

Nevada Grades



Aviation
C+



Bridges
B-



Dams
C-



Drinking Water
C-



Energy
C+



Parks
C+



Roads
C



Wastewater
B-



**OVERALL
GPA**

About the Grades

The 2025 Report Card for Nevada's Infrastructure was written by a committee of more than 15 civil engineers across Nevada who volunteered their time to collect and analyze data, prepare and review their findings and present their conclusions. The committee worked with staff from ASCE National and ASCE's Committee on America's Infrastructure to provide a snapshot of our state's infrastructure, as it relates to us locally and on a national level. The Report Card Sections are graded based on the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience and innovation. ASCE defines these grades as follows:



**Exceptional,
Fit for the
Future**



**Good,
Adequate
for Now**



**Mediocre,
Requires
Attention**



**Poor,
At Risk**



**Failing/
Critical,
Unfit for
Purpose**

Solutions to Raise the Grade



1 Nevadans should continue to index the state fuel tax to inflation: While Washoe and Clark Counties have taken positive steps and raised new revenue for transportation infrastructure by indexing their gas taxes, the remaining counties in Nevada should follow suit in future election cycles. Adequate investment in our roads and bridges is critical to ensuring that freight moves seamlessly throughout the state; tourists are easily able to access the parks, casinos and other forms of entertainment; and rural citizens can enjoy the same quality of life as urban residents.



2 Increase operations and maintenance budgets as additional infrastructure is added to the network. Much of Nevada's infrastructure, particularly in the growing suburbs, is new. We must provide adequate operations and maintenance funding to support the state's new infrastructure, which will save us costly repairs and replacements down the line.



3 Continue to support emerging technologies and foster an attractive culture for innovative companies. Nevada is leading the way in infrastructure and mobility innovation, including renewable energy, autonomous vehicles, drone technology and transit systems. We should capitalize on progress and continue to support forward-thinking organizations and innovations. The state's universities should offer energy programs to help meet the rising demand for a workforce with knowledge of alternative and renewable energy production and utilization.



4 Develop and implement a new transportation funding mechanism to compensate for the influx of electric vehicles using Nevada's roadways.

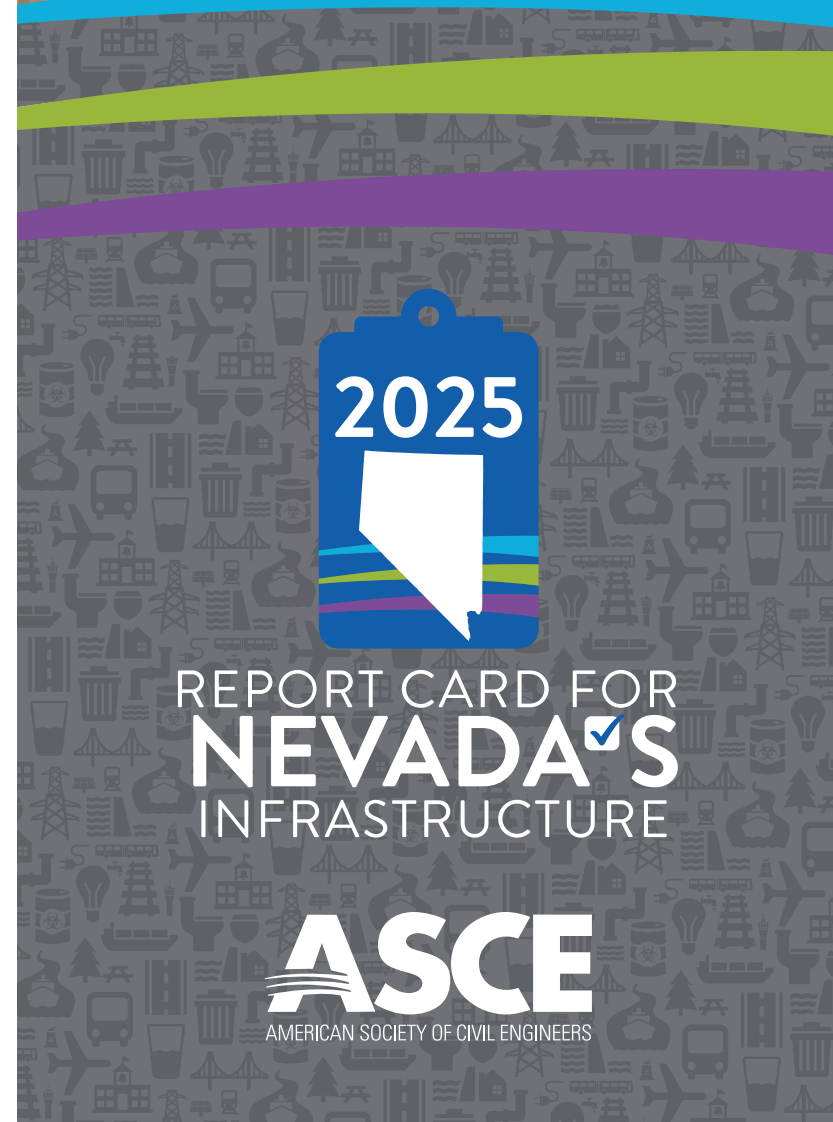
About ASCE-Nevada

The Nevada Section of ASCE was formed over 60 years ago and is comprised of three branches: Southern Nevada Branch, Truckee Meadows Branch and Capital Branch. The Nevada Section has over 1500 active members who participate in over 50 different committees throughout both Southern and Northern Nevada. The Nevada Section board members represent both ends of the state and help provide technical resources, continuing education and community outreach opportunities to both our membership base, as well as the general public.

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INFRASTRUCTURE MATTERS

As Nevada grows, the existing infrastructure is becoming taxed, and new facilities are needed across the entire state. Geographically, Nevada is the seventh largest state in land area, but 32nd largest in population, with over 90% of the state's residents in Las Vegas and Reno. Furthermore, 90% of the state is considered rural and over 80% of the land is owned by the Federal government. Nevada is also one of the driest states in the country, with annual rainfall of five inches or less, meaning a majority of the state's water supply is dependent on snowmelt from mountain ranges within Nevada and neighboring states. The state's largest city, Las Vegas, has grown rapidly over the past 25 years, meaning the city tends to house some of the state's newest infrastructure systems and has a larger share of infrastructure versus other areas of the state. In contrast, other areas, including Reno, Elko, Ely and Tonopah, are home to older and aging infrastructure systems. However, these areas are also steadily growing and require both new construction and regular maintenance to keep up with the community's needs.

The 2025 Report Card on Nevada's Infrastructure is the fourth edition developed by ASCE's Nevada Section since 2007. This report covers eight categories – Aviation, Bridges, Dams, Drinking Water, Energy, Public Parks, Roads, and Wastewater. We are pleased to report an improvement in Nevada's infrastructure from a C in 2018 to a C+ in 2025.



How You Can Get Involved

Get the full story behind this Report Card at www.infrastructurereportcard.org/Nevada.

Ask your elected leaders what they're doing to keep up with your neighborhood's infrastructure. Use your zip code to get your list of elected officials at www.infrastructurereportcard.org/take-action.

The 2025 Report Card for Nevada's Infrastructure

gave the state an overall G.P.A. of C+. Nevada's civil engineers studied eight infrastructure categories. Of those eight, two infrastructure categories are in good condition and six are in mediocre condition.

The good news is there are solutions to all these challenges, and we can raise the grades of Nevada's infrastructure. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.



Aviation C+

Nevada's economy relies heavily on tourism, and most visitors use air travel to visit the state. Efficiently functioning airports are essential to keep the state thriving. The COVID-19 pandemic seriously impacted air travel in Nevada, with effects across the economy and airlines in the state. Air travel to Nevada didn't recover until 2022, when numerous international airlines resumed service to the state.

In 2024, over 60 million passengers utilized Nevada's largest airports – the Reno-Tahoe International Airport and Harry Reid International Airport in Las Vegas – placing a heavy strain on existing facilities and requiring constant maintenance. To accommodate current and future passenger volumes, Reid expanded the Henderson Executive Airport and will be starting an environmental analysis for the Southern Nevada Supplemental Airport (SNSA). Reno-Tahoe is in the middle of a \$1.6 billion expansion and improvement program, MoreRNO, which broke ground in 2019. Nevada's general aviation airports received over \$27 million in Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants in 2024 and also receive state apportionment and discretionary funding from the FAA. Nevada airports also have access to matching funds through the Nevada State Infrastructure Bank.



Bridges B-

With only 1.5% of Nevada's 2,128 bridges rated as structurally deficient, the network is one of the best in the country. However, 26% of the bridges in the state are over 50 years old and another 12% will reach their 50-year design life by 2030. Older bridges are often costlier to maintain and will eventually require replacement. Meanwhile, available funding is insufficient to address future needs. Nevada spends approximately \$17 million per biennium on bridge preservation, with revenue from a combination of federal funds, fuel taxes, and registration fees. Nevada's current backlog of bridge preservation work, such as corrective maintenance, rehabilitation, and replacement, is approximately \$133 million.



Dams C-

There are 673 state regulated dams in Nevada, 508 of which are accounted for in the U.S. Army Corps of Engineers' National Inventory of Dams (NID). Approximately 94 percent of the state regulated high-hazard dams have an Emergency Action Plan (EAP) in place. According to the NID, about 66 % of these dams were given a Satisfactory or Fair condition assessment. Approximately 30 % of these dams were rated as being in Poor or Unsatisfactory condition. Unfortunately, when considering services like inspections, laws, and EAPs, the dam safety budget for high hazard potential dams is approximately half of the national average. Additionally, there are about half as many agency employees per high-hazard dam as there are nationwide.



Drinking Water C-

As with many western states, water is a critical resource. While conservation programs in Nevada are some of the most effective in the country, supply is only one part of the equation. Rapid population growth in Nevada has remained constant for the past several decades and it is projected to continue. The 7th Drinking Water Infrastructure Needs Survey and Assessment issued by the Environmental Protection Agency (EPA) reported that Nevada will require \$6.4 billion for water system improvements over the next twenty years, nearly two thirds of which will be needed for distribution and transmission projects.



Energy C+

Nevada's current energy needs are being met, but dependence on outside resources is substantial. Greenhouse gas emissions are significant and declining slowly. The prominent power utility, NV Energy, generates, transmits, and distributes about 90% of the state's electrical power, serving more than 1.3 million customers and tens of millions of visitors annually. Nevada has adopted a Renewable Portfolio Standard which mandates that a significant fraction of electricity sold to retail customers come from renewables but it stops short of the global goal of reaching net zero emissions by 2050. Nevada has a high solar insolation, which has led to lower costs for solar power generation and for the state to rapidly expand solar infrastructure. Meanwhile, Nevada has been ranked first nationally for installed geothermal per capita, with more capacity in development. Looking ahead, Nevada should facilitate more in-state capacity to generate electricity using renewables, reduce dependence on coal and natural gas, continue to develop and harden transmission systems, incentivize improvements in energy efficiency, and promote low-carbon means of transportation to ensure that the state's energy demands can keep pace with capacity.



Parks C+

At 70.8 million acres, Nevada is the sixth largest state in the contiguous US, and with approximately 60 million acres of land owned by federal, state, and local governments, it is #1 in the contiguous US for both total and percentage of publicly owned "parkland." Even with a steadily increasing population, the per capita ratio of public land is more than 18 acres per resident. Nevada's protected parkland area has also increased, with over one million acres of dedicated conservations within the past few years. However, the increasing popularity of adventure tourism on top of growing resident populations has increased the demand for Nevada's parks. When coupled with more extreme climate conditions and the disproportionate rise in inflation relative to budget revenue, Nevada's park managers are becoming increasingly strained. As a result, funding for rehabilitating Nevada's existing recreation areas and new facilities to serve growing populations will continue to be the main challenge for local, state, and federal agencies that own and operate parks in Nevada.



Roads C

There are over 48,000 miles of roadway in Nevada according to the U.S. Department of Transportation, with 60% percent of these roads in good or fair condition and 20% percent considered in poor condition. Driving on deteriorating roads costs Nevada motorists \$1.2 billion a year, equivalent to \$576 per driver. The Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, provided \$2.8 billion for highway and bridge investments in Nevada through 2026, representing a 39% funding increase. Federal funds currently support 55% of the state's transportation department spending on highway and bridge improvements.

However, the Federal Highway Administration's (FHWA) National Highway Construction Cost Index (NHCCI), which measures labor and materials costs, increased by 28% during the first three quarters of 2022. Due to inflation and the increased use of electric vehicles (EVs) which do not pay a state gas tax, Nevada will need to consider long term funding solutions, as current road funding heavily relies on the state's 23.8 cent gas tax.



Wastewater B-

Since Nevada is the driest state in the nation, water and water treatment have been prime factors in determining future growth potential for the state. Approximately 6,775 miles of sewer pipeline in Nevada connects to 50 different wastewater treatment facilities. Many of Nevada's collection systems are relatively new compared to other states. While most of Nevada's population is concentrated in the Reno and Las Vegas, metropolitan areas are served by few facilities, with the majority of wastewater treatment facilities in Nevada serving rural communities. Federal grants and loans have leveraged state and local funds to upgrade facilities. The Environmental Protection Agency reported in 2012 that wastewater projects in Nevada required approximately \$3.08 billion, down from \$3.3 billion in 2008.