

2021



# The NDOT's Formal Procedure and Guidance Document for The Statewide Transportation Improvement Program (STIP)

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## What is the STIP?

The Statewide Transportation Improvement Program (STIP) is a four year, fiscally constrained, and prioritized planning document that addresses the multimodal needs of Nevadans. The STIP includes Federally funded and regionally significant projects across the state including but not limited to the construction, maintenance, and operation of our highways, streets, roads, railroads, freight, park and ride facilities, bridges, sidewalks, bike lanes, ferry terminals, transit facilities, trails, multi-use paths, and safety projects. The State of Nevada Transportation Board reviews and accepts the STIP, while both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approve the STIP annually.

## What is the eSTIP?

The electronic Statewide Transportation Improvement Program (eSTIP) is an online portal that reflects up to date STIP information. The eSTIP application has a public-facing site that provides access to current projects, financial, and mapping information, as well as any modifications or amendments completed throughout the year. The eSTIP helps to promote transparency and encourage public involvement.

The screenshot shows the website for the 2019 Statewide Transportation Improvement Program (STIP). At the top, there is a navigation bar with the Nevada DOT logo (100 Years, SAFE AND CONNECTED) and links for Home, 100 Years, Careers, About NDOT, Planning, Public Involvement, News, Documents, and a Contact Us button. The main heading is "2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)" with a subtitle "Transportation projects utilizing federal funds or deemed regionally significant". Below this are several tabs: APRVD STIP, AMENDMENTS, SEARCH, CNTY DASHBOARD, MAP, FISCAL RPT, ABOUT eSTIP, and APRVD WP. A list of filterable categories is shown, each with a dropdown arrow: Project ID, Title or Description or Street Name (with a search input field labeled "Enter keywords:"), Location / County, Lead Agency, MPO, District, Senate District, Assembly District, Project Type, Federal/State/Local Funding, and Year Programmed. At the bottom of the filter section are "Search" and "Clear All" buttons. A link to "Contact eSTIP support staff" is located below the filters. The footer contains the Nevada Department of Transportation address (1263 South Stewart Street, Carson City, Nevada 89712), contact information (Telephone: 775-888-7000, TTY: 1-855-878-NDOT (6368), Email: info@dot.nv.gov), the Nevada State Seal, and the names of the Governor (Steve Sisolak) and Director (Kristina Swallow, P.E.) along with a link to the Nevada Privacy Policy.

## Metropolitan Planning Organization (MPO) involvement in the STIP

A Metropolitan Planning Organization (MPO) is required to represent localities in all urbanized areas with a population over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population or following procedures established by applicable state or local law.

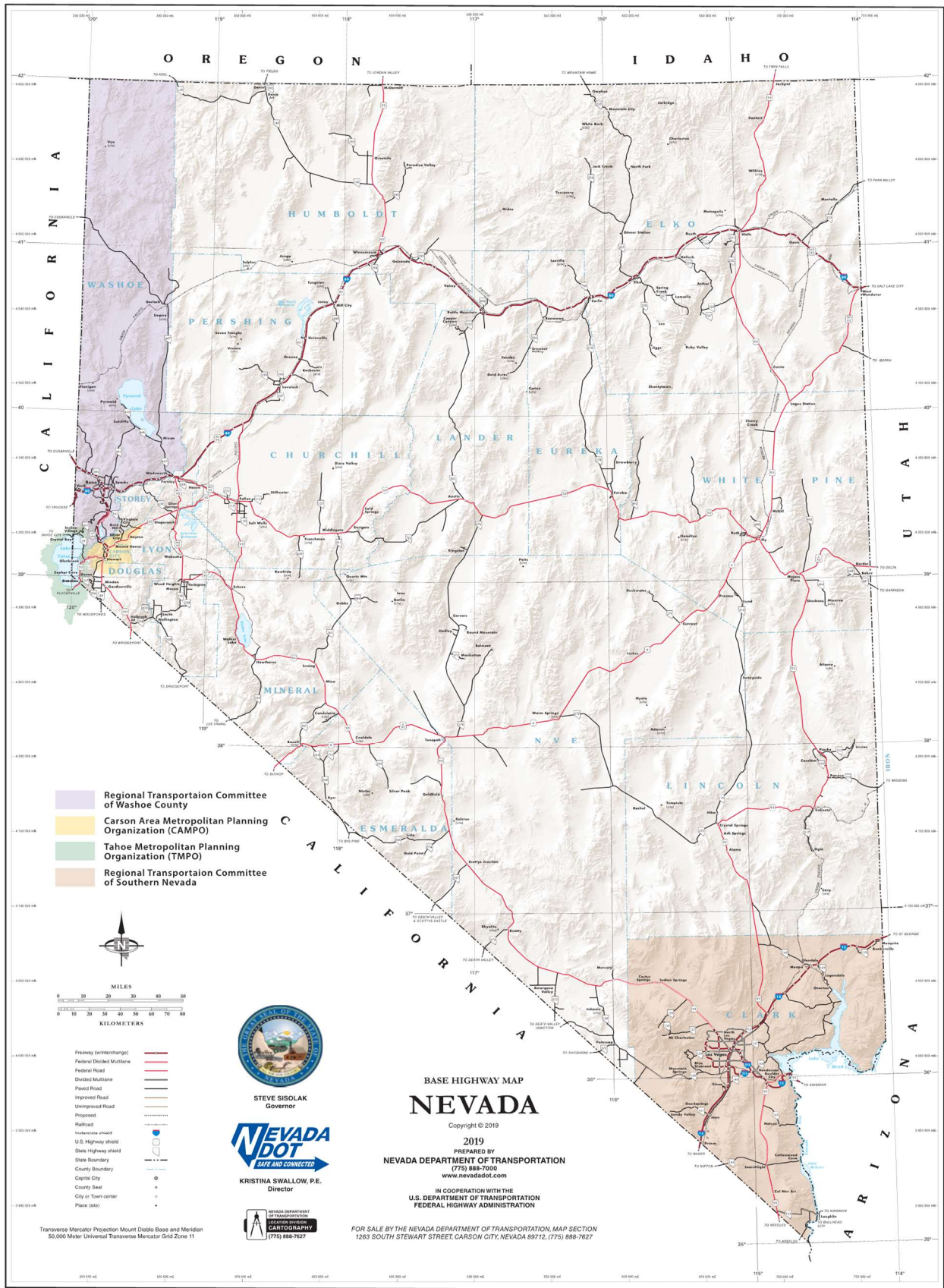
An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation is called a Transportation Management Area (TMA).

MPOs and TMAs are required to develop a Transportation Improvement Program (TIP), a list of funded transportation projects covering a minimum of four years. The TIP is developed and formally adopted by an MPO/TMA as part of the metropolitan transportation planning process and requires projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

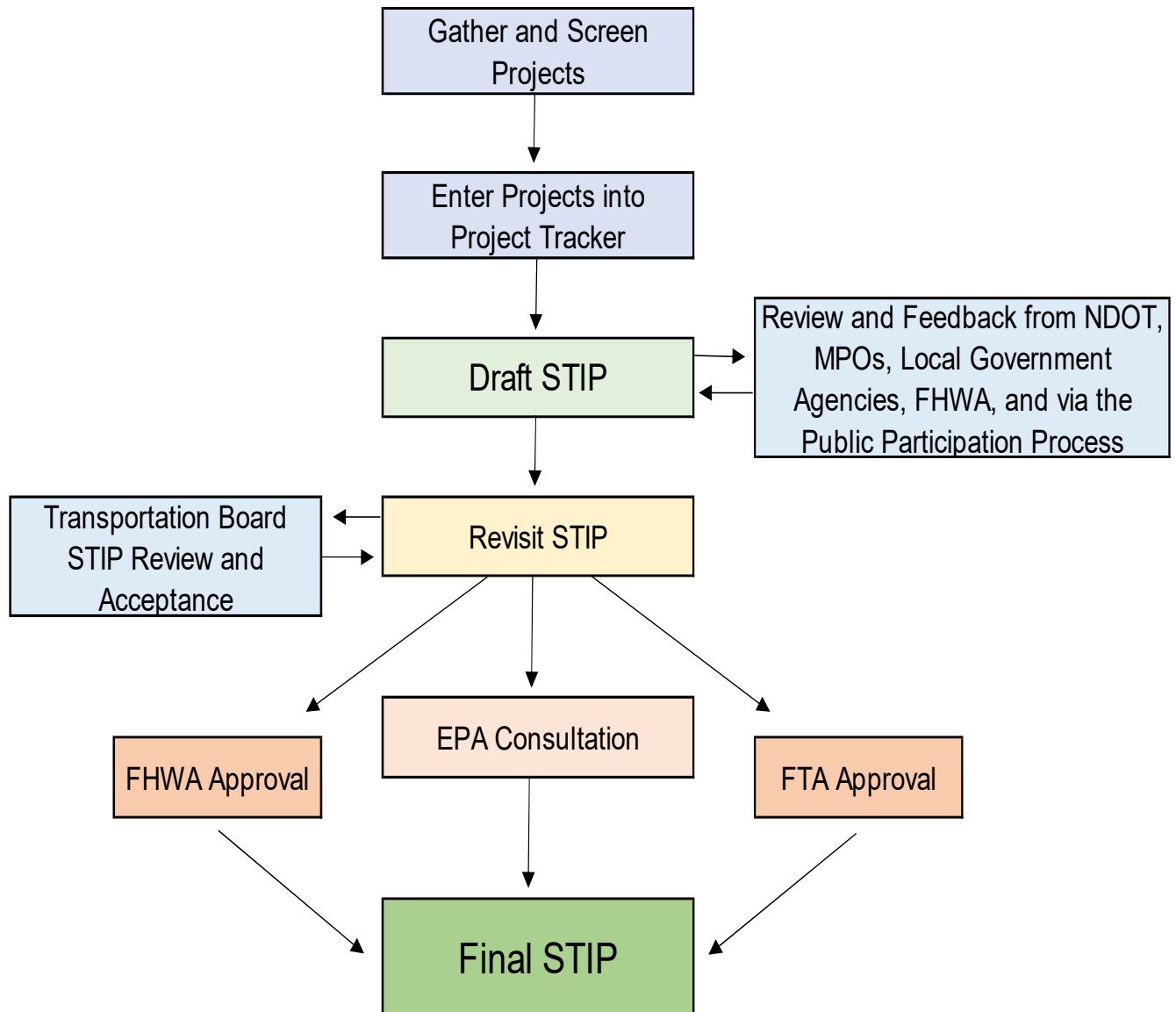
Once the MPO has approved a TIP, it shall be included in the STIP without modification or by reference. A TIP in a nonattainment or maintenance area is subject to FHWA/FTA conformity finding before inclusion in the STIP.

Nevada currently has four of MPOs in the state:

- **Regional Transportation Commission of Southern Nevada (RTCSNV):**  
Administers MPO/TMA activities throughout Clark County  
Website: <http://www.rtcnv.com/>  
Public Participation Plan: <https://assets.rtcnv.net/wp-content/uploads/sites/4/2020/02/06165758/2019-PPP-RTC-BOARD-Adopted-121219.pdf>
- **Regional Transportation Commission of Washoe County (RTCWA):**  
Administers MPO/TMA activities throughout Washoe County  
Website: <https://www.rtcwashoe.com/>  
Public Participation Plan: [http://rtcwashoe.wpengine.com/wp-content/uploads/2017/11/PublicParticipationPlan\\_2017-1.pdf](http://rtcwashoe.wpengine.com/wp-content/uploads/2017/11/PublicParticipationPlan_2017-1.pdf)
- **Lake Tahoe Metropolitan Planning Organization (TMPO):**  
Administers MPO/TMA activities throughout the Lake Tahoe Basin  
Website: <http://www.trpa.org/transportation/>  
Public Participation Plan: <http://www.trpa.org/wp-content/uploads/2019-Public-Participation-Plan-FINAL.pdf>
- **Carson Area Metropolitan Planning Organization (CAMPO):**  
Administers metropolitan planning activities in Carson City and portions of Douglas and Lyon Counties  
Website: <https://www.carsonareampo.com>  
Public Participation Plan: <https://www.carson.org/home/showdocument?id=67564>



## STIP Development Process



### Projects Included in the STIP

Within the boundaries of the State proposed for funding under Title 23 U.S.C. and Title 49 U.S.C.

[https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#se23.1.450\\_1218](https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#se23.1.450_1218)

- All capital and non-capital transportation projects or phases of projects
- Transportation Alternative Projects
- Transit Improvement Projects
- Tribal Transportation Projects
- Federal Lands Transportation Projects and Federal Land Access Program
- HSIP Projects
- Trails Projects, and accessible pedestrian walkways and bicycle facilities
- Regionally Significant Projects

## Projects Not Required in the STIP

- Metropolitan Planning Projects (MP)
- State Planning and Research (SPR)
- Emergency Relief (ER)
- National planning and research projects funded under 49 U.S.C. 5314
- Project management oversight projects funded under 49 U.S.C. 5327
- State/locally funded projects that are not deemed regionally significant

## STIP Project Regulations

This STIP shall include the following for each project:

- Project type (road improvement, betterment, transit, etc)
- Project location
- Estimated total project cost, by phase, by year
- Identification of the lead agency responsible for the project
- Project manager and/or contact person
- Phase of work - (PE) preliminary engineering, (ROW) right-of-way, (Con) construction, and/or (Other) usually used for programs or inspections
- Descriptive material (type of work, termini)

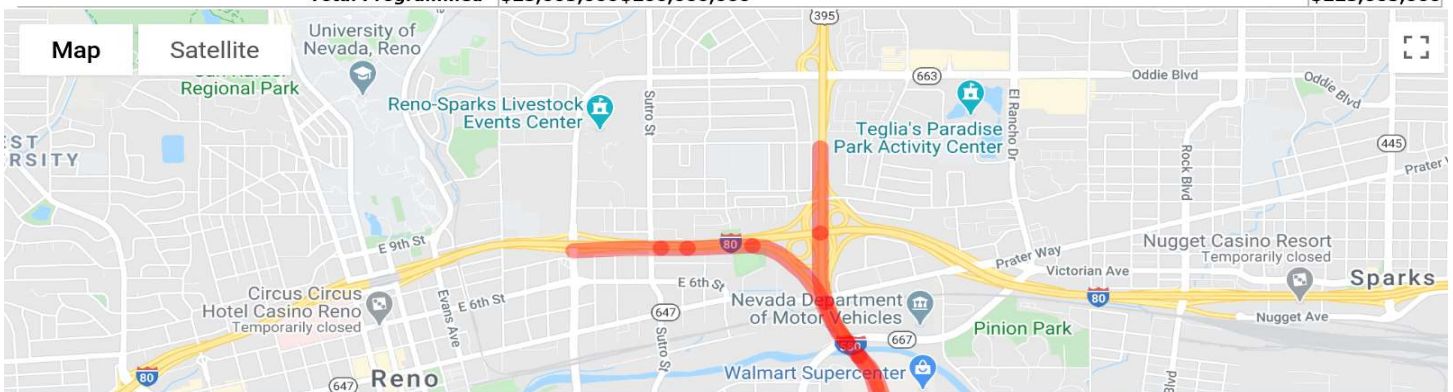
Once the project has been entered, reviewed, and approved in the STIP, the data will then be available in a format similar to the example shown below via the eSTIP platform.

### 2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**PROJECT OVERVIEW**   **FUNDING HISTORY**   **CHANGE HISTORY**

<i>State TIP ID</i> WA20180043	<i>MPO/TIP</i> RTC Washoe 20-05	<i>Local ID</i>	<i>Total Cost</i> \$223,005,000
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Pedro Rodriguez (775)888-7320	<i>NDOT</i> District 2	<i>County</i> WASHOE
<i>Project Type</i> Rd Improvement	<i>Air Quality</i> Non-Exempt	<i>TCM</i> Yes	<i>Construction</i> 2020 Start
<i>Title</i> I 580 Improvements South of Spaghetti Bowl			
<i>Limits</i> At From I 80 To Mill Street Interchange of Distance (mile) 1.27 Begin: 24.47 End: 25.74			
<i>Description</i> Reconfigure Wells Ave Entrance to EB I 80. Widen EB I 80 to SB I 580 Ramp to 2 lanes. Widen I 580 SB to 3 lanes. Rehab/Replace 7 Bridges. Add sound walls.			

Phase	Fund Source	Prior FFY	FFY2020	FFY2021	FFY2022	FFY2023	FFY2024	Future FFY	Total
PE	State Gas Tax	\$11,005,000	-	-	-	-	-	-	\$11,005,000
	<i>Total Preliminary Engineering</i>	\$11,005,000	-	-	-	-	-	-	\$11,005,000
ROW	State Gas Tax	\$12,000,000	-	-	-	-	-	-	\$12,000,000
	<i>Total Right of Way</i>	\$12,000,000	-	-	-	-	-	-	\$12,000,000
CON	Local Fund	-	\$30,000,000	-	-	-	-	-	\$30,000,000
CON	NDOT Bond	-	\$100,000,000	-	-	-	-	-	\$100,000,000
CON	State Gas Tax	-	\$70,000,000	-	-	-	-	-	\$70,000,000
	<i>Total Construction</i>	-	\$200,000,000	-	-	-	-	-	\$200,000,000
	<b><i>Total Programmed</i></b>	<b>\$23,005,000</b>	<b>\$200,000,000</b>	-	-	-	-	-	<b>\$223,005,000</b>



# STIP Approval Process

- **Draft STIP Approval**

- The result of the STIP development process and MPO TIP development is a completed Draft STIP. The Long-Range Plan will be consulted and considered in identifying the projects to be added into the STIP. NDOT staff verifies that the Draft STIP is fiscally constrained by year, consistent with the AWP, and ensures both the required planning process and opportunities for public involvement.

- **Public Notice and Comment Period**

- NDOT posts an electronic copy of the Draft STIP on its public website. The Draft STIP is available for public review and comment for a minimum of 30 days. Comment on the draft STIP can be submitted on the NDOT website or to the Headquarters STIP Manager via mail, phone, or e-mail.

- Web: <https://www.nevadadot.com/projects-programs/proposed-transportation-projects>
- Mail: 1263 S. Stewart St. Carson City, NV 89460
- Phone: 775-888-7000

- **Adoption of the STIP**

- Following the public comment period and any revisions needed due to those comments, the Draft STIP is submitted to The State of Nevada Transportation Board for acceptance. Upon STIP acceptance by the Board, it is then forwarded to the FHWA and FTA for their approval. The approved STIP and goes into effect at the beginning of the Federal Fiscal Year, October 1st.

- **Distribution of the Adopted STIP**

- Once the STIP is accepted by the Board and approved by FHWA and FTA, the document is posted on NDOT's external website.  
<https://www.nevadadot.com/projects-programs/proposed-transportation-projects>
- The approved STIP is also available via our eSTIP platform  
[https://estip.nevadadot.com/default?view\\_type=FED](https://estip.nevadadot.com/default?view_type=FED)



## Administrative Modification vs. Formal Amendment

Once a STIP is approved, revisions can be made throughout the year by processing an Administrative Modification or a Formal Amendment as defined below. Revisions to projects within an MPO boundary must follow the MPO's Public Participation Plan (there is a link to each PPP on page 3 of this document).

### Administrative Modification:

Administrative Modifications are required for any minor revision that does not meet the criteria of a Formal Amendment such as:

- Federally funded total project cost increase of less than 25%
- Minor changes to the termini
- Addition or deletion of a phase without major change to the scope
- Moving projects between any fiscal years currently reflected in the STIP
- Minor changes to funding source(s)
- Updating the projects lead agency and/or project manager
- Changes made to the existing projects non-federal funding amounts
- Addition of a regionally significant project that does not require air quality conformity and uses 100% state or local funds
- Combining two or more projects already in the STIP/TIP if scope and funding stay overall intact

*\*An administrative modification does not require public review and comment or a conformity determination in nonattainment and maintenance areas.*

*\*This action requires approval from the Executive Director within an MPO, and the NDOT Director.*

*\*Federal approval is not required.*

### Formal Amendment:

Formal amendments are required for any major revision

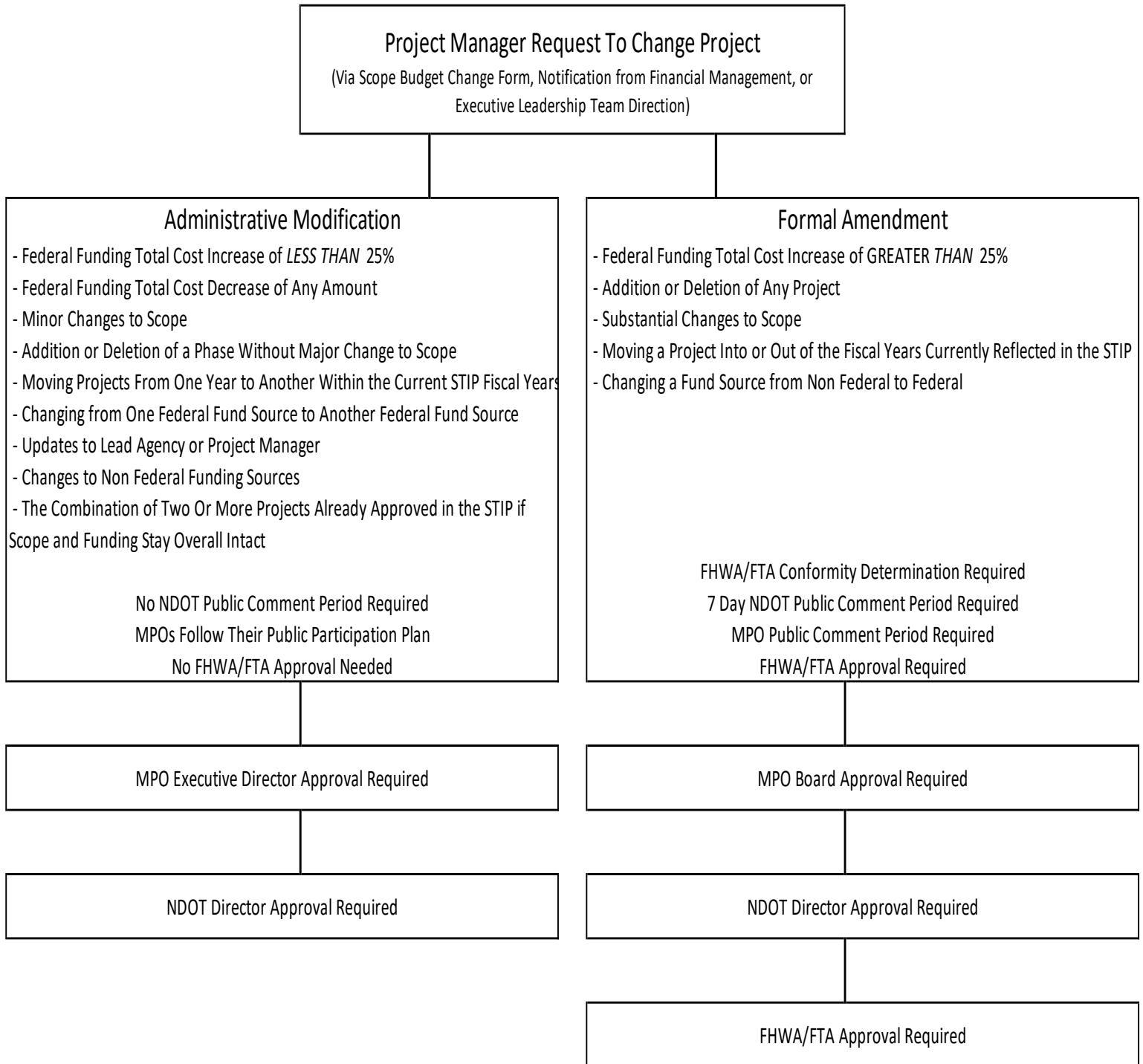
- Addition or deletion of any project (if within a nonattainment area a conformity determination is also required)
- Federally funded total project cost increase of greater than 25%
- Substantial changes to the scope (changing number of lanes, changing the type of the project, major change in project termini, etc.)
- Moving a project into or out of the fiscal years currently reflected in the STIP
- Changes in a fund source from non-federal to federal via Advance Construction (AC)

*\*A formal amendment requires a public review and comment period of 7 days. When in an MPO boundary their public participation process will be followed.*

*\*This action requires approval from the Governing Board if within an MPO, and the NDOT Director.*

*\*Federal approval is required.*

# STIP Modification and Amendment Process



## Administrative Modification and Formal Amendment Schedules

### Administrative Modification Schedule:

<u>Due to STIP staff by</u>		<u>For Processing on</u>	
October	1st	October	15th
November	1st	November	15th
December	1st	December	15th
January	1st	January	15th
February	1st	February	15th
March	1st	March	15th
April	1st	April	15th
May	1st	May	15th
June	1st	June	15th
July	1st	July	15th

### Formal Amendment Schedule:

\* Please note: if a **Scope Budget Change (SBC)** form is required to process the formal amendment the form **MUST** be completed and **approved** prior to the "Due to STIP Staff" date.

<u>Due to STIP staff by</u>		<u>For Processing on</u>	
October	1st	October	15th
January	1st	January	15th
April	1st	April	15th
July	1st	July	15th

No changes will be made to the STIP **July 1<sup>st</sup> - September 30<sup>th</sup>** of each year.

## Fixing America's Surface Transportation Act "FAST Act" Overview

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S.

transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act:

- Improves mobility on America's highways - The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).
- Creates jobs and supports economic growth - The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.
- Accelerates project delivery and promotes innovation - Building on the reforms of MAP-21 and FHWA's Everyday Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

**For More Information:** <https://www.fhwa.dot.gov/fastact/summary.cfm>

## FHWA Funded Program Overview

<b>National Highway Performance Program</b>	The National Highway Performance Program (NHPP) supports the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan.
NHPP	
95/5 Match Required	
±\$193M	
<b>Surface Transportation Block Grant Program</b>	The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG). STBG has the most flexible eligibilities among all Federal-aid Highway programs; it can be used for highway, transit, bicycle, pedestrian, and other transportation projects. The STBG promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. This fund source is sub-allocated to the State, TMAs, and other population designations across the state.
STBG	
95/5 Match Required	
±\$108M	
<b>National Highway Freight Program</b>	The FAST Act establishes a new National Highway Freight Program, funded by FHWA, (\$49 million) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). This program supports several goals.
HWY Freight	
95/5 Match Required	
±\$11M	
<b>Highway Safety Improvement Program</b>	The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal lands.
HSIP	
95/5 Match Required	
±\$21M	
<b>Congestion Mitigation and Air Quality Program</b>	The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides annual federal funding from FHWA to states and local jurisdictions to meet the requirements of the Clean Air Act. Funding is available for transportation projects and programs that reduce congestion and improve air quality. Eligible areas include those that do not meet the National Ambient AQ standards for ozone, carbon monoxide, or particulate matter (nonattainment areas); and for former nonattainment areas that are now in compliance (maintenance areas). Federal law does not require NDOT to share these funds with local governments; however, NDOT has elected to make the CMAQ program a local program—distributing funds to eligible TMAs by a formula based on population, particle matter volumes and CO2 levels. The RTCSNV and RTCWA are eligible for the formula distribution of these funds.
CMAQ	
95/5 Match Required	
±\$25M	

<b>Transportation Alternatives Program</b>	Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes a percentage of a State's STBG funds based on population (sub-allocated), and the remaining funds are available for use anywhere in the State. The sub-allocated percentage starts at 51 percent in FY 2016 and then grows each year, to 55 percent in FY 2020. Project eligible for this funds source includes Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
TAP	
95/5 Match Required	
±\$4.9M	

## Federal Transit Administration (FTA) Funded Programs Overview

<b>Metropolitan and Statewide Transportation Planning</b>	Provides a basis for making short and long-range public transportation decisions.
FTA Section 5303	
FTA Section 5304	
<b>Urbanized Area Formula</b>	Supports public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances for Urbanized Areas.
FTA Section 5307	
<b>Bus and Bus Facilities</b>	Capital purchases of transit vehicles and vehicle-related facilities for small urban and rural transit providers.
FTA Section 5339	
<b>Enhanced Mobility of Seniors and Individuals with Disabilities</b>	Capital and operations support benefiting the elderly and people with disabilities.
FTA Section 5310	
<b>Rural Areas Formula</b>	Transit services in rural areas. This program includes intercity service and technical assistance.
FTA Section 5311	

## **Acronyms Found in the STIP**

AC - Advance Construction

AWP - Approved Work Program

CAMPO - Carson Area Metropolitan Planning Organization

CMAQ - Congestion Mitigation Air Quality Improvement

CON - Construction

ER - Emergency Relief

eSTIP - Electronic Statewide Transportation Improvement Program

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

HSIP – Highway Safety Improvement Program

MP - Metropolitan Planning

MPO - Metropolitan Planning Organization

NDOT - Nevada Department of Transportation

NHFN - National Highway Freight Network

NHS - National Highway System

NHPP - National Highway Performance Program

PE - Preliminary Engineering

ROW - Right of Way

RTC - Regional Transportation Commission

RTCLV - Regional Transportation Commission Las Vegas

RTCWA - Regional Transportation Commission Washoe

SBC - Scope Budget Change Form

SPR - State Planning and Research

STBG - Surface Transportation Block Grant

STIP - Statewide Transportation Improvement Program

STP - Surface Transportation Program

TA - Transportation Alternatives

TIP - Transportation Improvement Program

TMA - Transportation Management Area

TMPO - Tahoe Metropolitan Planning Organization

WP - Work Program

## Definitions

**Regionally Significant** - A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**Fiscal Constraint** - Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that a Metropolitan Transportation Improvement Program (TIP), and Statewide Transportation Improvement Program (STIP) include sufficient financial information to demonstrate that the projects in the TIP and STIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. Some examples of reasonable funding assumptions are discussed in the table below:

New Tolls - A new toll or other user fee dedicated to a particular project or program may be reasonable if there is clear evidence of support by the Governor, legislature, and/or other appropriate local/regional decision-makers.

New Taxes - A new tax for transportation purposes requiring local and/or State legislation and/or support from the Governor is reasonable if there is clear evidence of sufficient support (both governmental and public) to enact the new tax and a strategy exists for securing those approvals within the time period for implementing the affected projects.

Increase in Existing Taxes - If a State or local jurisdiction has past historical success in incrementally increasing gas taxes for transportation purposes, it is reasonable to assume that this trend (and the historical rate of increase) over a comparable period of time will continue.

New Bonds or Innovative Finance Mechanisms - A new bond or other financing mechanisms issued for a particular project or program may be reasonable if there is clear evidence or a history of support by the legislature, Governor, and/or other appropriate decision-makers and a strategy exists with milestones for securing those approvals within the time period for implementing the affected projects or program.

Increased Transit Fares - If a transit operator has past historical success in incrementally increasing transit fares, it is reasonable to assume that this trend (and the historical frequency of increase) over a comparable period of time will continue.

Future Authorizations - When the horizon year for a project in the STIP/TIP or MTP extends beyond the current authorization period for Federal program funds, available funds may include an extrapolation based on historic authorizations of Federal funds that are distributed by formula.



## Resources

### Regulatory Guidance

The statutory and regulatory framework for the STIP and STIP development processes includes:

- 23 United States Code (U.S.C.) 134 and 135, and its implementing regulations;
- 49 United States Code (U.S.C.) 53 and its implementing regulations;
- 49 United States Code (U.S.C.) 5303 and 5304
- 49 United States Code (U.S.C.) 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- Section 504 of the Rehabilitation Act of 1973 (49 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities
- 23 United States Code (U.S.C. 324) regarding the prohibition of discrimination based on gender
- Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance
- Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects
- 23 Code of Federal Regulations (CFR) Part 450
- 49 Code of Federal Regulations (CFR) Part 613
- 23 Code of Federal Regulation (CFR) Part 230, regarding implementation of an equal opportunity program on federal and federal-aid highway construction contracts

Other stipulations of 23 CFR 450(b) addressed during the development of the STIP are:

- Adherence to requirements for public involvement.
- Inclusion of projects only if consistent with state and local long-range plans.
- Inclusion of federal-aid projects and all regionally significant transportation projects requiring FHWA or FTA consideration during the first four-year program period.
- Inclusion of MPO TIPs without modification, which directly or by reference, have been approved by the governor or his designee.
- In nonattainment and maintenance area, the STIP contains only transportation projects found to conform, or from programs that conform, to the requirements contained in 40 CFR 51.
- Advisement to recipients of FTA funding that feasibility studies are required for facility projects.
- Inclusion of tables showing the STIP is fiscally constrained by year.

## Contact Us!

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