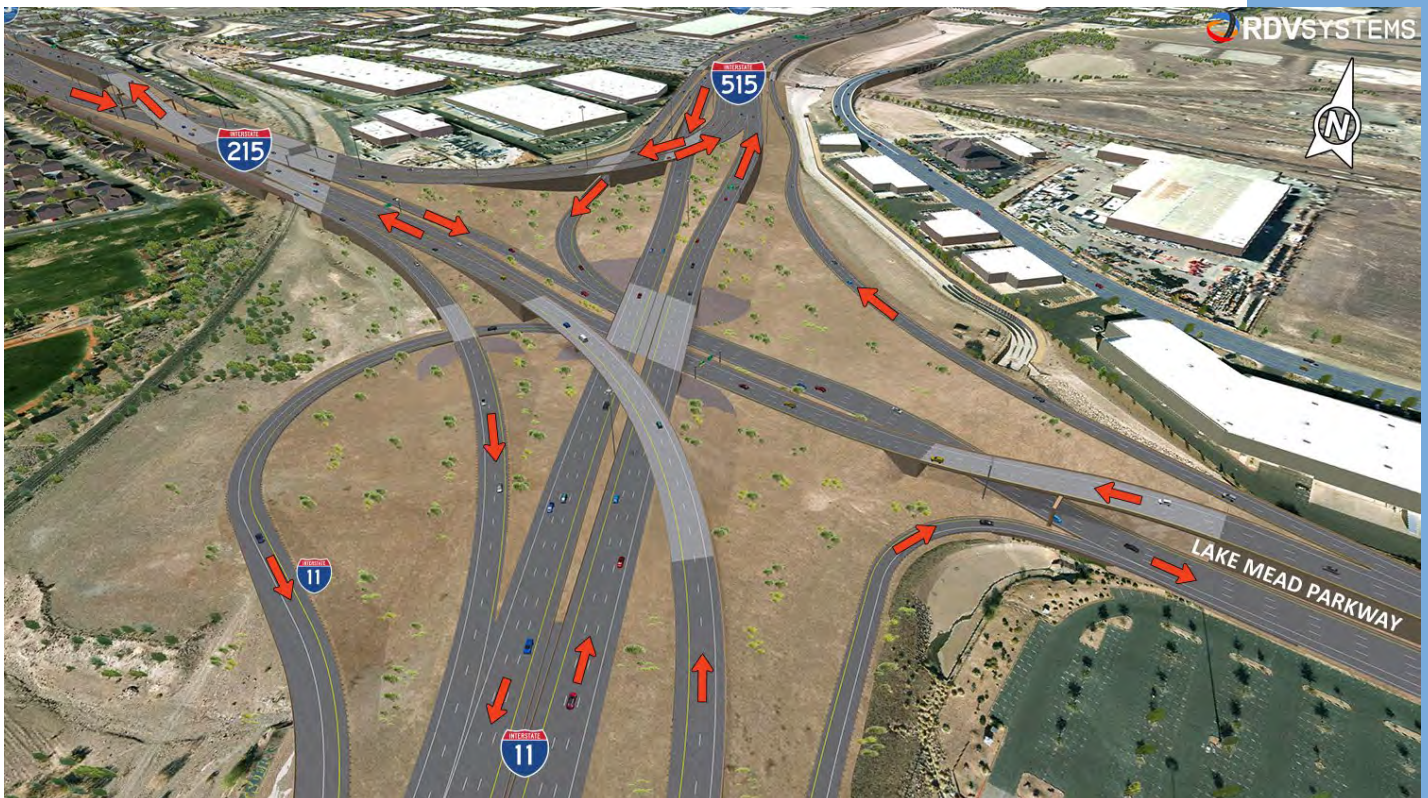
Henderson Interchange

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.

Procurement is underway to select a Design Build Team to complete the design and begin construction in 2024, with project completion expected in 2028.



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 2024 and the full deployment will be completed by Spring 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 scheduled 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.

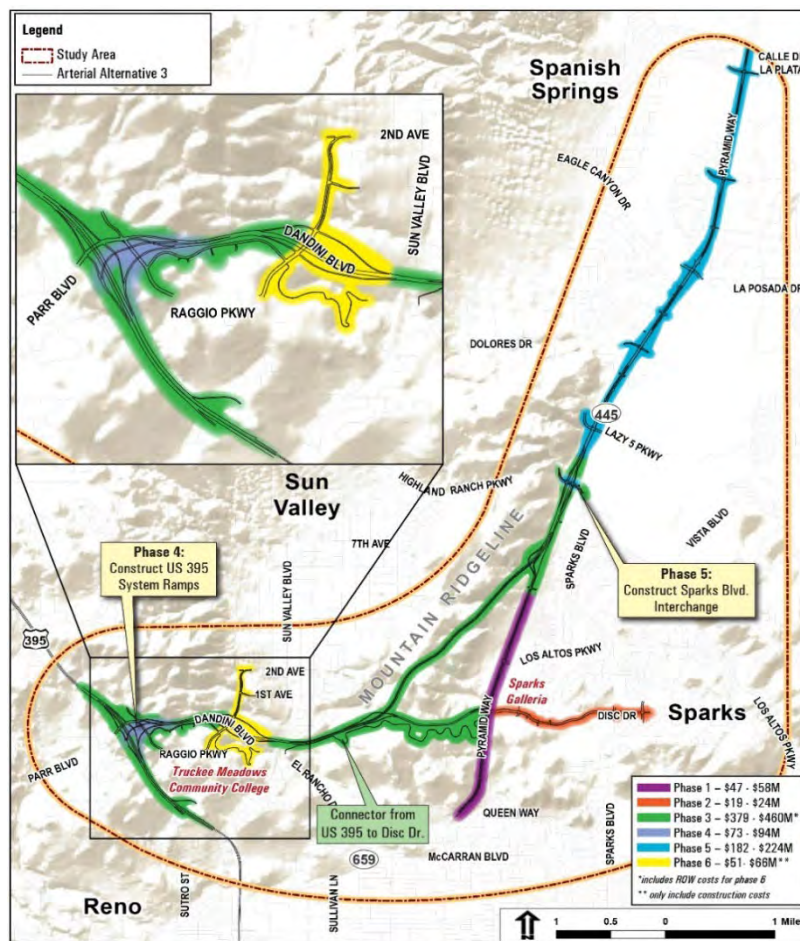


Regionally Significant Projects (Sparks)

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 \$490 million. 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:

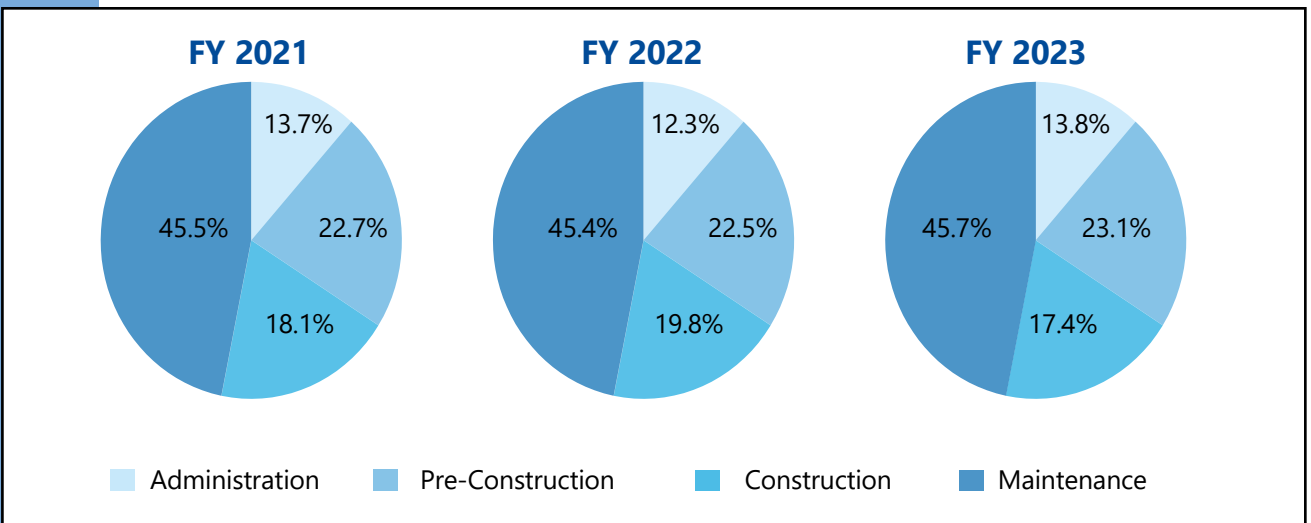
Materials Divisions & Labs, Construction Administration, External Civil Rights, Architecture, and Construction Crews.

Maintenance:

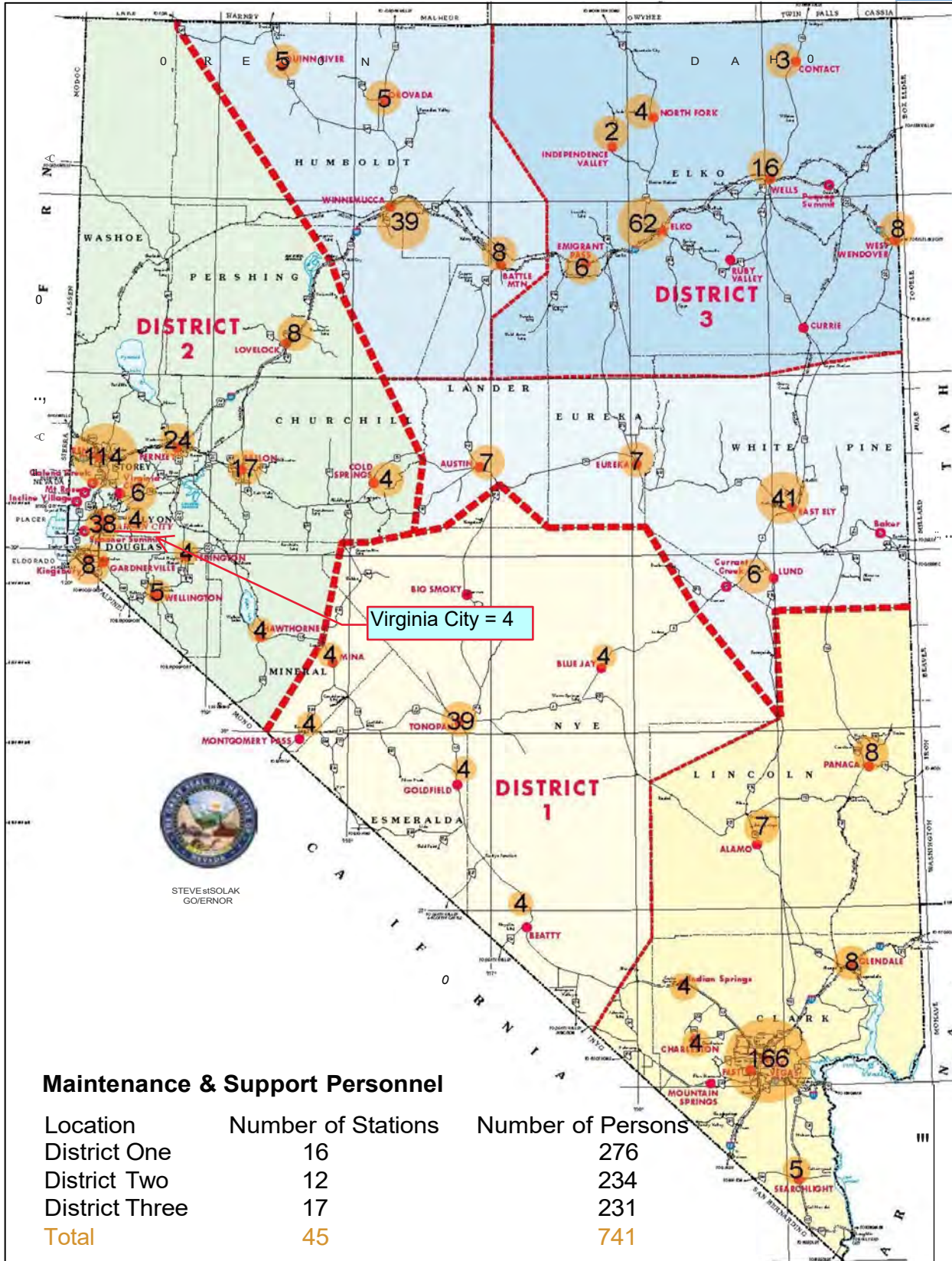
Maintenance & Asset Management, Communications, District Administration, Maintenance Crews, Stormwater Maintenance, and Equipment Divisions.

The numbers of employees in each function are as follows:

211 Administration	352 Pre-Construction	266 Construction	698 Maintenance	1527 Total
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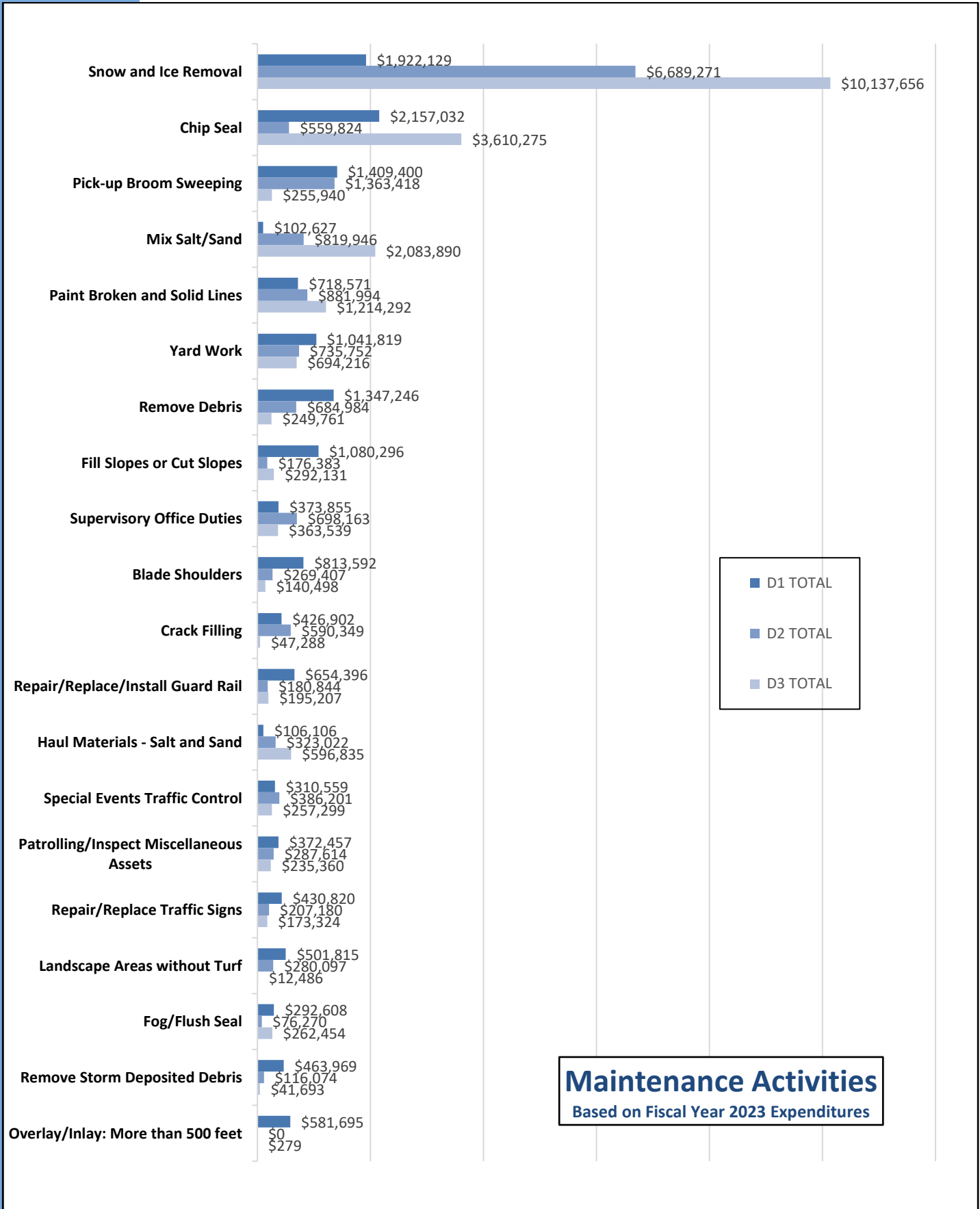


Maintenance Stations and Personnel



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

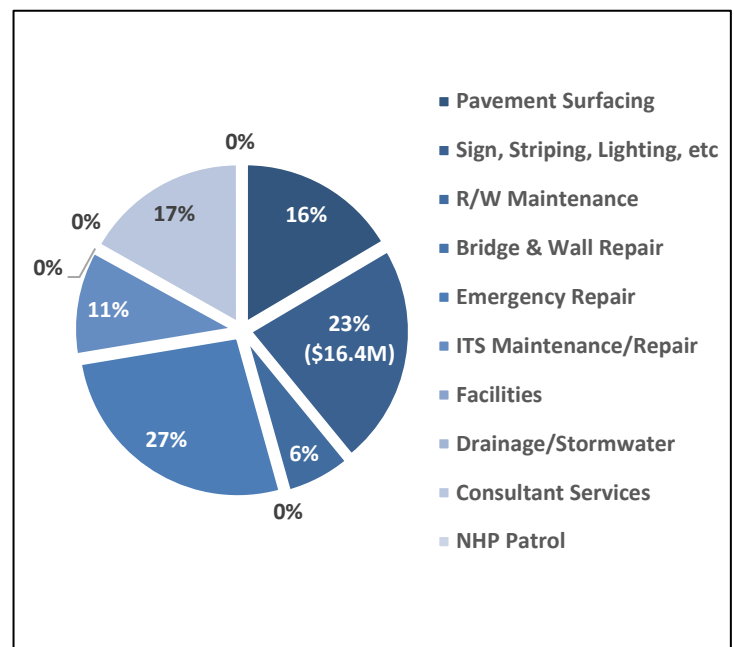
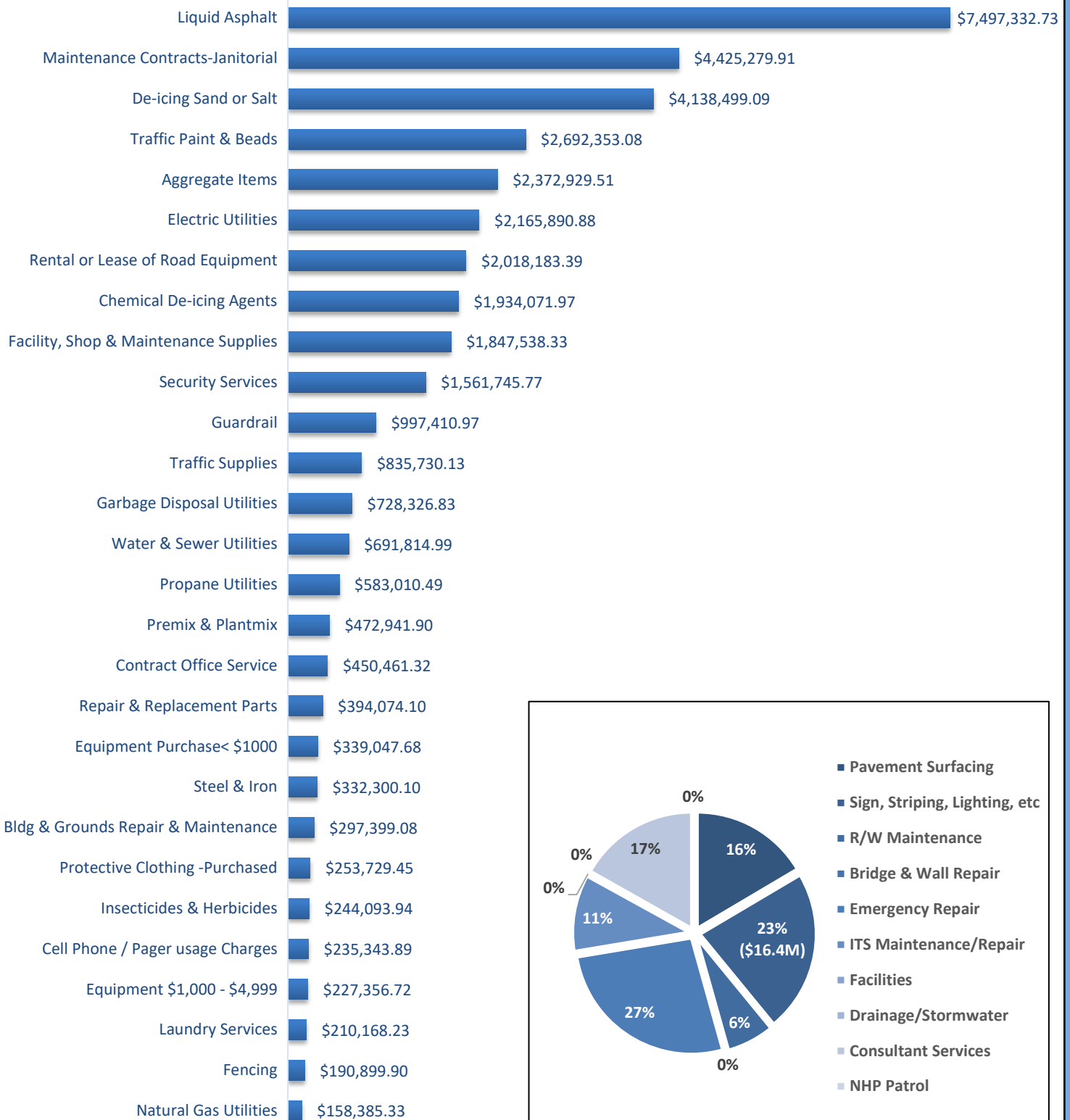
Maintenance Costs and Activities



Maintenance Activities
Based on Fiscal Year 2023 Expenditures

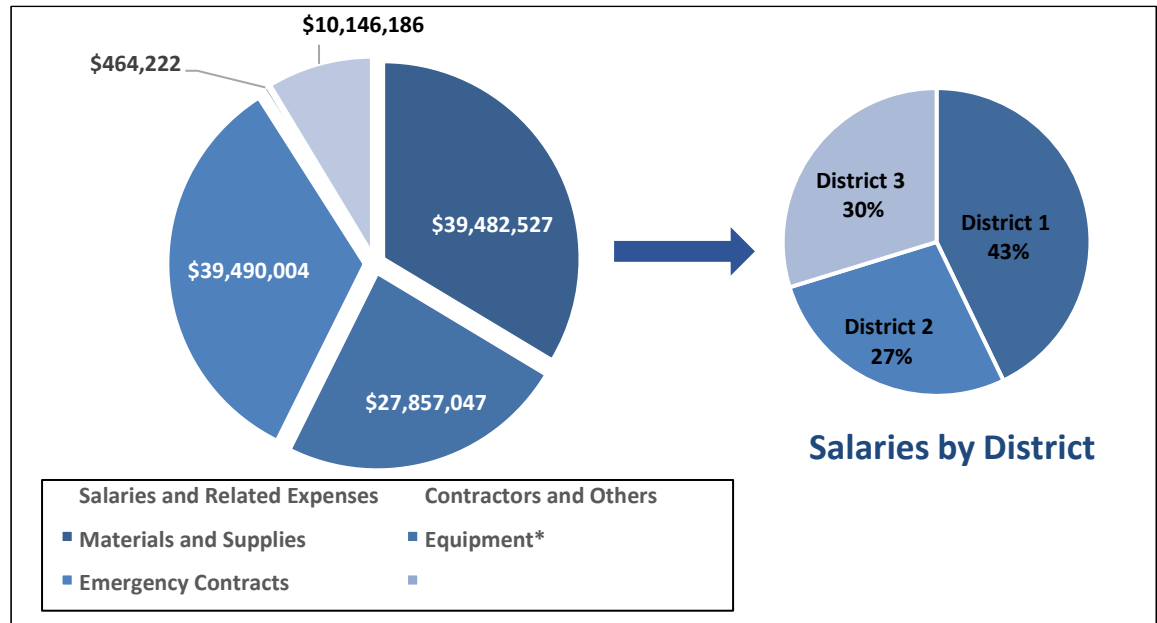
Maintenance Costs and Activities

Fiscal Year 2023 Expenditures for Materials and Supplies

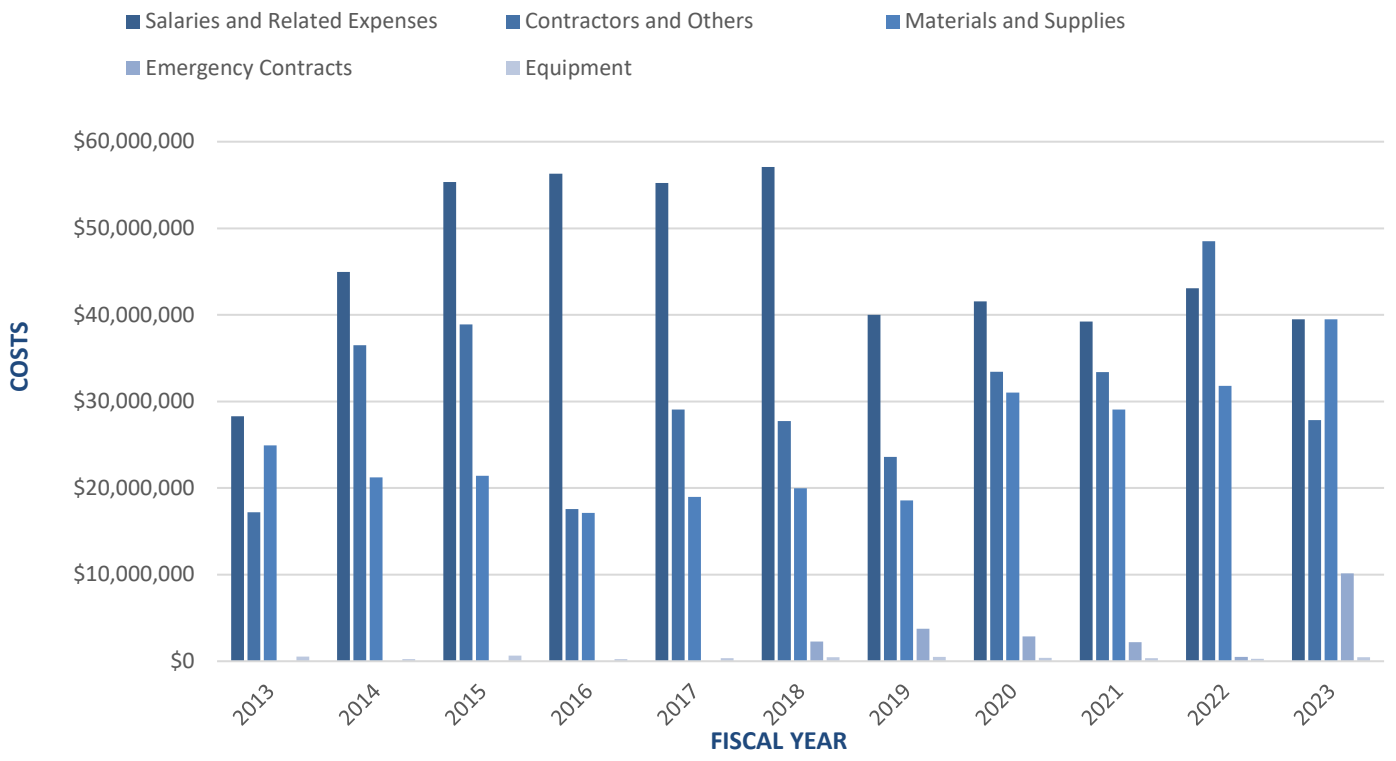


Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2023 Expenditures



Fiscal Year Comparison - Statewide Expenditures



Freeway Service Patrol

Program Performance Mitigations

FSP mitigations can include motorists requiring medical assistance, unsecured load assistance, minor vehicle fire and/or hazmat spills assistance, and traffic incident management assistance. Mitigations are split into six different categories as shown in Table 1.

Table 1: 2022 Mitigations by Type

Las Vegas		
Abandoned Vehicle	4,005	10.90%
Crash	3,785	10.30%
Debris	2,177	5.92%
Disabled Vehicle	18,061	49.15%
Left on Arrival	1,717	4.67%
Other	84	0.23%
Scene Safety	6,916	18.82%
<i>Total</i>	36,745	100.00%
Reno		
Abandoned Vehicle	1,350	10.88%
Crash	968	7.80%
Debris	698	5.62%
Disabled Vehicle	4,350	35.05%
Left on Arrival	1,843	14.85%
Other	238	1.92%
Scene Safety	2,965	23.89%
<i>Total</i>	12,412	100.00%

Disabled Vehicle and *Scene Safety* continue to be our most common mitigation type as seen in previous years.

The *Disabled Vehicle* assists have increased by approximately 5% combined (1% in Las Vegas and 4% in Reno) within the past year. Additionally, FSP continues to collaborate with Nevada State Police on mostly *Crash* incidents by providing scene safety on our highways when needed. *Scene Safety* can consist of providing temporary traffic control such as blocking a lane or providing a traffic break.

Incident Clearance Time

The incident clearance time reflected in Table 2 only includes the time when FSP leaves the scene. The goal of the FSP program is to mitigate incidents in under 15 minutes.

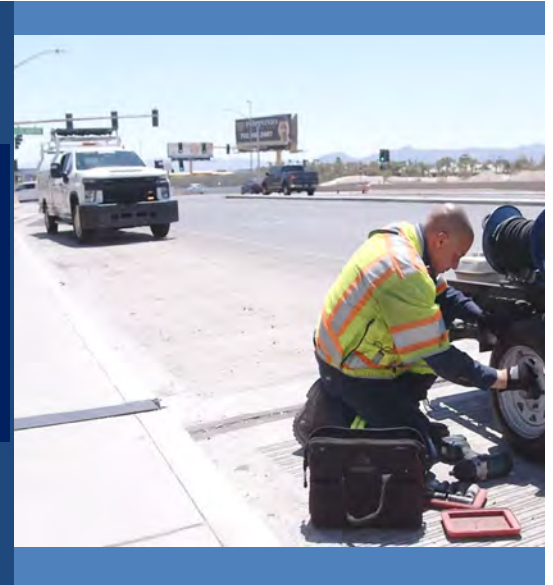
Table 2: 2022 Incident Clearance Time

Las Vegas		
< 15	24,613	66.96%
15-30	7,224	19.65%
30-45	2,337	6.36%
45-60	1,054	2.87%
> 60	1,528	4.16%
Reno		
< 15	10,198	82.16%
15-30	1,394	11.23%
30-45	436	3.51%
45-60	174	1.40%
> 60	210	1.69%

The program continues to clear the majority of incidents under 15 minutes, however, there has been a 6.8% decrease in Las Vegas of incidents being cleared under 15 minutes. The decrease in Las Vegas can be a result of FSP mitigating more *Disabled Vehicles*, *Scene Safety*, and *Crash* incidents, which may take longer to clear compared to other mitigations. The Department emphasizes safety first for incident responders and the traveling public.

"...This is a such a great service to our community and really promotes safety in very dangerous situations. Thank you NDOT..."

-Survey feedback from satisfied Nevada motorist after an FSP assist



Traffic incident management (TIM) benefit/cost analysis

The FSP Program is a vital component to the Department of the Transportation System Management and Operations (TSMO) goals and objectives. The FSP program enhances safety, optimizes efficiency, improves travel time reliability, reduces greenhouse gas emissions, promotes customer service, and maximizes multijurisdictional collaboration with partner agencies. NDOT conducts an annual benefit/cost analysis to reflect the impact on our greenhouse gas emissions goals. Table 3 summarizes the findings of the environmental benefits of the FSP Program in Nevada for 2022.

Table 3: 2022 Benefit/Cost Analysis Savings

Motorist Savings		
	Las Vegas	Reno
Travel Delay (Vehicle Hours)	3,667,883	226,979
Fuel Consumption (Gallons)	367,192	56,540
Emission Reduction Savings		
Hydrocarbon (Metric Tons)	23	4
Carbon Monoxide (Metric Tons)	170	26
Nitrogen Oxide (Metric Tons)	11	1.74
Carbon Dioxide (Metric Tons)	3660	564
Sulfur Oxide (Grams)	59	9

The results above indicate that the FSP Program has a benefit cost ratio of 34.54 and 10.38 in Las Vegas and Reno respectively. The FSP results were obtained using the Federal Highway Administration (FHWA) Traffic Incident Management Benefit-Cost Tool. Data such as number of mitigations, peak hour traffic, weather conditions, and roadway geometry were used to determine how patrol coverage reduces pollution and emissions because of mitigating traffic incidents to keep traffic flowing.

Speed Management Action Plan

The Speed Management Action Plan used data to characterize Nevada’s speed-related safety problems and speed management issues. It includes engineering, enforcement, and educational countermeasures and strategies that NDOT and partner agencies can use to reduce speed on their facilities. This plan is focused on the safety of all road users and will complement the context sensitive design approach that considers the roadway environment and uses. Deploying this new design approach should lead to the reduction of speed related fatal and serious injury crashes.

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 Safe Systems Approach matrix to roadway design. This matrix will help planners and designers better understand how the users interact with the proposed facility improvements.

Local Road Safety

NDOT supports all local road safety efforts ranging from Vision Zero plans, Safe Streets and Roads for All grants, Tribal Safety Plans and Local Road Safety Plans. NDOT is an active stakeholder for all interested local agencies and has launched a project that will support local agency development of a Local Road Safety Plan (LRSP). Local agencies can work with NDOT and the FHWA to develop a LRSP tailored to the needs in their community. A LRSP involves a diverse group of stakeholders including the 6 E’s of Traffic Safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services, and Everyone.

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 support this because local involvement is critical to reaching the goal of zero.

Safety Improvements

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 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 motorcyclists.

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.



As part of the Reno Spaghetti Bowl project, the Glendale Avenue and I-580 interchange receives aesthetic designs influenced by a collaborative effort with the Reno Sparks Indian Colony. As part of the overall site design, pedestrian circulation is improved, decorative rock and planting protect slopes from erosion and storm water basins are integrated into the overall aesthetic.

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.



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 promotes safety. For more details about the Landscape and Aesthetics Program, visit <https://www.dot.nv.gov/projects-programs/landscape-aesthetics>.



Aesthetics used on the US 95 and 215 interchange use a theme derived from the nearby Tule Springs Fossil National Monument. The overall appearance of infrastructure is improved with the use of patterned bridge rails, soundwalls, bridge abutments and paint.

Nevada Population Statistics

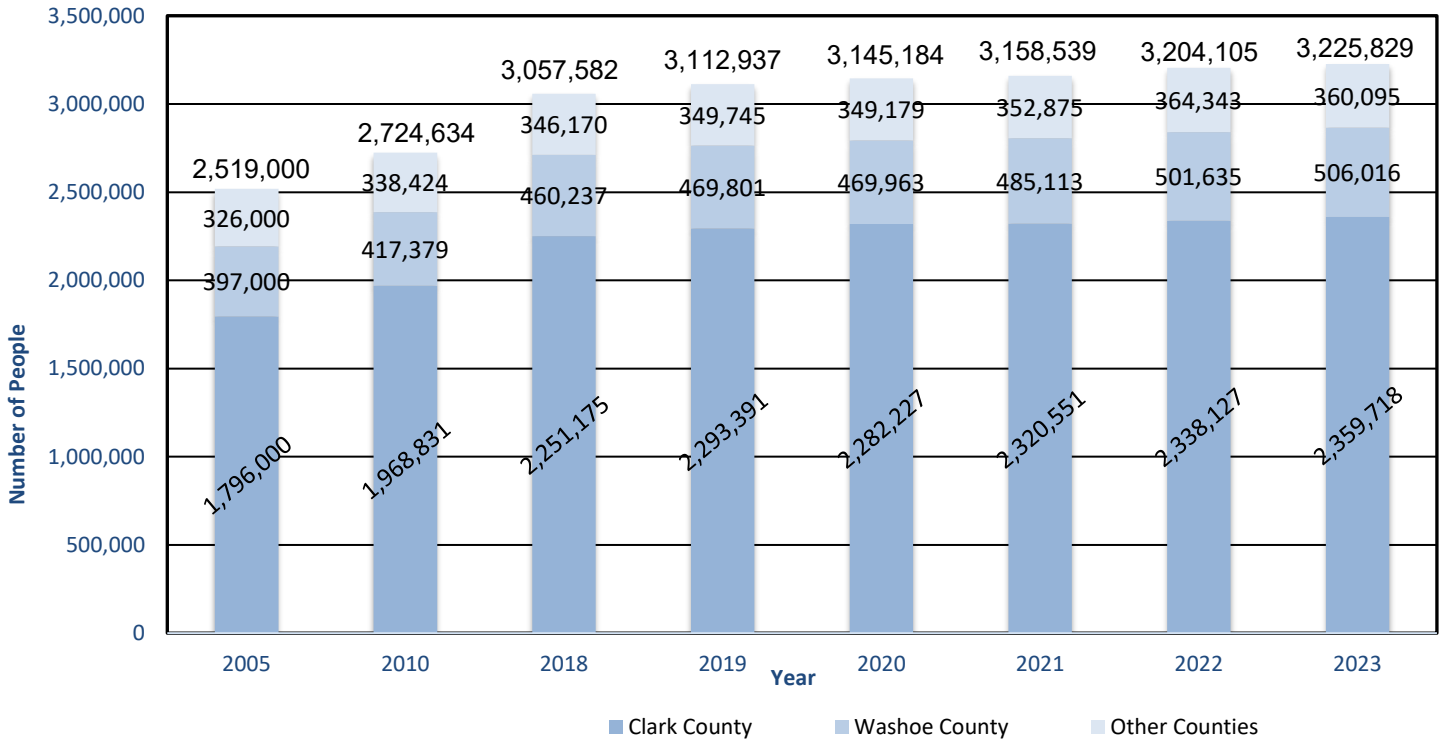


LICENSED DRIVERS AND REGISTERED ACTIVE VEHICLES

NV Licensed Drivers	1995	1,072,376
	2023	2,198,134
Registered Active Vehicles	1995	1,130,278
	2023	2,700,982

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 3.2 million residents. The majority of the growth has been in the major urban areas.

2023 Population Estimates Of Major Areas Of Nevada



Source: Governor's Certified Series Population Estimates as of July 1, 2022.
www.WorldPopulationReview.com for 2023 population estimates.

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.

	Maintained by NDOT	Maintained by Local Agencies	Maintained Statewide
Federal Aid			
NHS	2,723	174	2,897
NON-NHS	2,112	2,598	4,710
Non-Federal Aid			
Non-Federal Aid	520	31,498	32,018
Total	5,356	34,269	39,625

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.

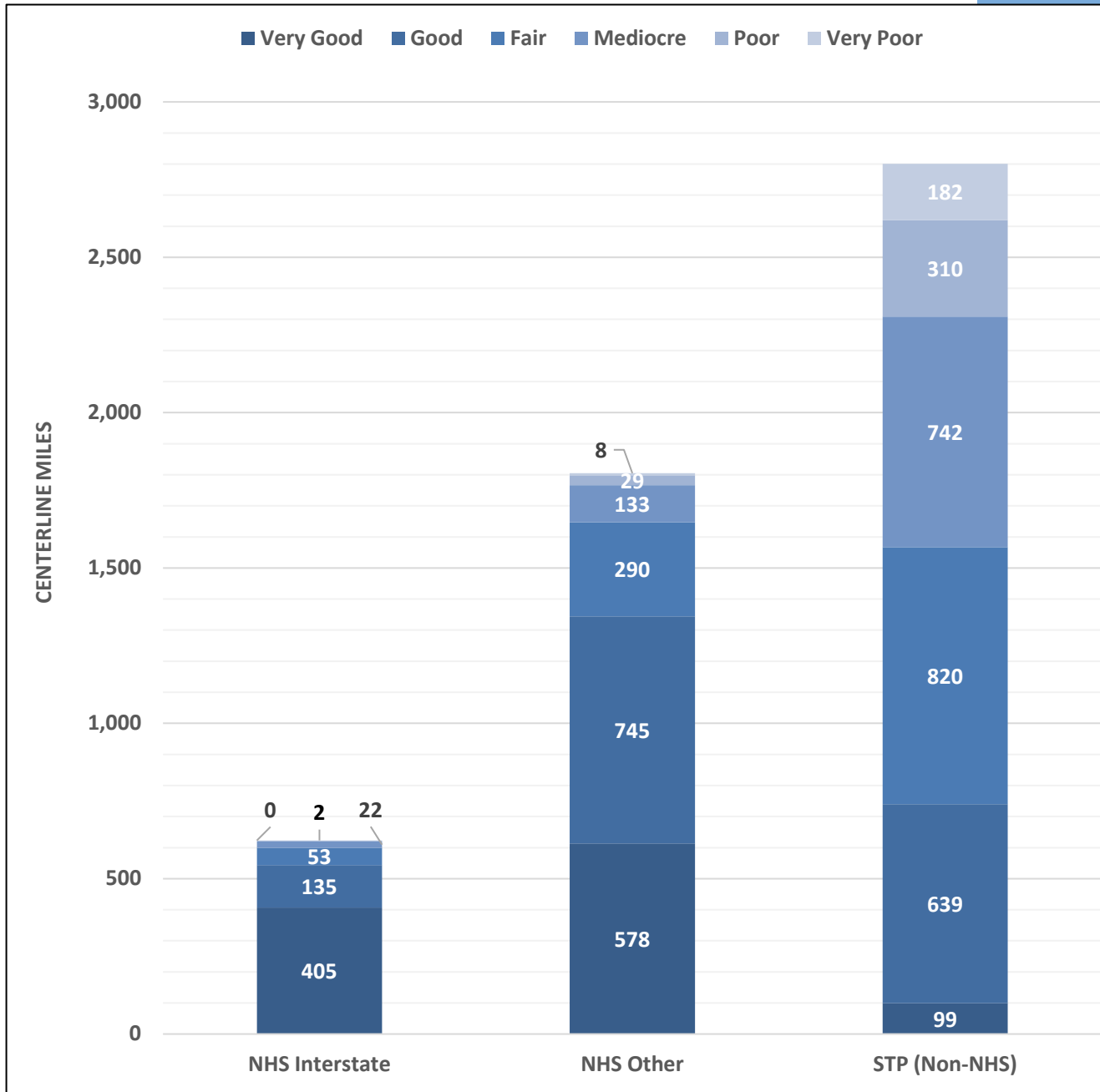
Non-Federal Aid

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.

NDOT Maintained Pavement Condition

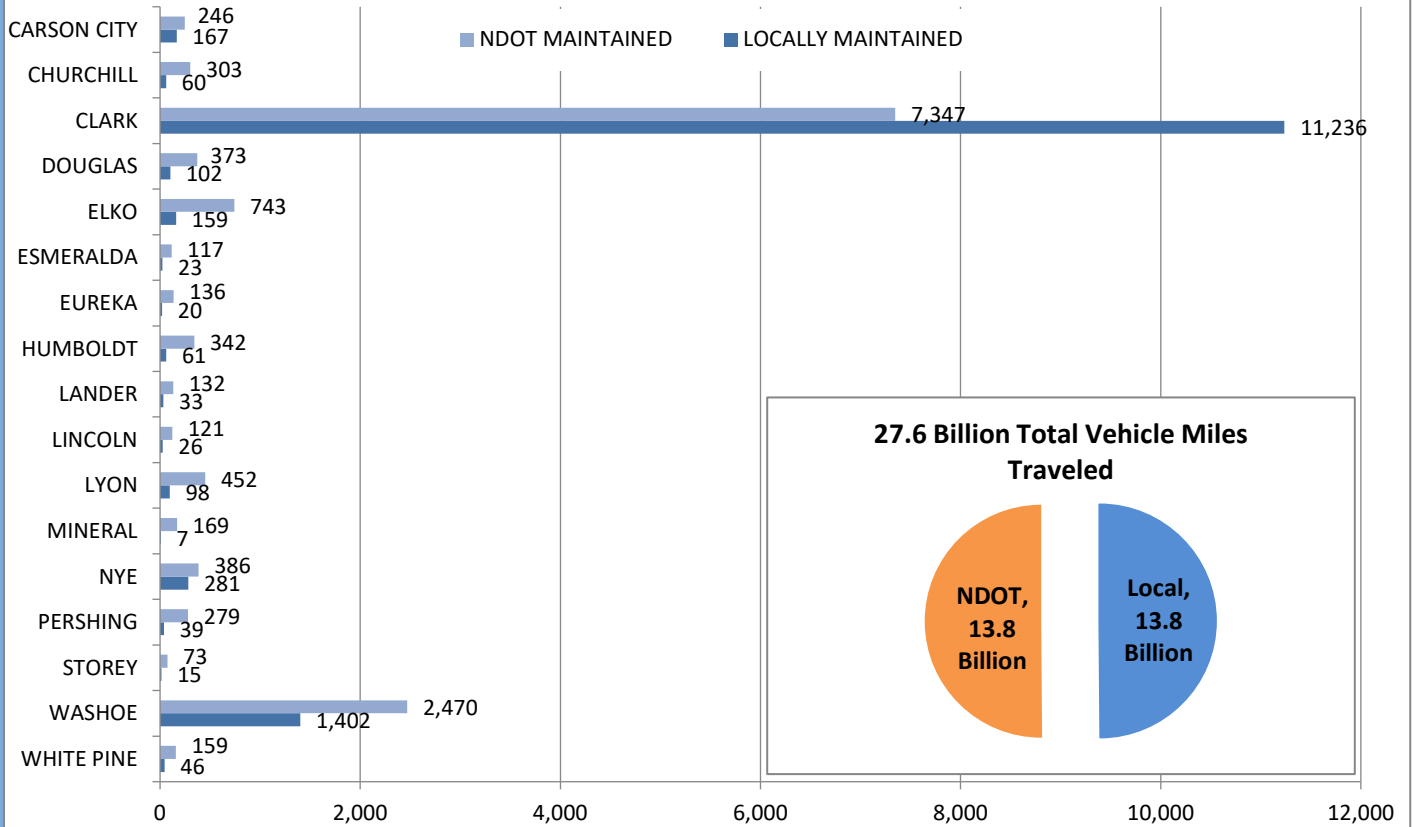


Centerline Miles by System - 2022
Condition based on Present Serviceability Index (PSI)

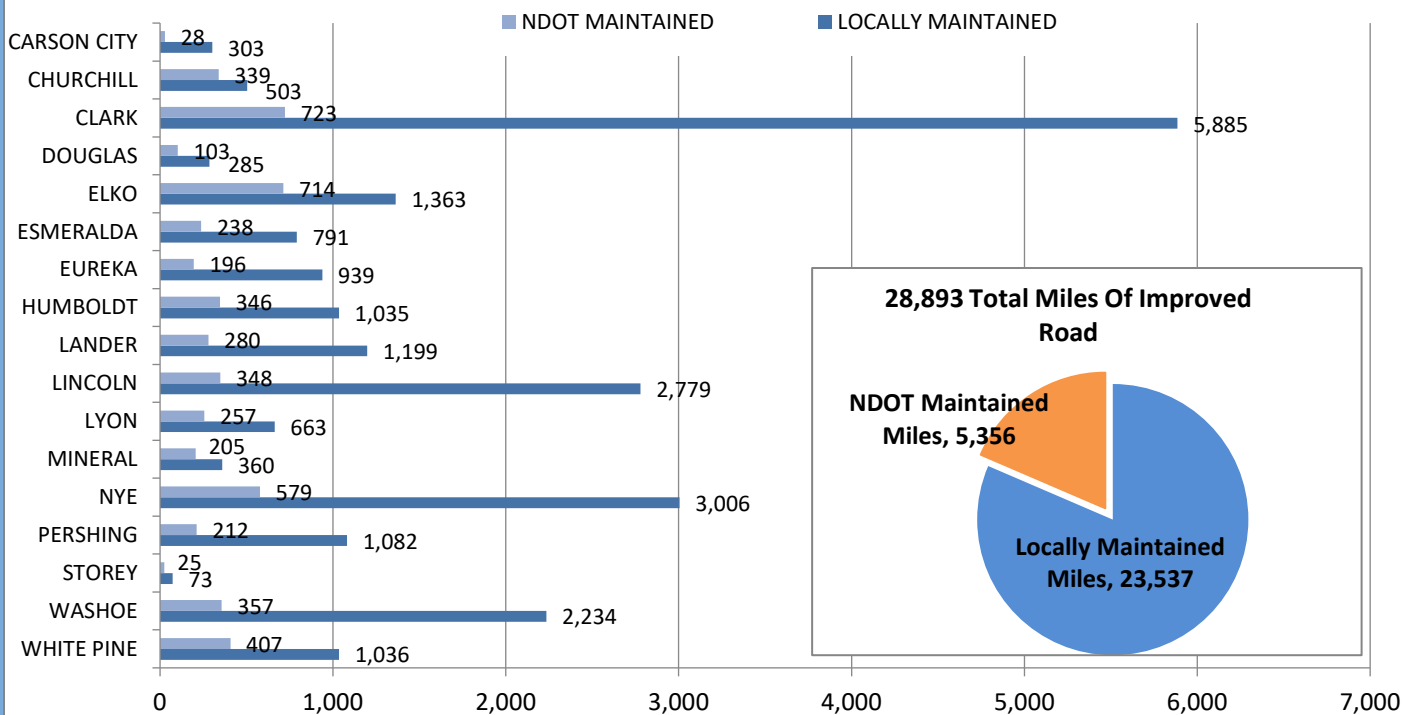


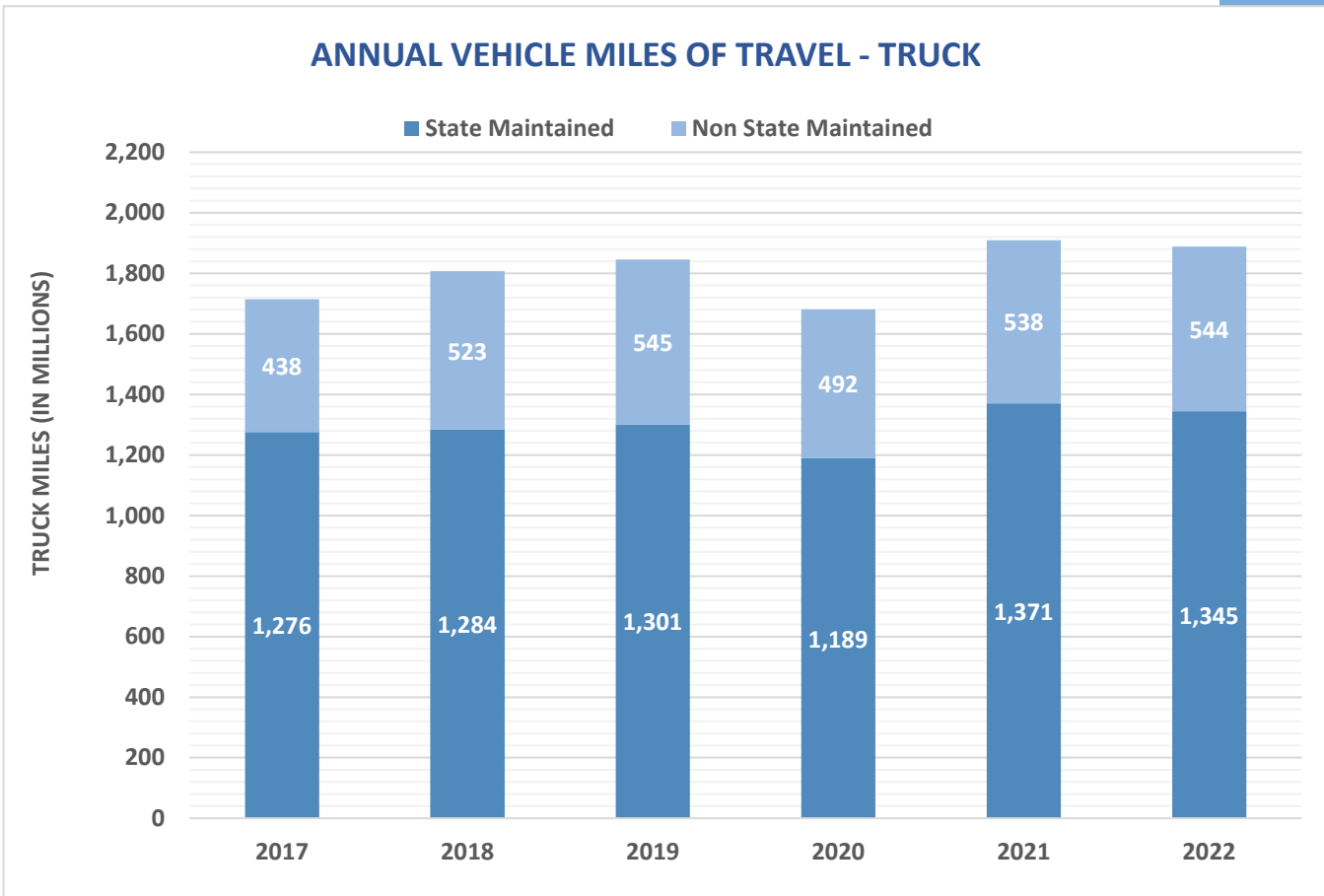
Vehicle Miles of Travel

2022 VEHICLE MILES TRAVELED (IN MILLIONS)



2022 MILES OF IMPROVED ROAD BY COUNTY





**Any tractor trailer with 3 or more axles and greater than 52,000 lbs. The state-maintained systems carry 71% of all truck traffic and 81% of the heavy truck traffic.*

NDOT Maintained Deficient Bridges Needing Renovation

Seismic 16

Structural 9

Currently, there are 2,161 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 1,246 bridges; 903 bridges are maintained by county, city, other local agencies, railroad, and other state agencies; 11 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, 2021, amount to \$12.9 billion, net of accumulated depreciation of \$1.9 billion, resulting in a net book value of \$11.3 billion. This investment in capital assets includes land, buildings, improvements other than buildings, equipment, software costs, infrastructure, rights-of-way, and construction in progress. 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					
<i>Percentage of roadways with an IRI of 95 or less</i>					
	Category				
	I	II	III	IV	V
State Policy - minimum percentage	70%	65%	60%	40%	10%
Actual results of 2022 condition assessment	91%	88%	80%	64%	21%
Actual results of 2021 condition assessment	90%	88%	81%	64%	21%
Actual results of 2020 condition assessment	91%	86%	87%	54%	28%

Condition Level of the Bridges				
<i>Percentage of substandard bridges</i>				
	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 no significant 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. Significant changes in Category 3, 4, and 5 condition between 2020 and 2021 are primarily due to a recategorization effort, and do not generally indicate changes in overall network condition.

The estimated amount necessary to maintain and preserve infrastructure assets at target condition levels exceeded the actual amounts of expense incurred for fiscal year 2021 by \$30.9 million. Even though actual spending for maintenance and reservation 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 charges with respect to the operation of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."

State Highway Fund



The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, 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.

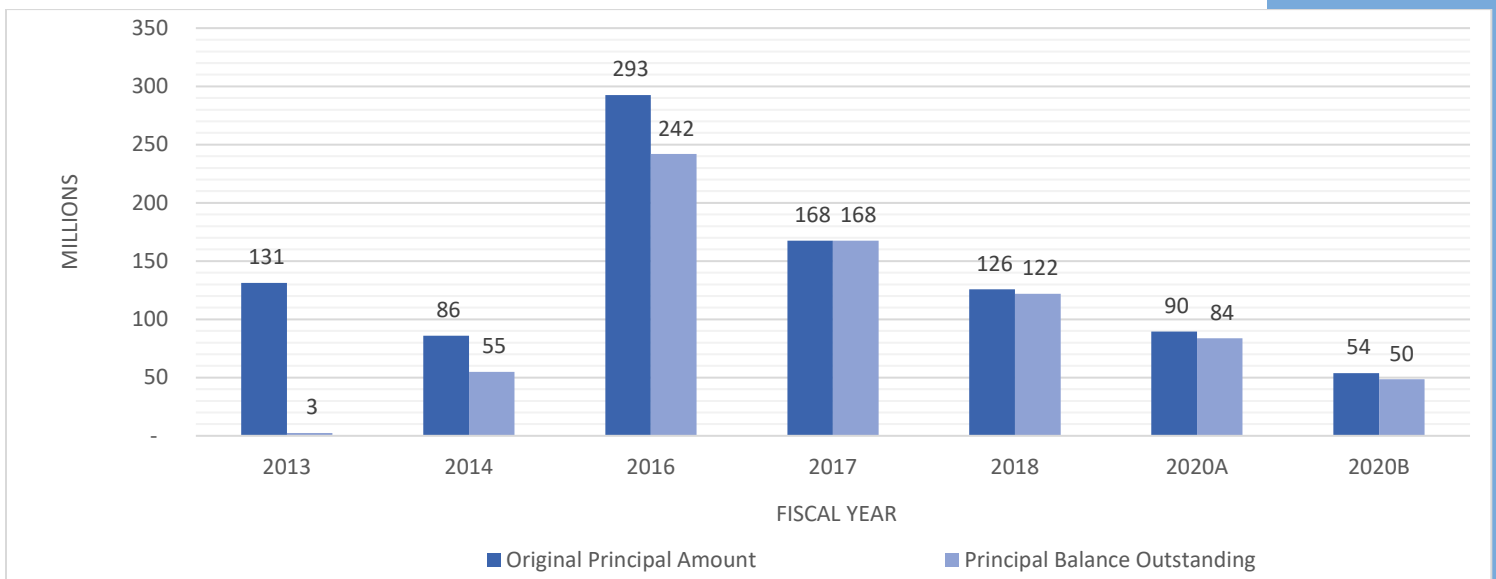
Transportation Funding & Financing

Annual Outstanding Balance Report: State of Nevada Highway Improvement Revenue and Refunding Bonds: June 30, 2023



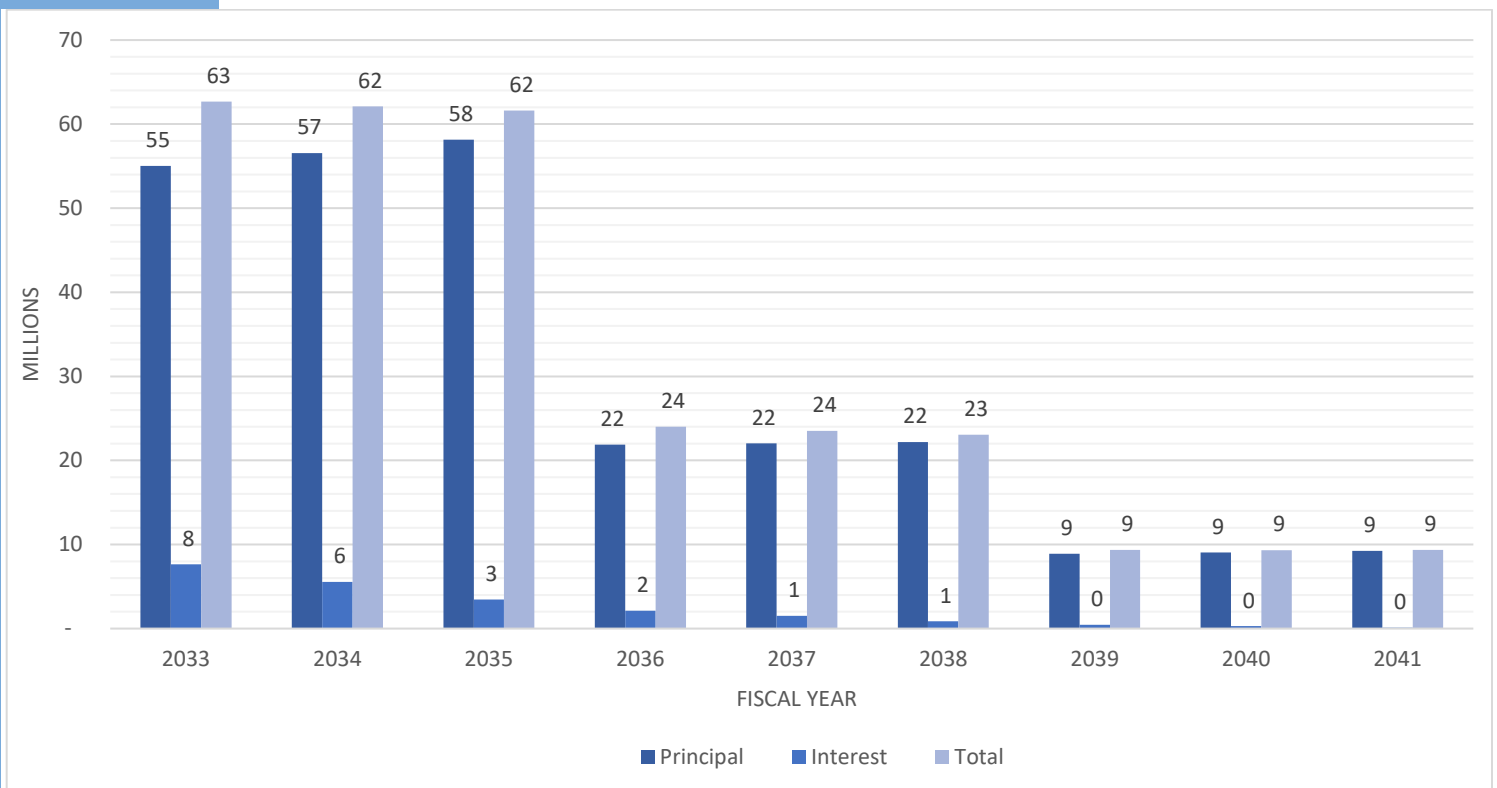
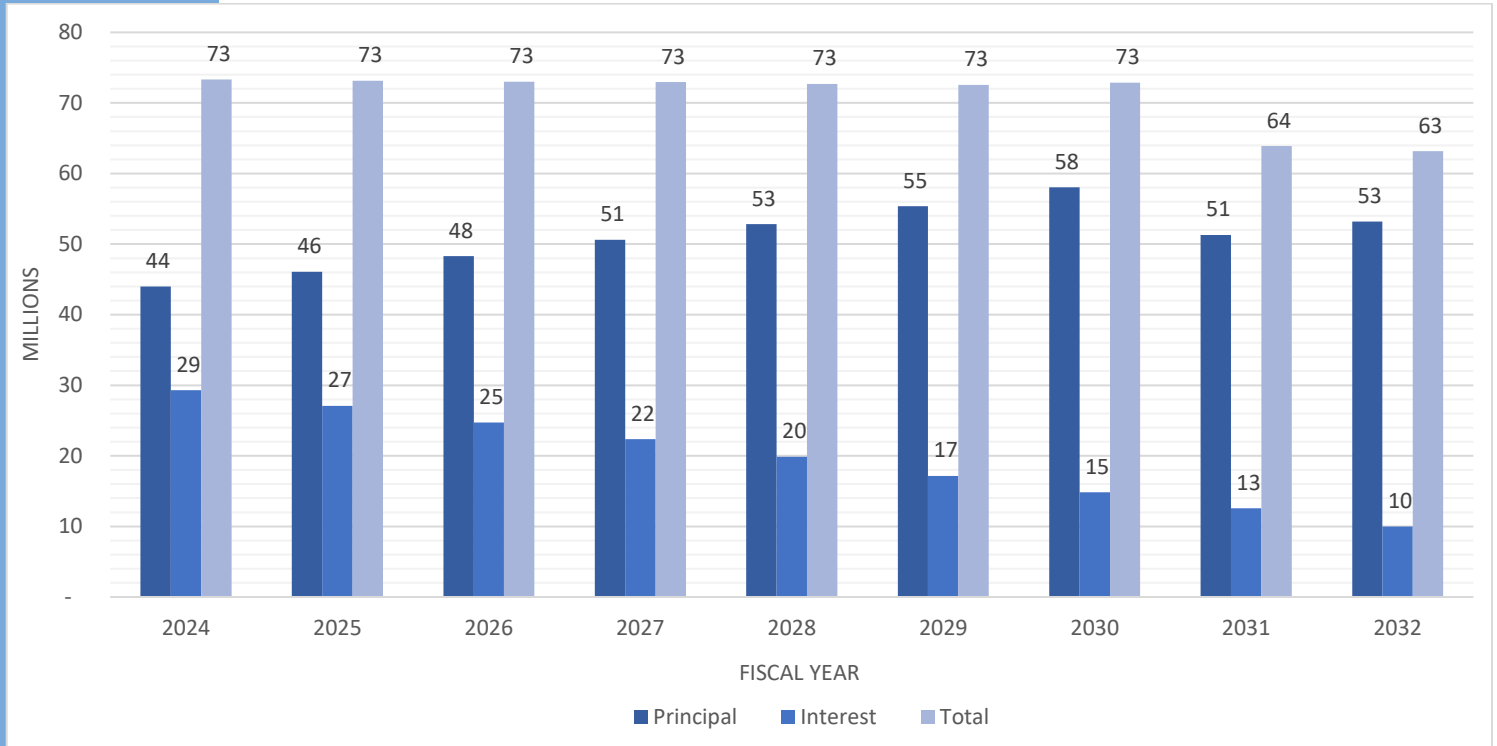
Existing Parity Securities	Original Principal Amount \$	Principal Balance Outstanding \$
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Refunding Bonds, Series 2013	131,245,000	2,550,000
State of Nevada, Highway Improvements Revenue (Motor Vehicle Fuel Tax) Bonds, Series 2014	86,020,000	54,825,000
State of Nevada, Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds, Series 2016	292,600,000	241,870,000
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	121,905,000
State of Nevada, Highway Improvement Revenue (Motor Vehicle Fuel Tax) Bonds Series 2020A	89,585,000	83,605,000
State of Nevada, Highway Improvement Revenue (Indexed Tax and Subordinate Motor Vehicle Fuel Tax) Bonds Series 2020B	53,895,000	50,345,000
Totals	946,915,000	722,765,000

Bonds Issued by Year, Bond Amount and Remaining Balance



Transportation Funding & Financing

Annual Projected Debt Service (as of 6/30/2023)



2023 Your Driving Costs (expressed in cents per mile of travel)

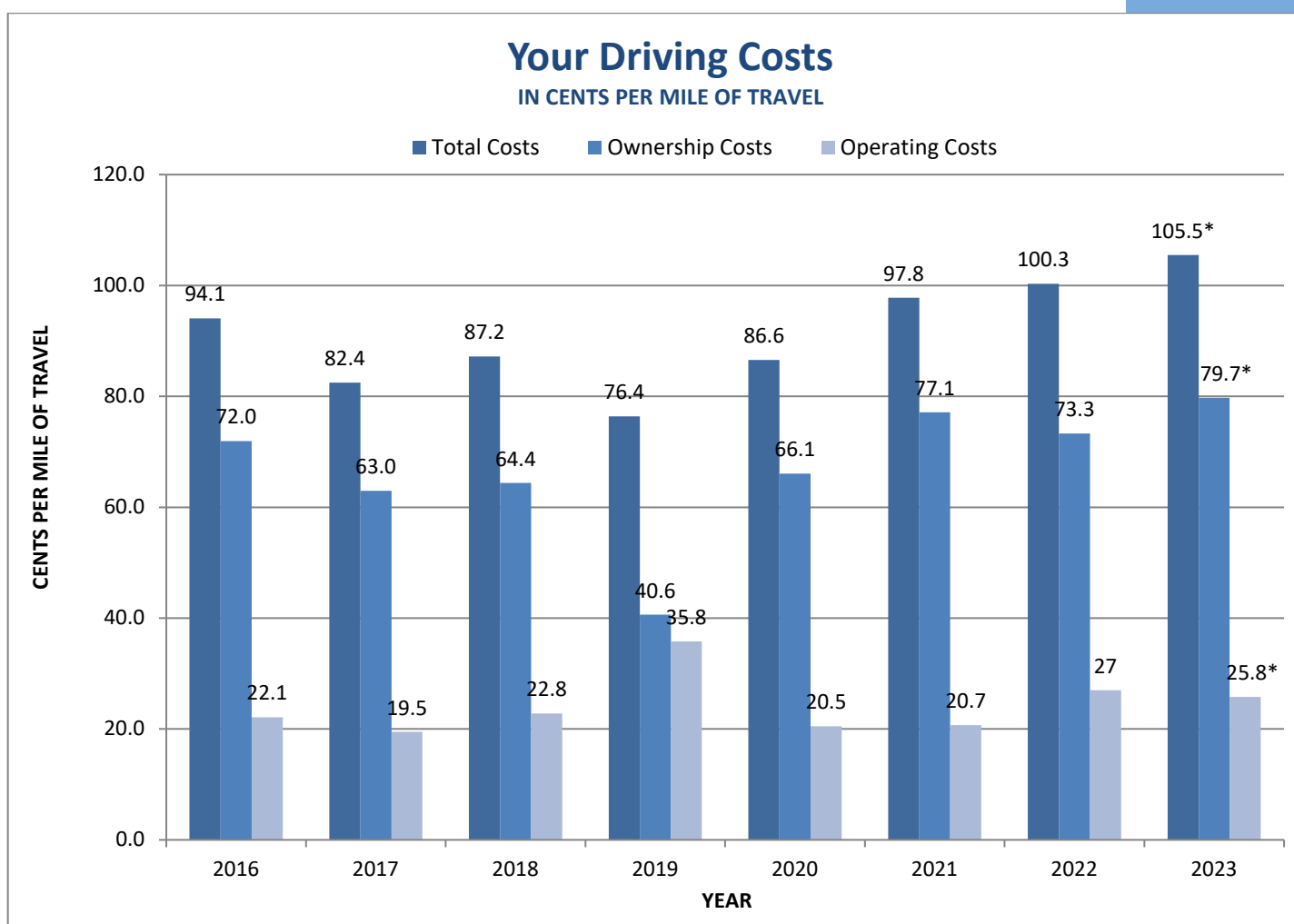
Assumptions: Vehicle travels 10,000 miles annually.

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

Operating Cost: 25.8¢ per mile of travel including fuel and maintenance.

Ownership Cost: 79.7¢ per mile of travel including full-coverage insurance, license, registration, taxes, depreciation, and finance charges.

Total Cost: 105.5¢ per mile of travel.



Source: 2023 Your Driving Cost Break Out by Category-August 2023 published by American Automobile Association.

* 2023 weighted average costs per mile of travel.

Gas Tax

(Per Gallon)

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

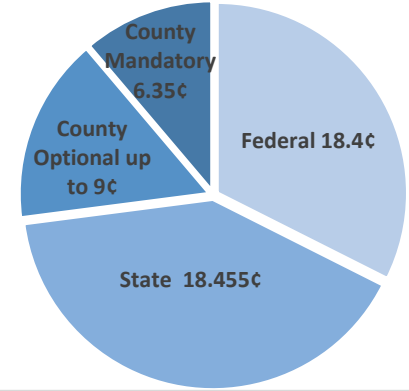
3. County Mandatory

- 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

Legal Citation Chapter 365, Nevada Revised Statutes

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



Gas Tax (Per Gallon)

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)

	Total Collections	State	County	County	County	RTC	RTC
	Mandatory/Optional	Share	Share	Option#	Option*	Option #	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	17.4¢	17.0¢	AB413, NRS 373.0663
Washoe County Index - CPI	2.7¢	2.6¢	AB516, NRS 373.065
Washoe County Index - PPI	38.4¢	37.7¢	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

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

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 (Clear Diesel/Biodiesel only) Carson City, Churchill, Humboldt, Lyon, Mineral, Pershing, Storey, White Pine, Elko	27.0¢ 5¢	26.5¢ 4.9¢	NRS 366.190 County Options: SB48 of 2019, NRS 373.062
Clark County Index - PPI	17.3¢	17.0¢	AB413, NRS 373.0663
Washoe County Index - PPI	36.53¢	35.8¢	SB201, NRS 373.066
CNG	21.0¢	20.6¢	NRS 366.190
Clark County Index - PPI	13.1¢	12.8¢	AB413, NRS 373.0663
Washoe County Index - PPI	27.5¢	27.0¢	SB201, NRS 373.066
LPG	6.4¢	6.3¢	NRS 366.190
Clark County Index - PPI	13.4¢	13.3¢	AB413, NRS 373.0663
Washoe County Index - PPI	25.2¢	27.7¢	SB201, NRS 373.066
A55	19.0¢	18.6¢	NRS 366.190
Clark County Index - PPI	6.3¢	6.2¢	AB413, NRS 373.0663
Washoe County Index - PPI	13.3¢	13.0¢	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, Humboldt, 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-tractor 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.

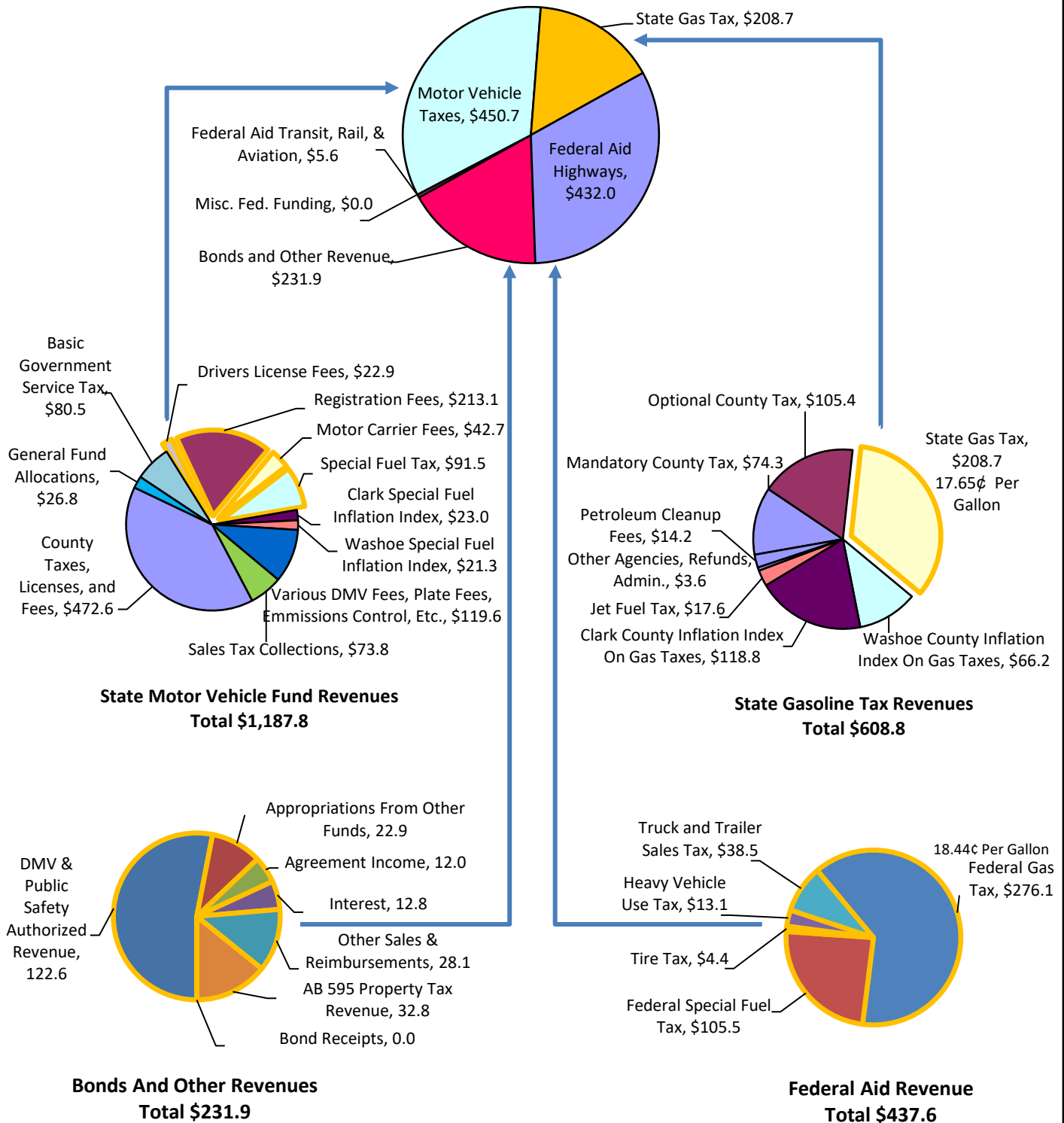
Transaction	Fee
Complete change of ownership on any vehicle	\$28.25
Duplicate Nevada Certificate of Title sent to a Nevada address	\$20.00
Duplicate Nevada Certificate of Title sent out of state	\$35.00
Add/Drop Legal Owners without a complete change of ownership	\$20.00
Change an out-of-state title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

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

State Highway Fund Revenue Sources

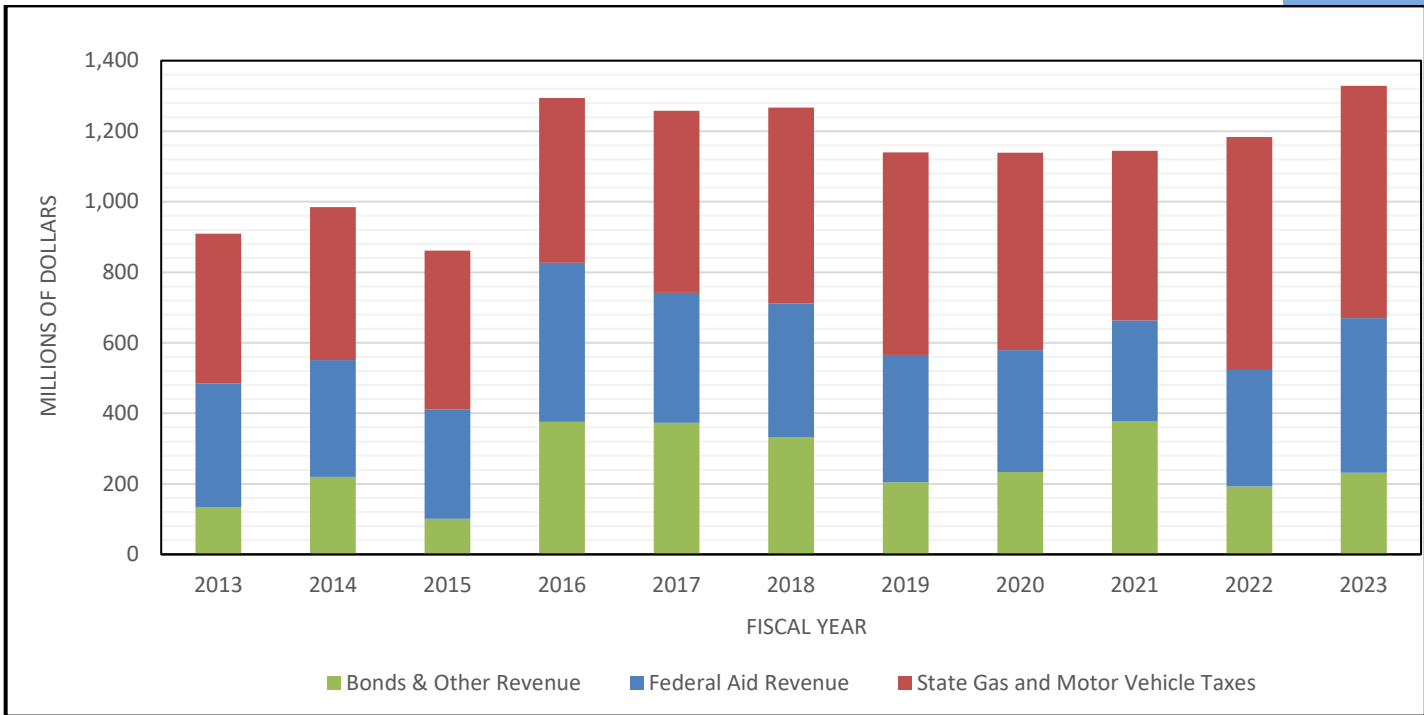
2023 Revenue (in millions)

2023 State Highway Fund Revenue
Total \$1,328.9



Total State Highway Fund Revenue

(in millions)



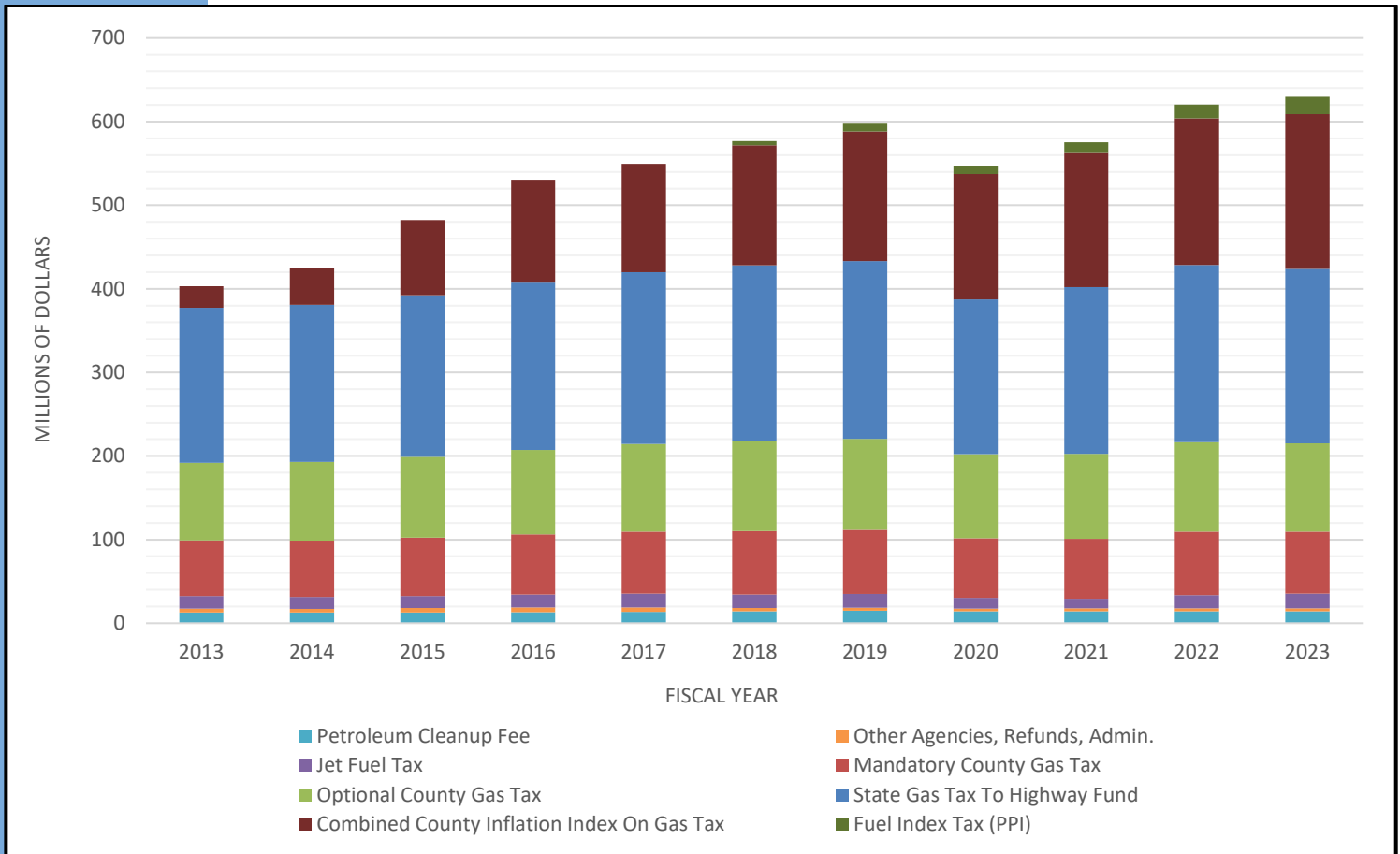
Fiscal Year	Federal Reimbursement	State Gas & Motor Vehicle Tax	Bonds & Other Revenue	Total
2013	350.8	424.1	134.1	909.0
2014	330.8	433.8	219.9	984.5
2015	308.7	451.1	101.3	861.2
2016	450.8	467.6	375.8	1,294.3
2017	368.6	516.9	372.7	1,258.3
2018	380.8	555.6	331.0	1,267.3
2019	361.5	573.6	204.4	1,139.5
2020	346.4	559.9	233.0	1,139.3
2021	286.7	481.0	376.5	1,144.2
2022	330.3	660.5	192.5	1,183.2
2023	437.6	659.4	231.9	1,328.9

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

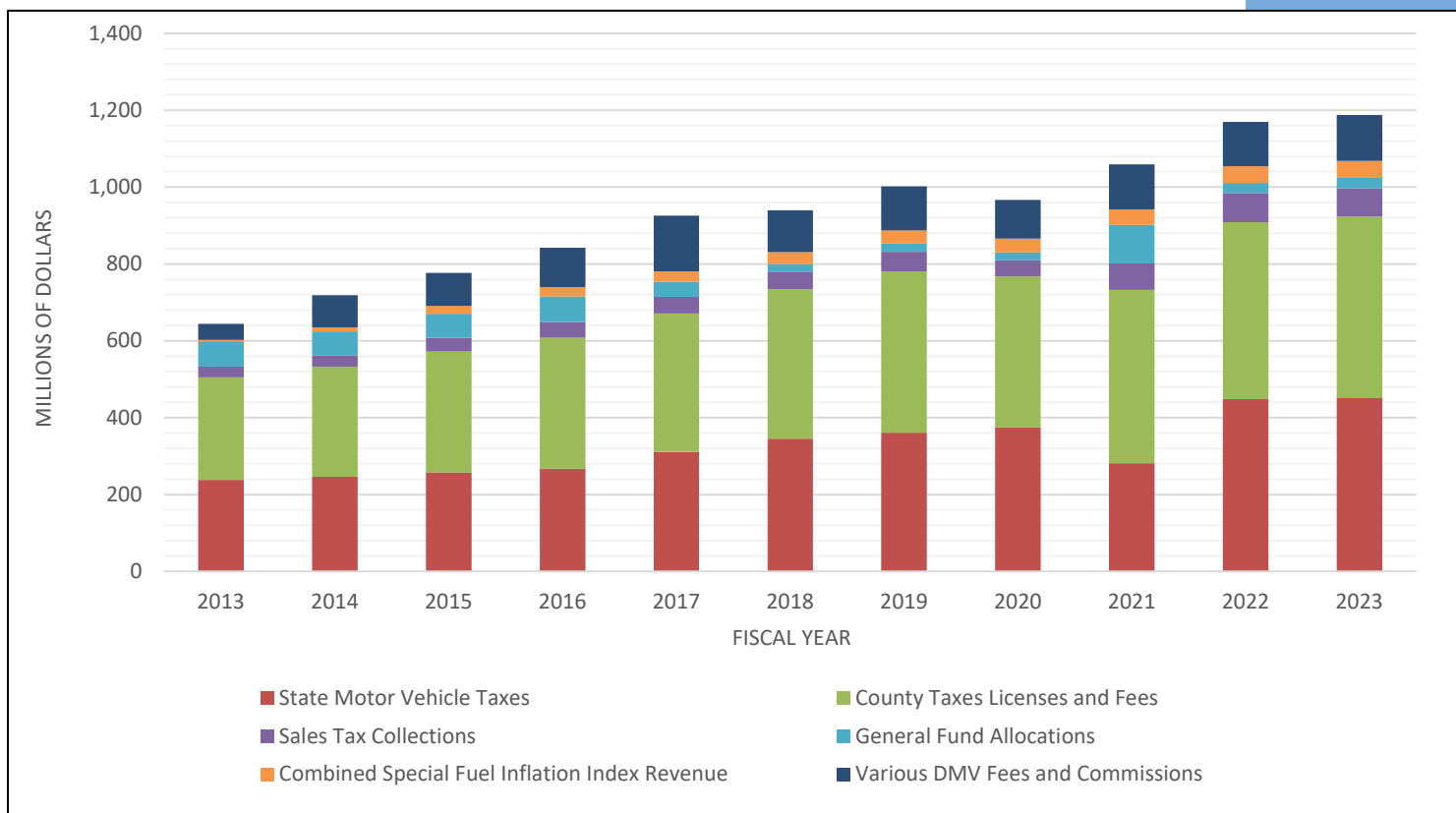
(in millions)



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
2013	185.7	-	66.8	92.5	25.6	15.1	12.7	4.7	403.0
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

*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)



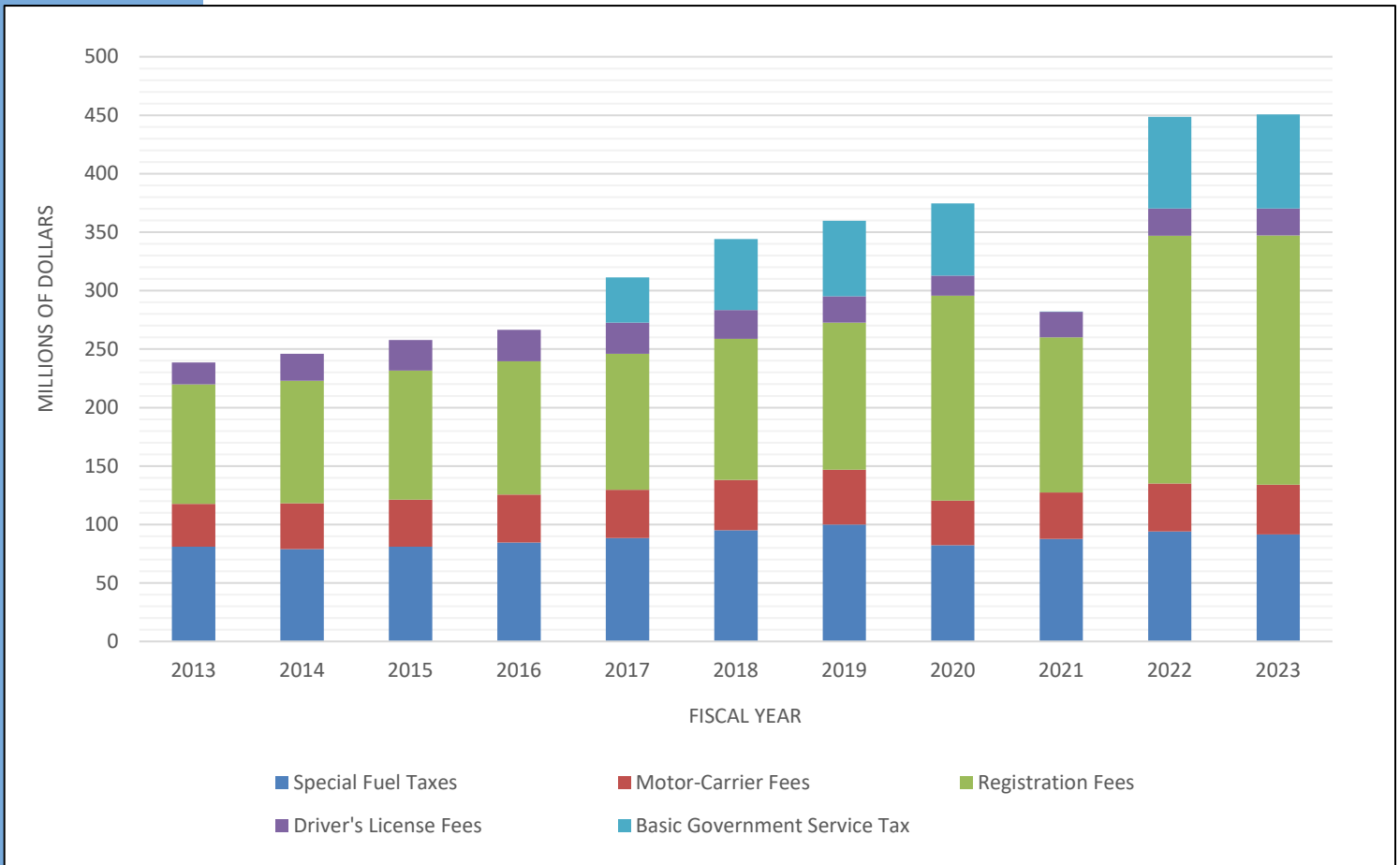
Fiscal Year	State Motor Vehicle Taxes	County Taxes Licenses and Fees	Sales Tax Collections	General Fund Allocations	Combined Special Fuel Inflation Index Revenue	Various DMV Fees and Commissions*	Total
2013	238.5	266.8	27.7	63.5	6.4	41.3	644.1
2014	246.0	287.0	29.5	62.3	10.7	83.1	718.5
2015	257.8	314.6	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	1,059.1
2022	448.6	460.0	76.3	26.1	43.5	115.4	1,169.8
2023	450.7	472.6	73.8	26.8	44.3	119.6	1,187.8

*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

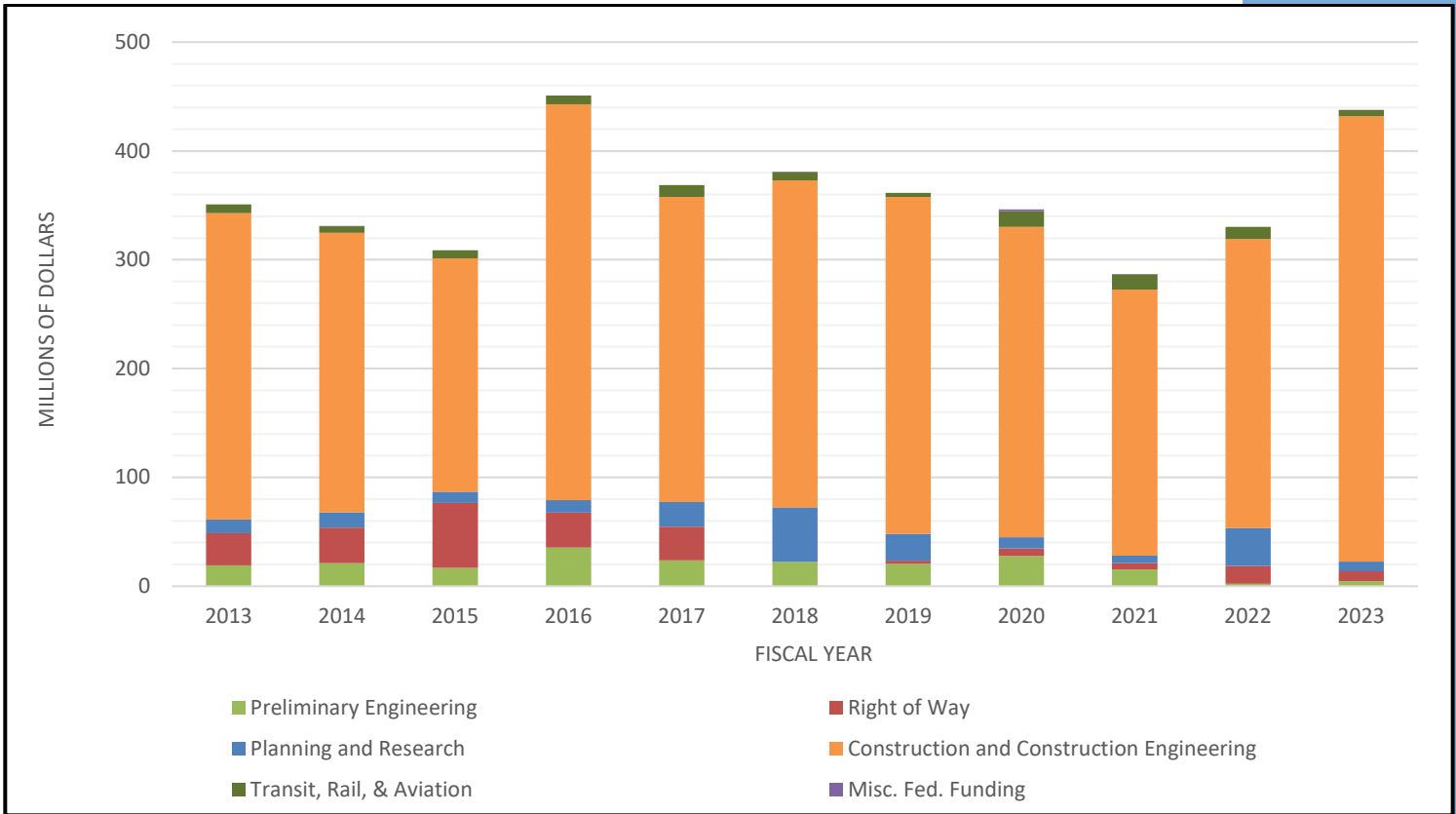
(Derived from the state motor vehicle fund, in millions)



Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Basic Government Service Tax	Total
2013	80.9	36.7	102.1	18.7	-	238.5
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	94.1	40.9	211.9	23.4	78.3	448.6
2023	91.5	42.7	213.1	22.9	80.5	450.7

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

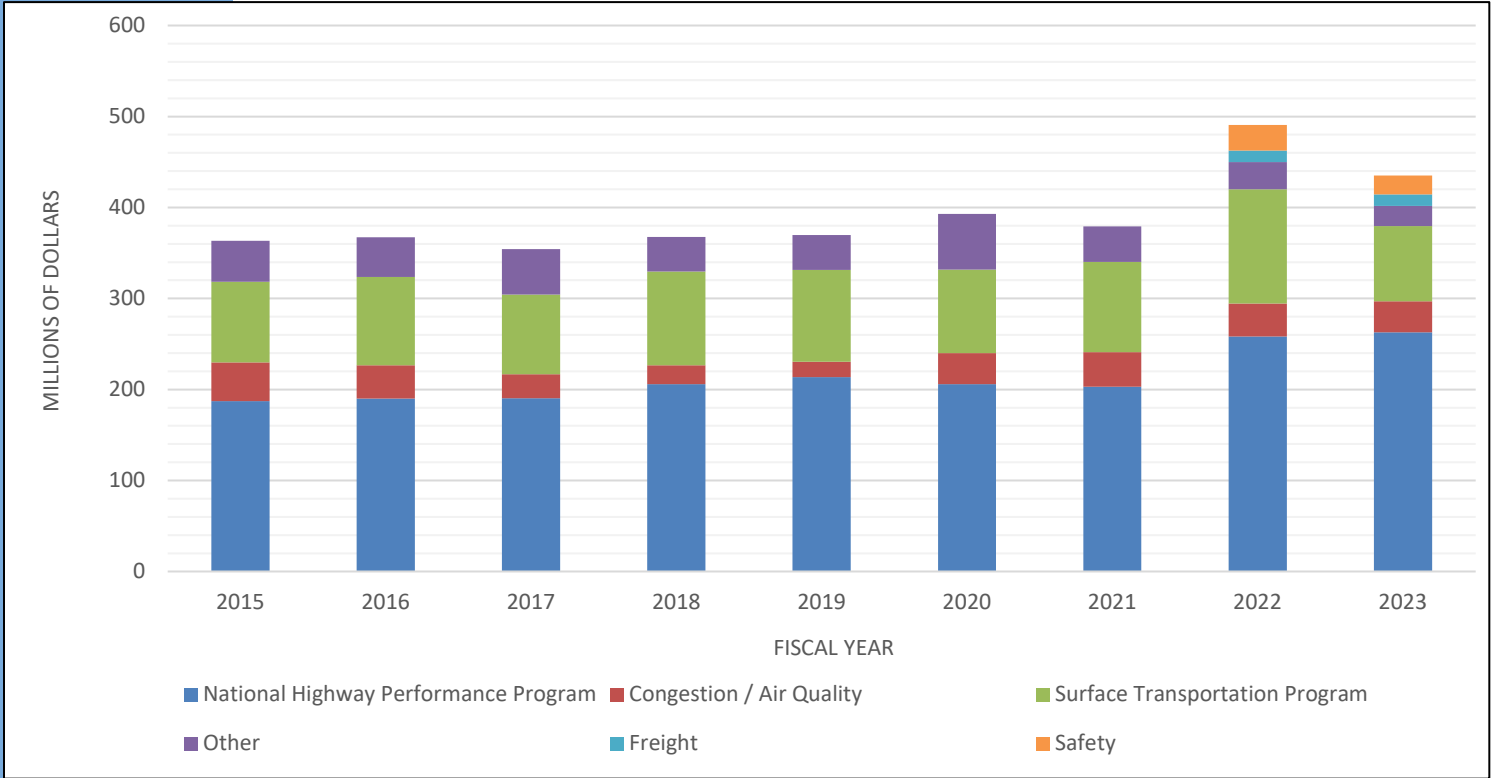
Federal-Aid Revenue (in millions)



Fiscal Year	Planning & Research	Right of Way	Preliminary Engineering	Construction & Construction Engineering	Transit, Rail, & Aviation	Misc. Fed. Funding	Total
2013	12.8	29.4	19.2	281.3	8.1	0.0	350.8
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	14.3	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

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

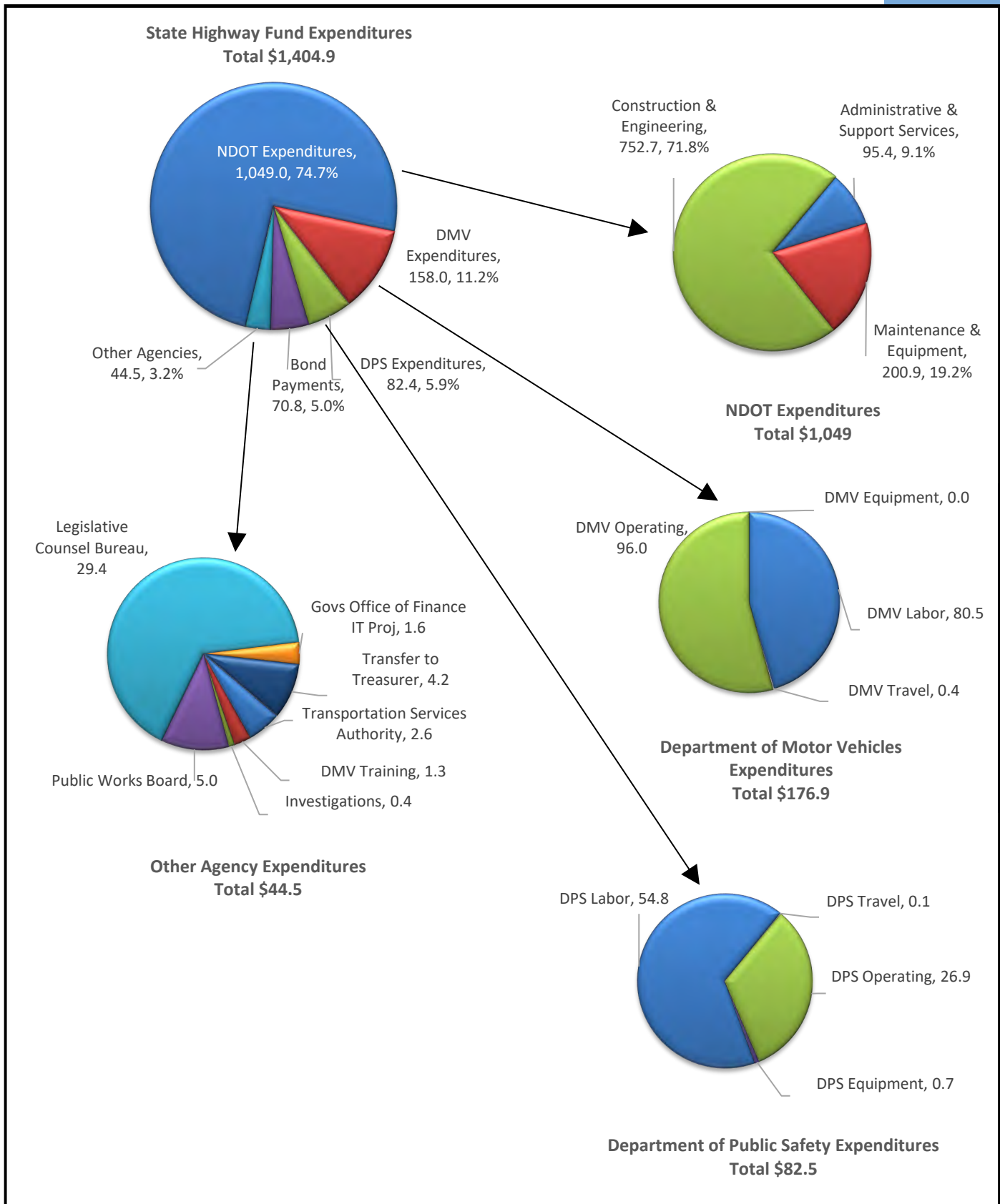
Federal-Aid Apportionments Million \$ (Under MAP 21, FAST Act, IJJA Starting FFY 2013)

Fiscal Year	National Highway Performance program	Congestion/Air Quality	Freight	Safety	Surface Trans. Program 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	\$34.1	\$12.6	\$20.5	\$82.9	\$22.2	\$435.0

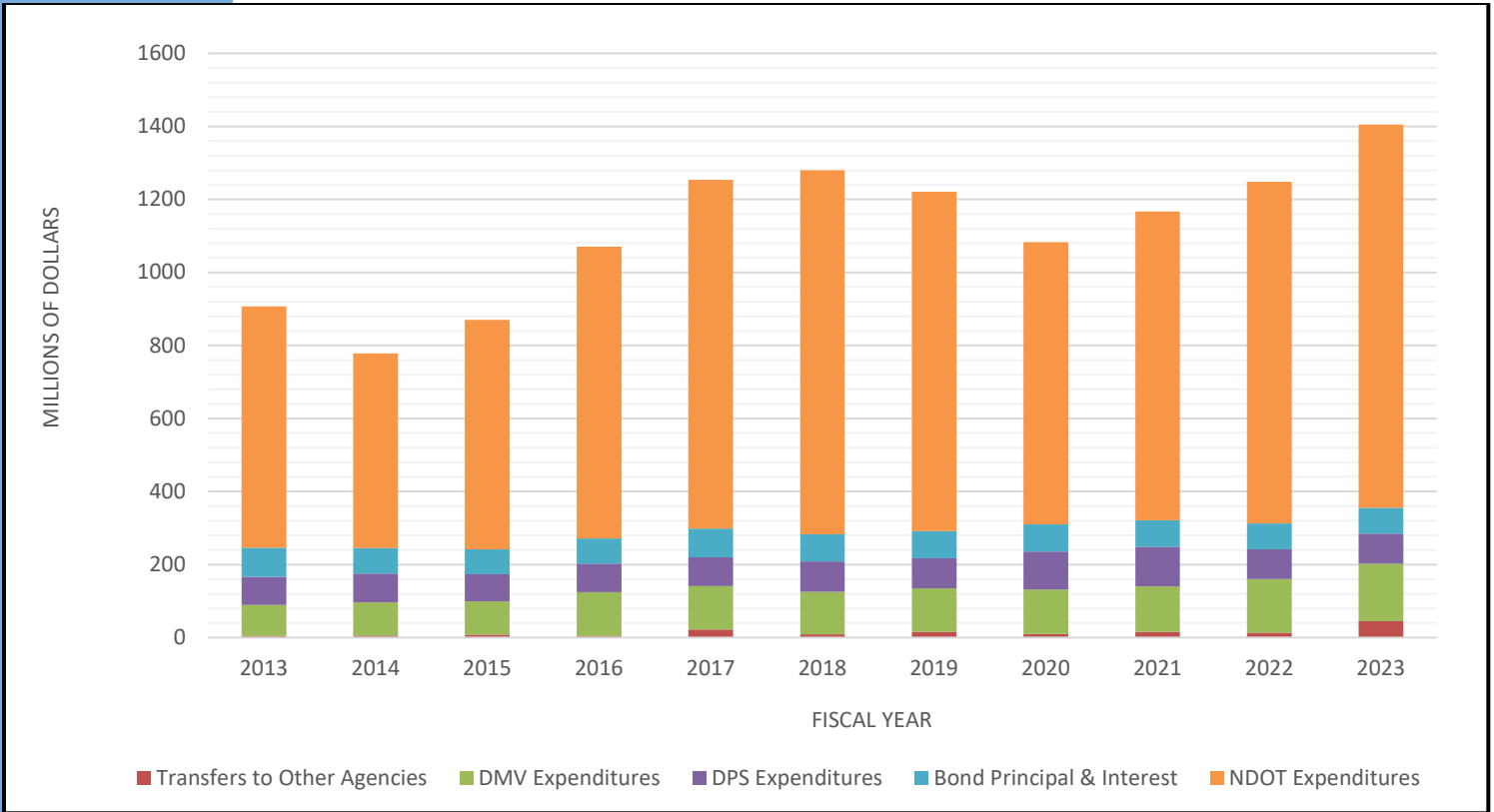
FFY 2013* *MAP-21 reallocated/combined program funds, therefore, can't be compared to SAFETEA-LU Programs. Above amount includes a .2% across-the-board rescission.

State Highway Fund Expenditures & Disbursements

FY 2023 (in millions)



State Highway Fund Expenditures & Disbursements (in millions)

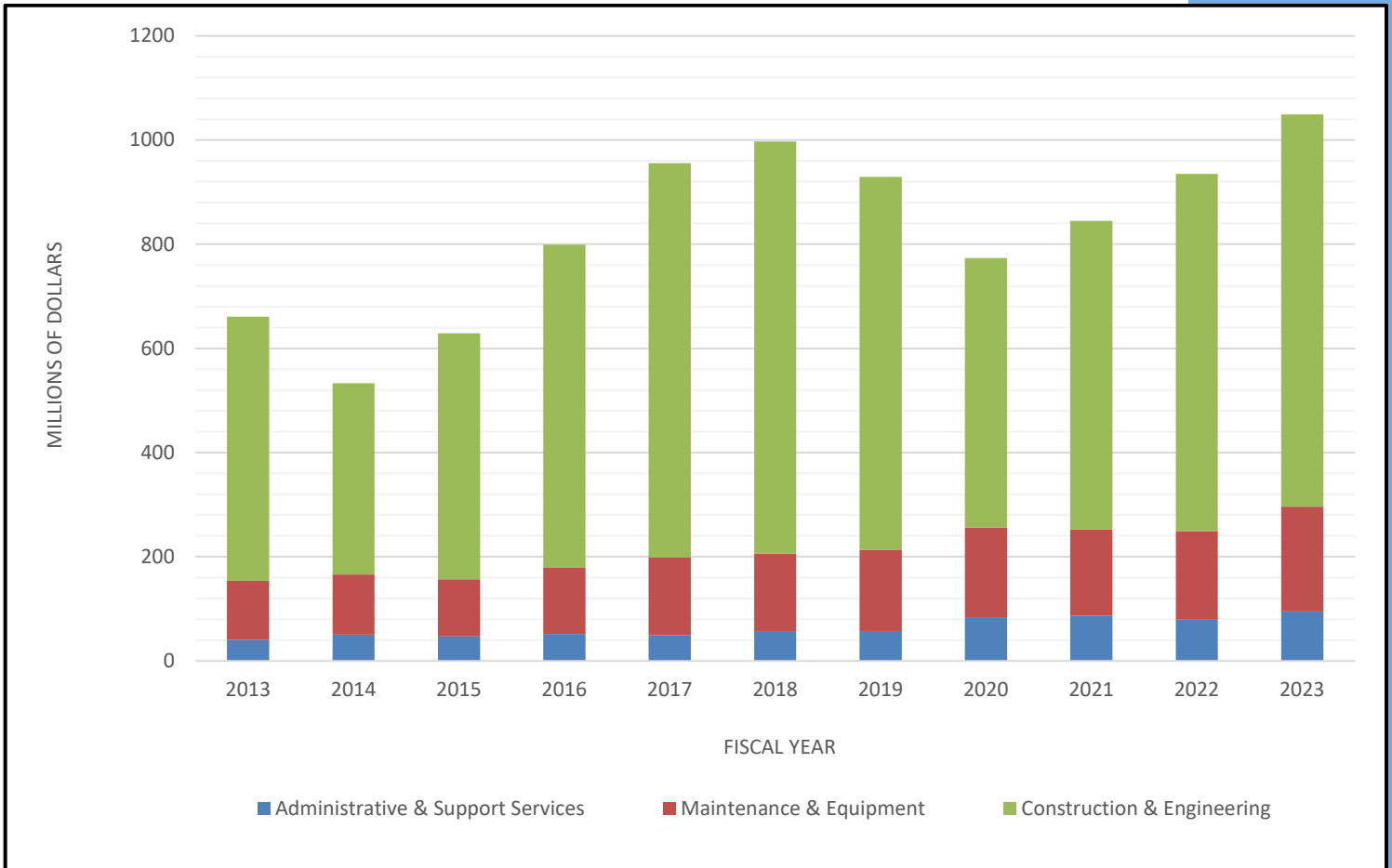


Fiscal Year	Transfers to Other Agencies	DMV Expenditures	DPS Expenditures	Bond Principal & Interest	NDOT Expenditures	Total
2013	4.2	85.5	76.5	79.8	661.0	906.9
2014	5.4	90.9	78.7	70.1	533.3	778.4
2015	8.3	90.4	74.9	67.8	628.9	870.3
2016	4.9	119.1	78.5	68.5	799.3	1,070.4
2017	22.0	119.4	78.3	78.9	955.4	1,254.0
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	70.9	935.0	1,248.0
2023	44.5	158.0	82.4	70.8	1049.0	1,404.9

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

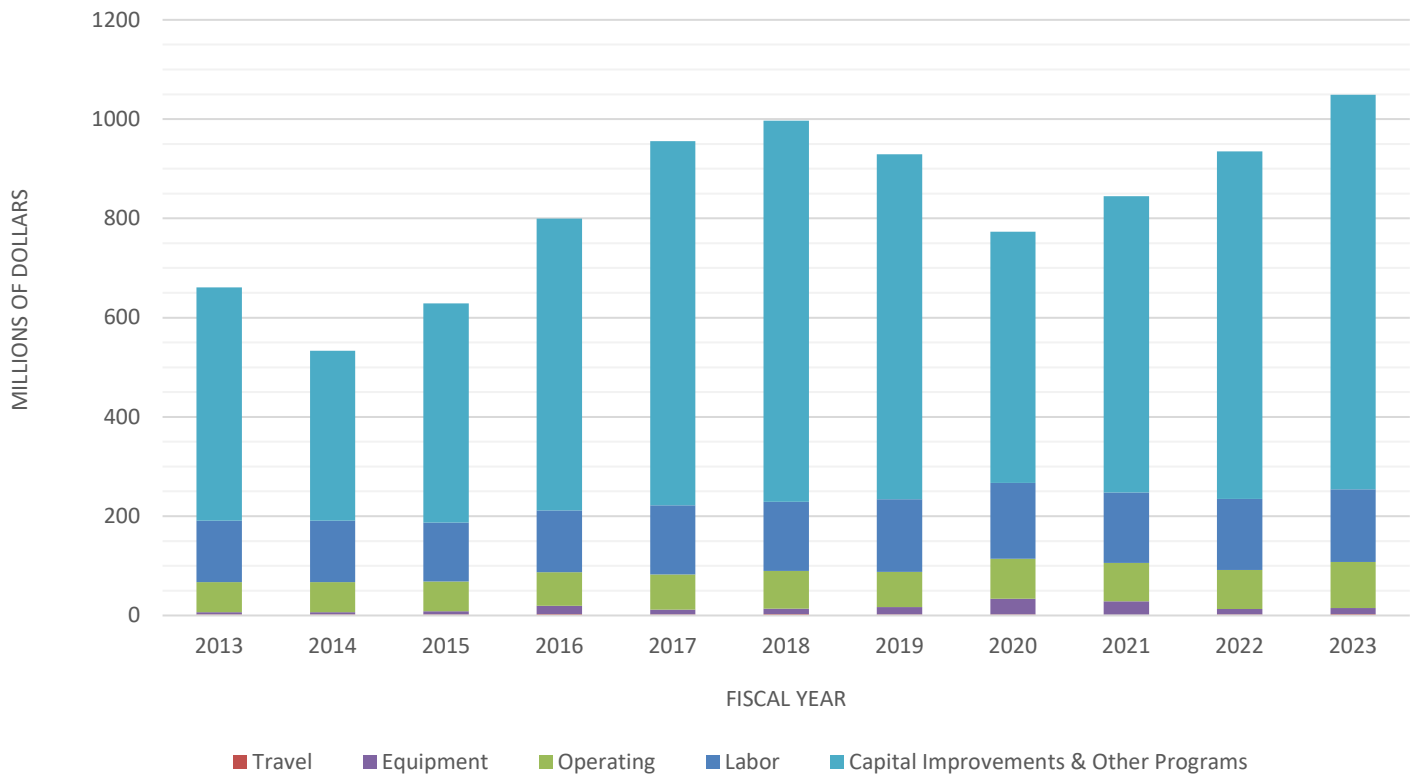
(in millions)



Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2013	40.5	113.8	506.7	661.0
2014	50.7	115.0	367.5	533.3
2015	47.5	109.2	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	80.1	168.9	686.0	935.0
2023	95.4	200.9	752.7	1049.0

NDOT Expenditures By Appropriation

(in millions)

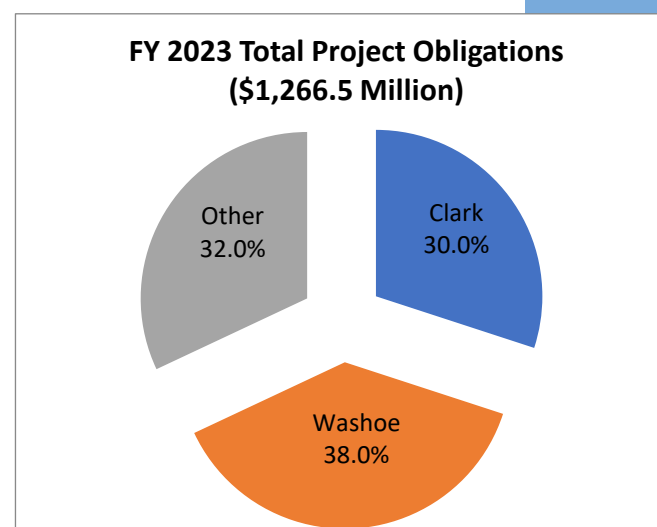
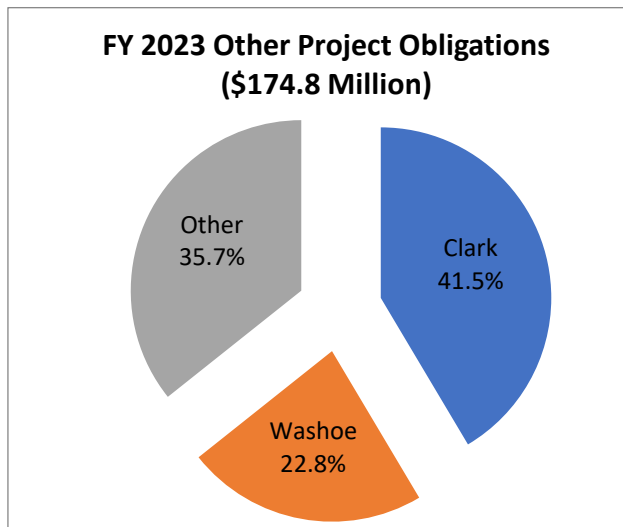
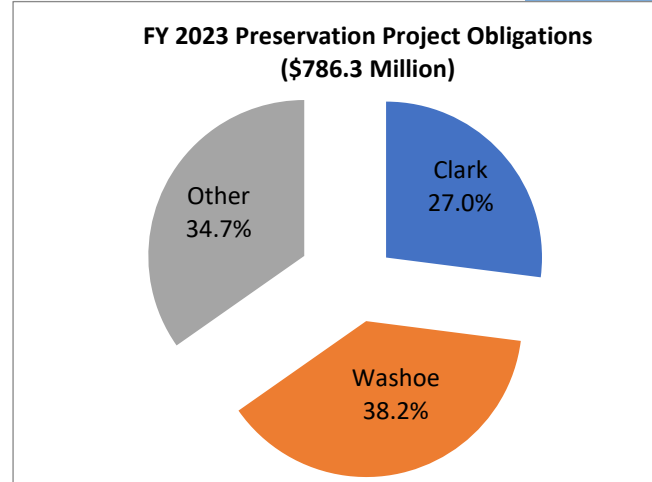
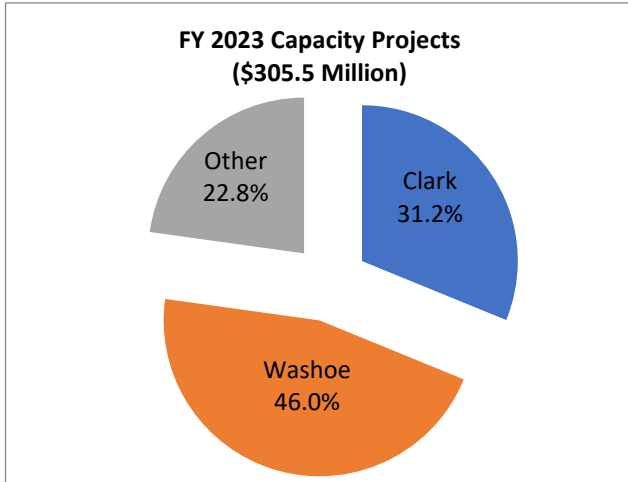


Fiscal Year	Labor	Travel	Operating	Equipment	Capital Improvements & Other Programs	Total
2013	123.8	1.9	60.8	4.9	469.7	661.0
2014	123.3	1.9	61.0	4.6	342.5	533.3
2015	119.2	1.8	59.9	6.5	441.4	628.9
2016	124.3	2.6	67.6	16.9	587.9	799.3
2017	139.3	2.4	71.2	9.1	733.3	955.4
2018	139.1	2.6	75.8	11.5	768.3	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	700.5	935.0
2023	146.6	2.4	92.6	12.8	794.7	1,049.0

Project Obligations In Urban & Rural Areas



Fiscal Year 2023 Project Obligations Projects advertised during Federal Fiscal Year 2023

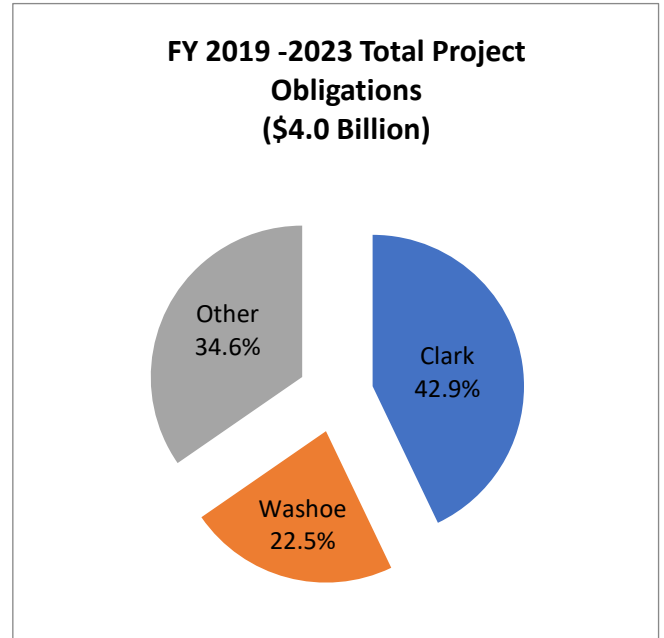
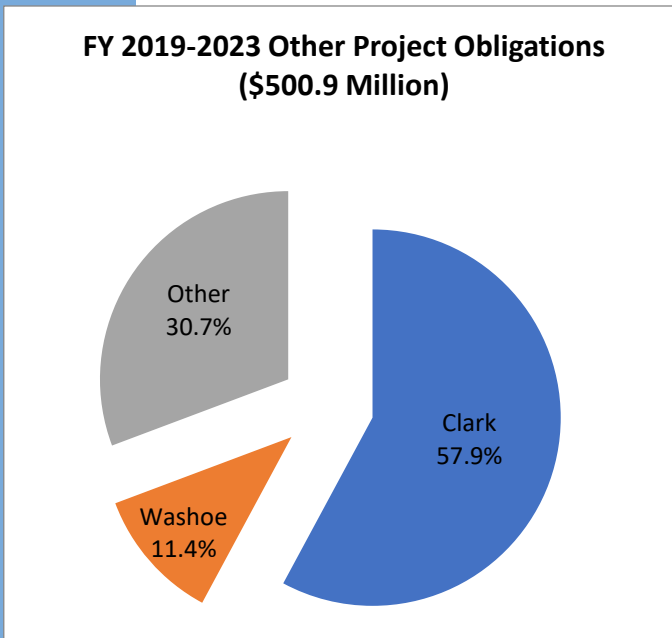
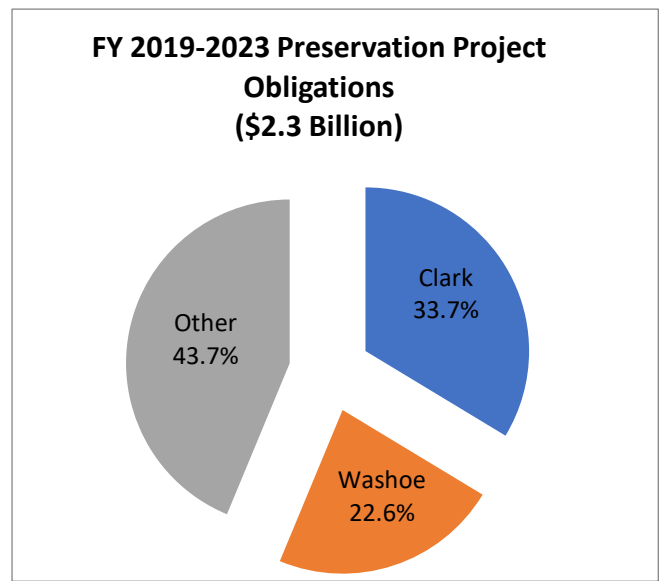
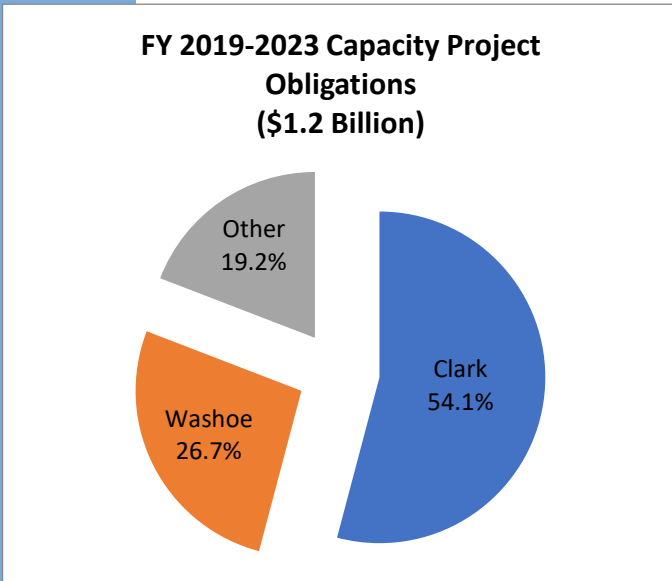


FY 2023 Projects

	Capacity	Preservation or Maintenance	Other	Total
Clark	\$95,224,437	\$212,506,512	\$72,449,478	\$380,180,427
Washoe	\$140,588,454	\$300,670,094	\$39,928,268	\$481,186,816
Other	\$69,652,150	\$273,082,674	\$62,385,293	\$405,120,116
Total	\$305,465,042	\$786,259,280	\$174,763,038	\$1,266,487,359
Percent	24.1%	62.1%	13.8%	100.0%

Project Obligations In Urban & Rural Areas

FFY 2019-2023 Total Distribution of Project Funding



FFY 2019-2023 Total Distribution of Project Funding

	Capacity	Preservation or Maintenance	Other	Total
Clark	\$664,260,511	\$773,413,951	\$289,837,565	\$1,727,512,026
Washoe	\$328,057,498	\$519,747,116	\$57,168,519	\$904,973,132
Other	\$235,051,190	\$1,005,166,579	\$153,868,359	\$1,394,086,128
Total	\$1,227,369,199	\$2,298,327,645	\$500,874,442	\$4,026,571,286
Percent	30.5%	57.1%	12.4%	100.0%

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.



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

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.

Annual Trips by Provider

Provider	Annual Trips (SFY2023 Data)
Churchill Regional Transportation	12,275
Douglas Area Rural Transit	15,932
Elko County	28,350
Humboldt County/Pleasant Senior Center	5,463
Lincoln County Human Services	1,463
Nye County Senior Nutrition Program	2,338
Pahrump Valley Public Transportation	5,694
Southern Nevada Transit Coalition	311,101
White Pine County - Ely Bus	6,513

Total 389,129

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.



NDOT Planning continues to work on improving Nevada’s freight infrastructure with the goal of increasing the effective movement of goods into and through Nevada.



Nevada State Freight Plan

This plan is Federally required and provides a framework to improve freight mobility to foster continued economic growth and diversification in Nevada. The plan's goals and strategies are supported by a series of actions that include policies, initiatives, and projects. This plan has been updated; please visit <https://www.dot.nv.gov/mobility/freight-planning/nevada-freight-plan> for the latest freight plan.

Nevada's Freight Network

Nevada’s freight transportation system supports many industries, from mining to tourism and manufacturing. The freight transportation system includes: over 2,300 miles of the National Highway System, three airports that provide air cargo services, more than 6,500 truck parking spaces, two primary rail corridors, and nine intermodal centers that include six rail-truck facilities and three air-truck facilities.

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

Mode	Tons	% of tons	Value (\$billions)	% value
Truck	91.5	62.3%	111.8	66.8%
Rail	4.5	3.1%	1.0	0.6%
Air (includes Truck-Air)	0.1	0.1%	12.9	7.7%
Multiple modes and mail	3.2	2.2%	30.8	18.4%
Pipeline	47.4	32.3%	10.4	6.2%
Other and unknown	0.1	0.1%	0.5	0.3%
Total	146.8	100%	167.3	100%

Source: Freight Analysis Framework (FAF) 5 data from 2017. (Represents the latest available data.)

Freight and Rail



NDOT staff has worked on multiple federally funded rail grant applications over the last few months. These include: Brightline West, re-establishment of passenger rail service between Las Vegas and Salt Lake City and rail improvements to the mainline in Elko.

Nevada State Rail Plan

This Federally required plan identifies rail needs and opportunities to improve rail infrastructure in Nevada. The Nevada Rail Plan can be found here:

<https://www.dot.nv.gov/mobility/rail-planning>

Freight Rail

Nevada has two rail operators, Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (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.

Amtrak

Amtrak operates one train set per day through Northern Nevada, on the California Zephyr Route (San Francisco Bay Area-Reno-Salt Lake City-Denver-Omaha-Chicago). In addition, Amtrak Thruway motor coaches serve Reno and Las Vegas, providing intermodal connections to and from other Amtrak services.

NEVADA AVIATION

DEPARTMENT OF TRANSPORTATION

The NDOT Aviation Program operates in support of the Nevada Department of Transportation's (NDOT) vision of being the nation's leader in delivering transportation solutions and improving Nevada's quality of life. The NDOT Aviation Program is responsible for helping Nevada's General Aviation at both public-use and private-use airports and heliports meet applicable safety requirements and provide maximum utility to their communities and the flying public. This includes the NDOT Aviation Program annual airport inspections on all of Nevada's general aviation airports as part of the Federal Aviation Administration's (FAA) Airport Safety Data Program.

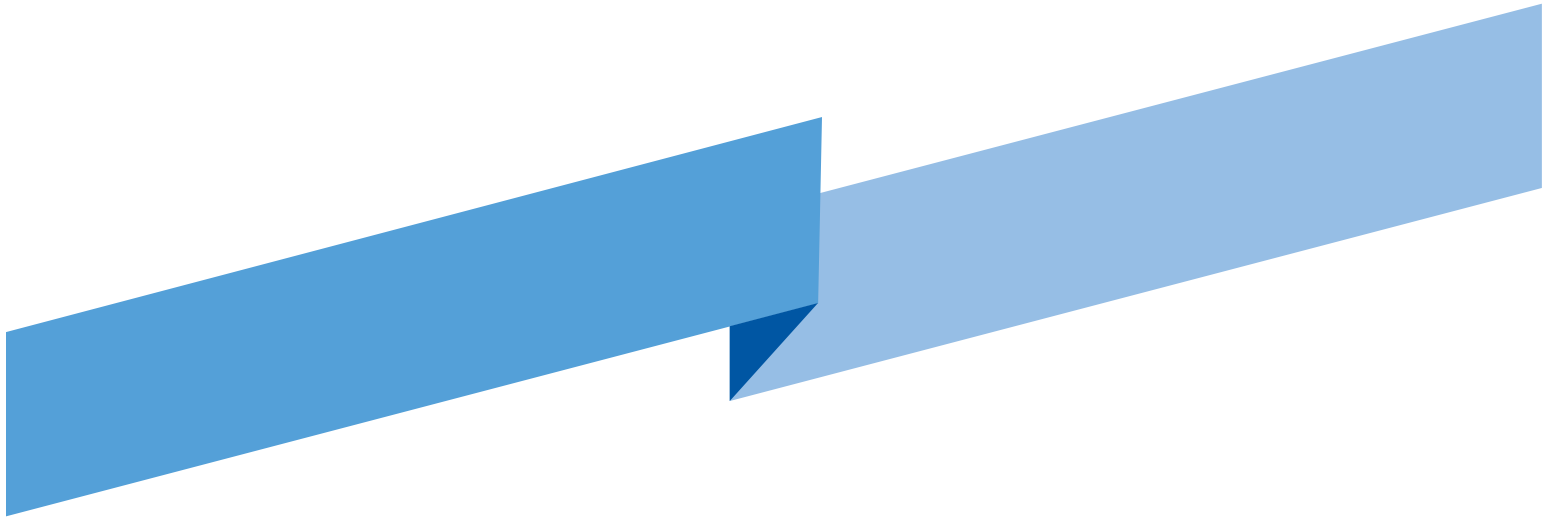
- **169 Registered Facilities of these:**
 - **49 Public-Use Airports - 5 Privately-Owned**
 - **63 Heliports – 14 On Airport Heliports**
 - **3 Commercial Airports**
 - **2 International Facilities**
 - **2 Temporary Airports**

The State of Nevada has 31 airports listed in the National Plan of Integrated Airport Systems (NPIAS) which is used as an inventory of U.S. aviation infrastructure assets. The NPIAS is developed and maintained by the FAA, and it identifies existing and proposed airports that are significant to national air transportation in the U.S., and thus eligible to receive federal grants under the Airport Improvement Program (AIP). NDOT Aviation completed and update of the Statewide Airport & Heliport System Plan and Airport Economic Impact Study. Airports provide more than 285,521 jobs in Nevada, produce \$12.2 billion in Labor Income, and have a total output of more than \$40.0 billion. (<https://www.nevadaaviationsystem.com/>) The 82nd Nevada Legislature and Governor renewed funding under NRS 494.048 of The Fund for Aviation matching money that is available from the FAA to rural public-use airports throughout Nevada. Qualifying airports can receive up to 100% of their local match for airport projects under this program through Fiscal Year 2023-2025.

In 2023, Nevada was listed as having more than 6,100 pilots with about 4,200 registered General Aviation aircraft listed as based within the state. Major aviation events have been held in Nevada, including Burning Man, the High Sierra Fly-In, the Minden-Tahoe, Aviation Roundup, and the Reno Air Races. General Aviation and the rural airports of Nevada serve as a backbone to Wildfire Air Attack and Emergency Medical Services providing essential air services and rural access.

NEVADA DEPARTMENT OF TRANSPORTATION

2023 ANNUAL REPORT



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