



**Formal Procedure and
Guidance Document for the Statewide
Transportation Improvement Program (STIP)
June 2024**

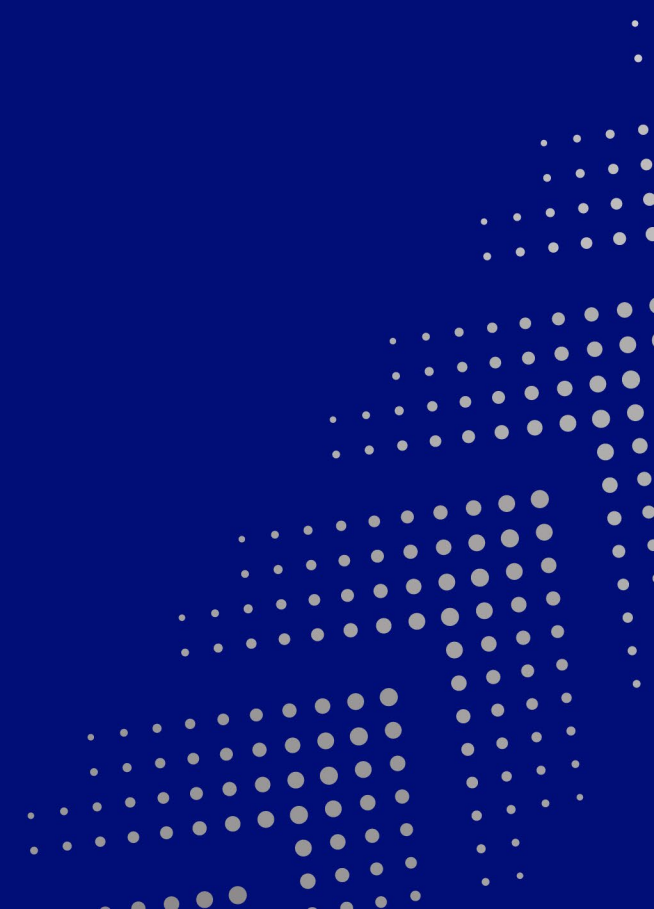




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1. What is the STIP?

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.

The STIP represents projects that have been identified and evaluated through the One Nevada Transportation Plan process. This data-driven process allows the Nevada Department of Transportation (NDOT) to advance projects that will address transportation needs and provide the greatest benefit to the travelling public. The One Nevada process is described in a subsequent section.

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.

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2023 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Transportation projects utilizing federal funds or deemed regionally significant

[APPROVED STIP](#) [APPROVED WORK PROGRAM](#) [AMENDMENTS](#) [SEARCH](#) [COUNTY DASHBOARD](#) [MAP](#) [FISCAL REPORT](#) [ABOUT eSTIP](#)

- Project ID

Enter Project ID:

- > Title or Description or Street Name
- > Location / County
- > Lead Agency
- > MPO
- > District
- > Project Type
- > Federal/State/Local Funding
- > Year Programmed

[Search](#) [Clear All](#)

Metropolitan Planning Organization 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, in cooperation with the State. 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.

In metropolitan areas not designated as TMAs, the State and/or the public transportation operator, in cooperation with the MPO, shall select projects to be implemented using federal funds (other than Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects), from the approved metropolitan TIP.

In areas designated as TMAs, the MPO shall select federally funded projects (excluding projects on the National Highway System (NHS) and Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program) in consultation with the State and public transportation operator from the approved TIP and in accordance with the priorities in the approved TIP. The State shall select projects on the NHS in cooperation with the MPO, from the approved TIP.

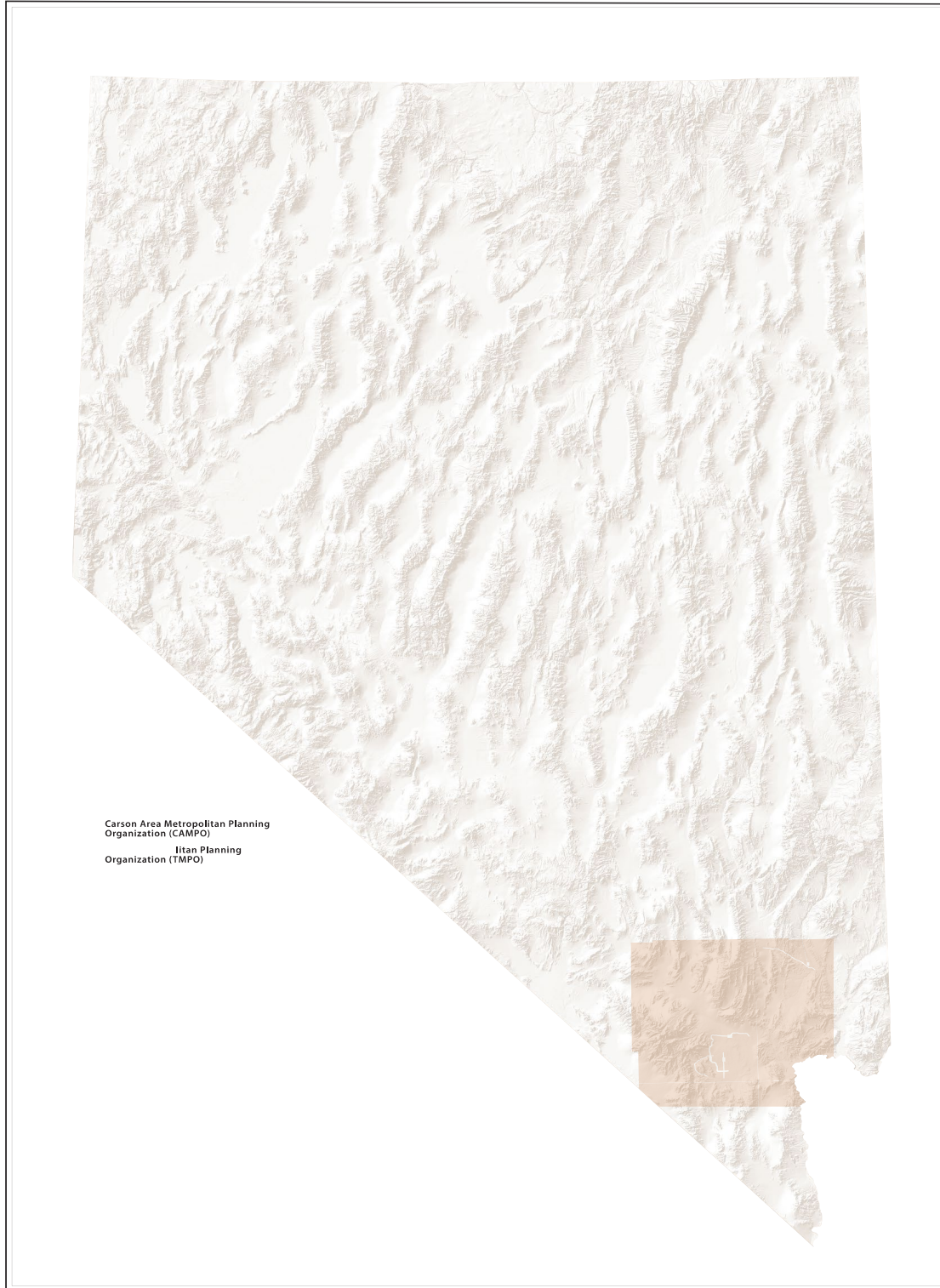
Once the MPO has approved a TIP, it shall be included in the STIP without modification or by reference. A TIP in a nonattainment or maintenance area is subject to FHWA/FTA conformity finding before inclusion in the STIP.

Nevada currently has four MPOs in the state, as shown in Figure 1.

- **Regional Transportation Commission of Southern Nevada (RTCSNV):**
Administers MPO/TMA activities throughout Clark County
- **Regional Transportation Commission of Washoe County (RTCWA):**
Administers MPO/TMA activities throughout Washoe County
- **Lake Tahoe Metropolitan Planning Organization (TMPO):**
Administers MPO/TMA activities throughout the Lake Tahoe Basin
- **Carson Area Metropolitan Planning Organization (CAMPO):**
Administers metropolitan planning activities in Carson City and portions of Douglas and Lyon Counties

*Please visit the [NDOT website](#) for links to each MPO for more information about their individual public participation plans.

Figure 1: Map of Nevada MPO Boundaries



2. STIP Development Process

The One Nevada Transportation Plan is the state's long-range transportation plan, which equips NDOT and its partners with the strategic direction and essential actions to meet Nevada's current and future transportation needs. One Nevada provides a common foundation and shared policy framework for making more informed, data-driven, transparent, and responsive transportation investment decisions.

One Nevada is built on six critical goal areas that encompass an array of transportation issues and opportunities and reflect the priorities of Nevada's public and transportation partners. These goals are the framework for evaluating and selecting projects to be funded through the STIP.



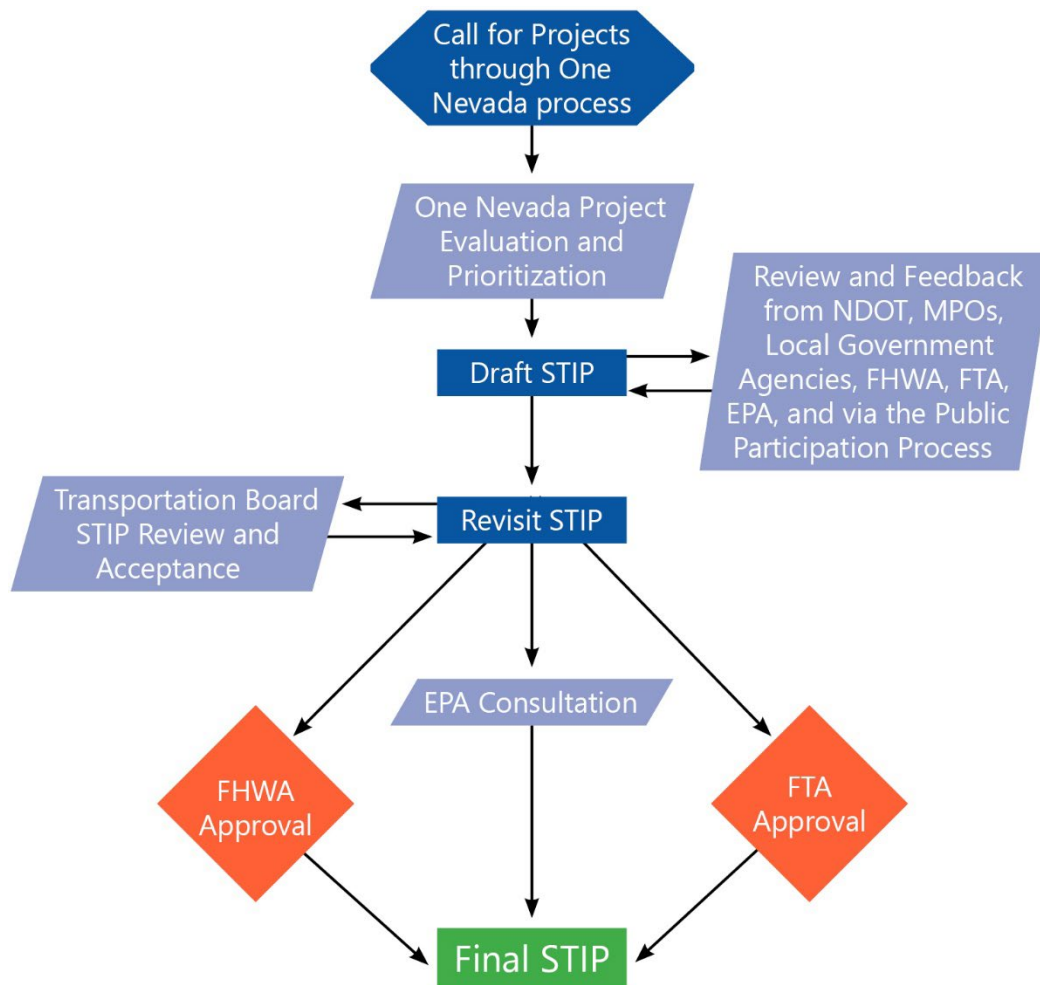
To initiate development of the STIP, a "call for projects" is issued across the Department and with partner MPOs. Due to limited financial resources, NDOT must prioritize these projects across the state. Proposed projects are evaluated and ranked based on their ability to meet (1) One Nevada goals and (2) on their cost effectiveness. This evaluation process results in a prioritized list of projects, which forms the draft STIP. This process is illustrated in Figure 2.

Projects Included in the STIP

The STIP shall include the following project types 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

- All capital and non-capital surface 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

Figure 2: STIP Process



Projects Not Required in the STIP

The following types of projects may be included in the STIP, but are not required.

- Safety projects funded under 23 U.S.C 402 and 49 U.S.C. 31102
- 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 or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction):

- Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
- Estimated total project cost or a project cost range, which may extend beyond the 4 years of the STIP;
- The amount of Federal funds proposed to be obligated during each program year. For the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds; and
- Identification of the agencies responsible for carrying out the project or phase.
- Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area.
- The STIP shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

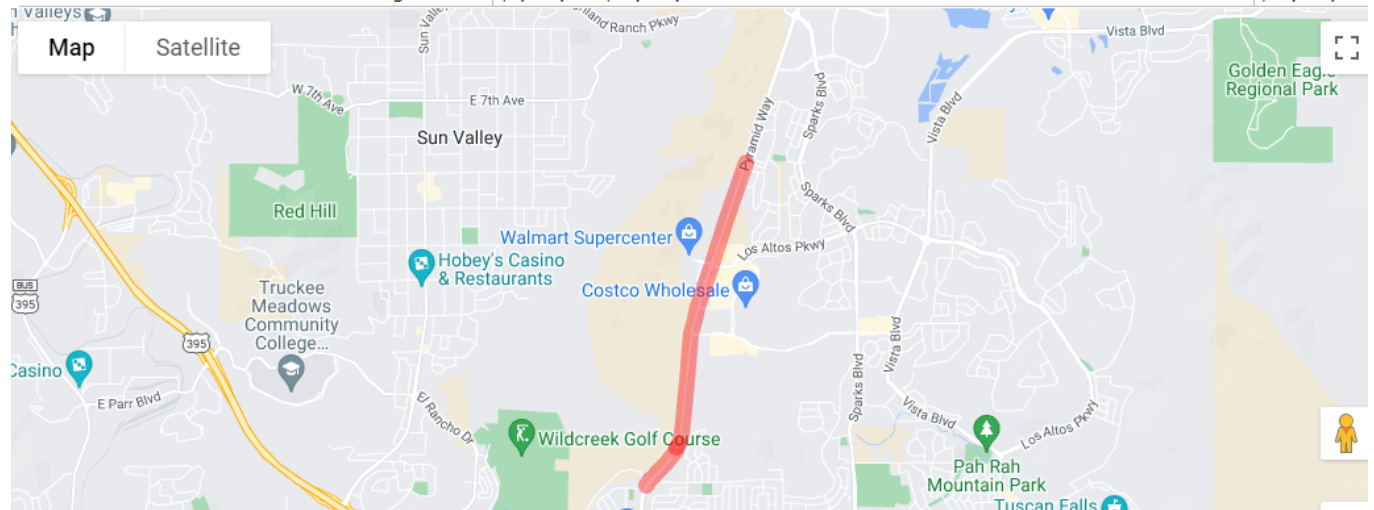
Once the project has been entered, reviewed, and approved in the STIP, the data will then be available in a format similar to the example shown below via the eSTIP platform (Figure 3).

Figure 3: eSTIP Project Example

2023 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

PROJECT OVERVIEW		FUNDING HISTORY		CHANGE HISTORY			
State TIP ID	WA20190040	MPO/TIP	RTC Washoe 23-02	Local ID	District 2	Total Cost	\$54,100,000
Lead Agency	RTC Washoe	Contact	Doug Maloy (775)335-1865	NDOT	District 2	County	WASHOE
Project Type	Capacity	Air Quality	Non-Exempt	TCM	No	Construction 2023 Start	
Title	SR 445, Pyramid Highway Capacity & Multimodal Project - Phase 1						
Limits	At From Queen Way To Golden View Drive of Distance (mile) 2.5 Begin: 2 End: 4.5						
Description	SR 445, PYRAMID HIGHWAY, FROM QUEEN WAY TO GOLDEN VIEW DRIVE; MP WA 2.00 TO MP WA 4.50. WIDEN EXISTING ROADWAY FROM 4 LANES TO 6 LANES (QUEEN WAY TO LOS ALTOS PKWY) AND MULTIMODAL IMPROVEMENTS (LOS ALTOS PKWY TO GOLDEN VIEW DRIVE)						

Phase	Fund Source	Prior FFY	FFY2023	FFY2024	FFY2025	FFY2026	FFY2027	Future FFY	Total
ROW	Hghwy Infra WA	\$1,425,000	-	-	-	-	-	-	\$1,425,000
ROW	Local Fund	\$75,000	-	-	-	-	-	-	\$75,000
	Total Right of Way	\$1,500,000	-	-	-	-	-	-	\$1,500,000
CON	FHWA Grant	-	\$23,000,000	-	-	-	-	-	\$23,000,000
CON	Hghwy Infra WA	-	\$2,540,885	-	-	-	-	-	\$2,540,885
CON	Local Fund	-	\$14,025,000	-	-	-	-	-	\$14,025,000
CON	STBG WA	-	\$8,034,115	-	-	-	-	-	\$8,034,115
CON	State Match - Nv	-	\$5,000,000	-	-	-	-	-	\$5,000,000
	Total Construction	-	\$52,600,000	-	-	-	-	-	\$52,600,000
	Total Programmed	\$1,500,000	\$52,600,000	-	-	-	-	-	\$54,100,000



Fiscal Constraint

Fiscal Constraint will be monitored through the eSTIP. Fiscal constraint in the first year will be developed in conjunction with the federal fiscal year and the anticipated apportionments for formula and non-formula federal fund types and include any carry forward balances from previous fiscal years. Years two through four will be calculated using year one apportionment values multiplied by an inflation factor of 1.02 percent.

3. 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. NDOT will record all public comment received and provide a response to comments received within the comment period. A record of these comments will be provided as information to the FHWA and FTA.

- Web: <https://www.dot.nv.gov/projects-programs/proposed-transportation-projects>
- Mail: 1263 S. Stewart St. Carson City, NV 89712
- 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 EPA, FHWA, and FTA for their approval. The approved STIP 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

Administrative Modification vs. Formal Amendment

Once a STIP is adopted, 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 [NDOT's website](#)).

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%
- Reduction in project cost
- 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
- Minor changes in scope
- 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 for administrative modifications.

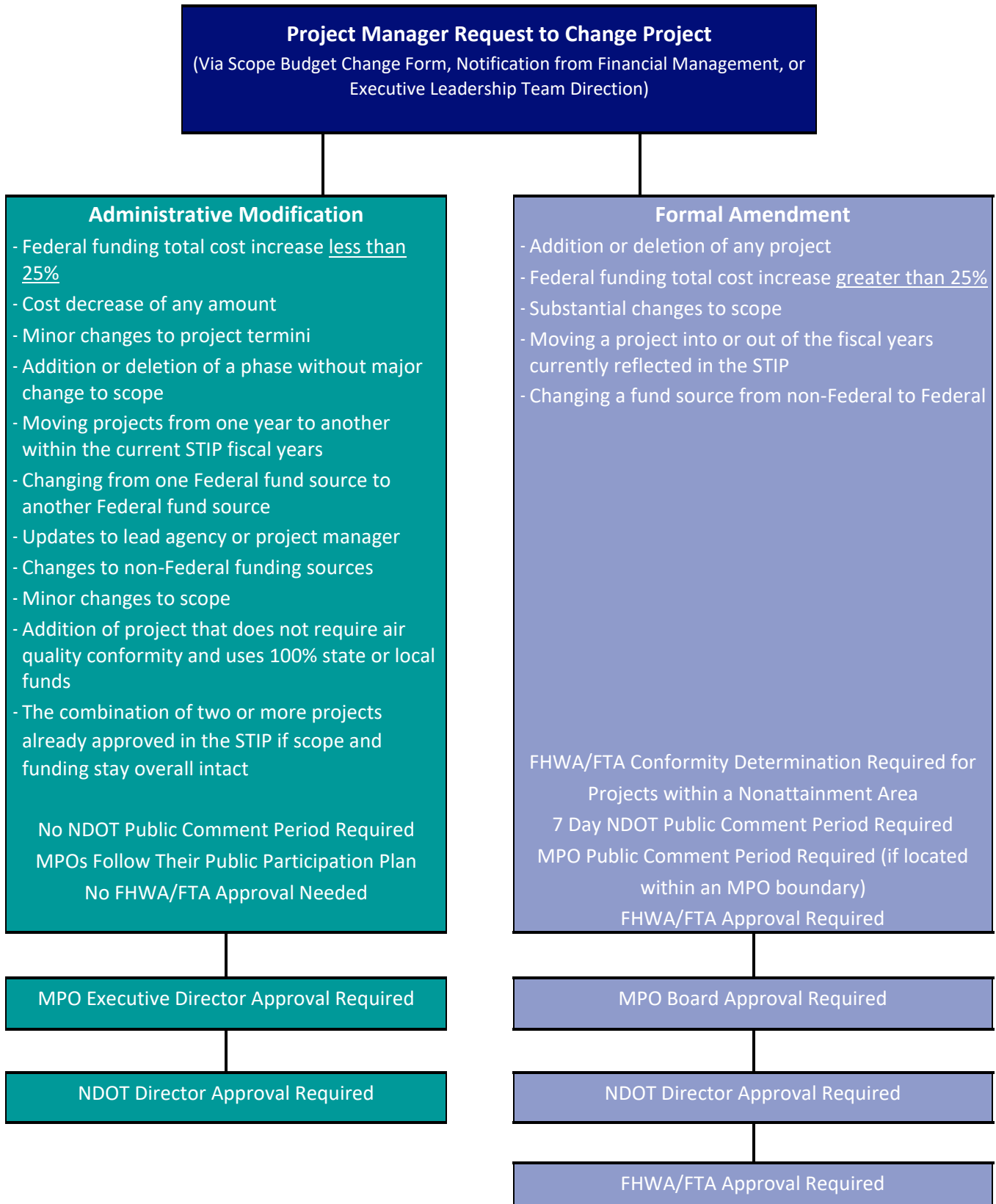
Formal Amendment

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

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 for formal amendments.

Figure 4: STIP Modification and Amendment Process Chart



4. Bipartisan Infrastructure Law

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” or BIL) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The BIL created several new formula and discretionary funding programs, which are described in the tables in the sections below. Key priorities for the BIL include safety, equity, and greenhouse gas reduction.

Previous Transportation Legislation

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/bipartisan-infrastructure-law/>

FHWA Funded Formula Programs

Formula Program	Formula Program Description
National Highway Performance Program NHPP 95/5 Match Required ±\$253M	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.
Surface Transportation Block Grant Program STBG 95/5 Match Required ±\$123M	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.
National Highway Freight Program HWY Freight 95/5 Match Required ±\$13M	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. Projects must be located on freight corridors designated in the Nevada Freight Plan.
Highway Safety Improvement Program HSIP 95/5 Match Required ±\$29M	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.

Formula Program	Formula Program Description
<p>Congestion Mitigation and Air Quality Program CMAQ 95/5 Match Required</p> <p>±\$36M</p>	<p>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.</p>
<p>Transportation Alternatives Set Aside Program TAP 95/5 Match Required</p> <p>±\$9.2M</p>	<p>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.</p>
<p>Railway-Highway Crossings Program RHCP 100% ±\$1.3M</p>	<p>Funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings (ped safety improvements at crossings are already an eligible activity).</p>
<p>Carbon Reduction Program (formula) CRP ±\$11M</p>	<p>Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.</p>

Formula Program	Formula Program Description
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (formula) PROTECT 95/5 Match Required ±\$12.5M	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
National Electric Vehicle Formula Program 95/5 Match Required NEVI Formula funds will not be made available to a State for obligation until FHWA has approved the State's Electric Vehicle Infrastructure Deployment Plan.	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability <ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds

Discretionary Grant Programs

Name	Description	Eligible Applicants
Safe Streets and Roads for All (SS4A)	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives). A competitive grant program for MPOS, local governments, and tribal governments.	MPOs, local governments, Tribal governments
Wildlife Crossings Pilot Program	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity	<ul style="list-style-type: none"> State highway agency MPO Local government Regional transportation authority Special purpose district or public authority with a transportation function Indian Tribe Federal land management agency

Name	Description	Eligible Applicants
PROTECT (discretionary)	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure	<ul style="list-style-type: none"> • State or political subdivision of a State (including Puerto Rico) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s))
Charging and Fueling Infrastructure	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities	<ul style="list-style-type: none"> • State or political subdivision of a State (including Puerto Rico) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe
National Electric Vehicle	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability	
Congestion Relief Program	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.	<ul style="list-style-type: none"> • State (including Puerto Rico) • MPO • City or municipality
Bridge Investment Program	Improve bridge (and culvert) condition, safety, efficiency, and reliability	<ul style="list-style-type: none"> • State (including Puerto Rico) • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government

Name	Description	Eligible Applicants
Reconnecting Communities Pilot Program	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development	<ul style="list-style-type: none"> • State (including Puerto Rico) • MPO • Local government • Tribal government • Nonprofit organization
Rural Surface Transportation Grants	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	<ul style="list-style-type: none"> • State (including Puerto Rico) • Regional transportation planning organization (RTPO) • Local government • Tribal government
Federal Lands Access Program	Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	State and local transportation facility owners and operators
Tribal Transportation Program	Provide safe and adequate transportation and public road access to and within Indian reservations in the Great Plains Region, Indian lands and communities for Native Americans, visitors, recreationists, resource users and others while contributing to economic development, self-determination, and employment of Native Americans.	Tribal governments
Nationally Significant Federal Lands and Tribal Projects Program	Construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands.	Tribal governments and National Parks System

Name	Description	Eligible Applicants
National Infrastructure Project Assistance Program (MEGA)	Eligible projects include: <ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects 	<ul style="list-style-type: none"> • States • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Local and Regional Project Assistance Program	Eligible projects include: <ul style="list-style-type: none"> • Highway/bridge projects • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals 	<ul style="list-style-type: none"> • State • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
INFRA	Multimodal freight and highway projects of national or regional significance	BIL adds eligibility for multistate corridor organizations
Reduction of Truck Emissions at Port Facilities Program	Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification	None specified
Prioritization Process Pilot Program	Pilot program to support data-driven approaches to planning that can be evaluated for public benefit.	<ul style="list-style-type: none"> • State • MPO serving an urbanized area with a population of >200,000

Name	Description	Eligible Applicants
Transportation Access Pilot Program	<p>Pilot program to:</p> <ul style="list-style-type: none"> develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations; provide the data to participating States, MPOs, and rural transportation planning organizations; and use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments. 	<ul style="list-style-type: none"> State MPO Regional transportation planning organization (RTPO)

Federal Transit Administration (FTA) Funded Programs Overview

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

Appendix A

Contact Us!

You can reach the NDOT STIP planning team at the email below:

STIP-WorkProgram@dot.nv.gov

Appendix B

Acronyms

AC – Advance Construction

AWP – Annual Work Program

BIL – Bipartisan Infrastructure Law

CAMPO - Carson Area Metropolitan Planning Organization

CFR – Code of Federal Regulations

CMAQ - Congestion Mitigation Air Quality Improvement

CON – Construction

EPA – Environmental Protection Agency

ER - Emergency Relief

eSTIP - Electronic Statewide Transportation Improvement Program

FAST Act – Fixing America’s Surface Transportation Act

FLMA – Federal Land Management Agency

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

FY – Fiscal Year

HSIP – Highway Safety Improvement Program

IJA – Infrastructure Investment and Jobs Act

MP - Metropolitan Planning

MPO - Metropolitan Planning Organization

NDOT - Nevada Department of Transportation

NEVI – National Electric Vehicle Infrastructure

NHFN - National Highway Freight Network

NHS - National Highway System

NHPP - National Highway Performance Program

PE - Preliminary Engineering
PEL – Planning and Environmental Linkages
PM – Performance Measure
PPP – Public Participation Plan
ROW - Right of Way
RRIF – Regional Road Impact Fees
RTC - Regional Transportation Commission
RTCSNV - Regional Transportation Commission of Southern Nevada
RTCWA - Regional Transportation Commission Washoe
RTIP – Regional Transportation Improvement Program
RTP – Regional Transportation Plan
SBC - Scope Budget Change Form
SPR - State Planning and Research
STBG - Surface Transportation Block Grant
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program
STRAHNET – Strategic Highway Network
TA - Transportation Alternatives Set-Aside Program
TAM – Transit Asset Management
TIP - Transportation Improvement Program
TMA - Transportation Management Area
TMPO - Tahoe Metropolitan Planning Organization
TMRPO – Truckee Meadows Regional Planning Agency
TPB – Transportation Policy Board
USC – United States Code
WP - Work Program
VMT – Vehicle Miles Traveled

Appendix C

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.

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.

Appendix D

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.

Excerpt from the Code of Federal Regulations:

[§ 450.210 Interested parties, public involvement, and consultation.](#)

- (a) In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.
 - (1) The State's public involvement process at a minimum shall:
 - (i) Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes to individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;
 - (ii) Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;
 - (iii) Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;
 - (iv) To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;
 - (v) To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;
 - (vi) To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;
 - (vii) Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;
 - (viii) Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and

- (ix) Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.
 - (2) The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the FTA for informational purposes.
 - (3) With respect to the setting of targets, nothing in this part precludes a State from considering comments made as part of the State's public involvement process.
- (b) The State shall provide for nonmetropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for cooperating with nonmetropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this cooperative process(es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.
- (1) At least once every 5 years, the State shall review and solicit comments from nonmetropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the cooperative process and any proposed changes. The State shall direct a specific request for comments to the State association of counties, State municipal league, regional planning agencies, or directly to nonmetropolitan local officials.
 - (2) The State, at its discretion, is responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to nonmetropolitan local officials or their associations.
- (c) For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments

and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.

- (d) To carry out the transportation planning process required by this section, a Governor may establish and designate RTPOs to enhance the planning, coordination, and implementation of the long-range statewide transportation plan and STIP, with an emphasis on addressing the needs of nonmetropolitan areas of the State. In order to be treated as an RTPO for purposes of this Part, any existing regional planning organization must be established and designated as an RTPO under this section.
- (1) Where established, an RTPO shall be a multijurisdictional organization of nonmetropolitan local officials or their designees who volunteer for such organization and representatives of local transportation systems who volunteer for such organization.
- (2) An RTPO shall establish, at a minimum:
- (i) A policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers, economic development practitioners, and the public in the region; and
 - (ii) A fiscal and administrative agent, such as an existing regional planning and development organization, to provide professional planning, management, and administrative support.
- (3) The duties of an RTPO shall include:
- (i) Developing and maintaining, in cooperation with the State, regional long-range multimodal transportation plans;
 - (ii) Developing a regional TIP for consideration by the State;
 - (iii) Fostering the coordination of local planning, land use, and economic development plans with State, regional, and local transportation plans and programs;
 - (iv) Providing technical assistance to local officials;
 - (v) Participating in national, multistate, and State policy and planning development processes to ensure the regional and local input of nonmetropolitan areas;
 - (vi) Providing a forum for public participation in the statewide and regional transportation planning processes;
 - (vii) Considering and sharing plans and programs with neighboring RTPOs, MPOs, and, where appropriate, Indian Tribal Governments; and

- (viii) Conducting other duties, as necessary, to support and enhance the statewide planning process under § 450.206.
- (4) If a State chooses not to establish or designate an RTPO, the State shall consult with affected nonmetropolitan local officials to determine projects that may be of regional significance.