

2018

Nevada DOT Statewide Transportation Improvement Program (STIP)



Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is the state's transportation capital improvement program. Federally funded and regionally significant projects across the state are included in the STIP. The Nevada Department of Transportation (NDOT) STIP is a four-year plan and includes funding levels by year for project obligation and is fiscally constrained. Federal Highway Administration (FHWA) Federal Transit Administration (FTA) approves the STIP. The STIP is required to be updated a minimum of every four years, NDOT produces a yearly STIP.

Metropolitan Planning Organization (MPO)

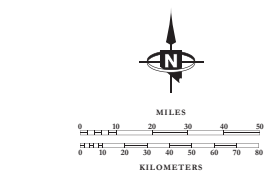
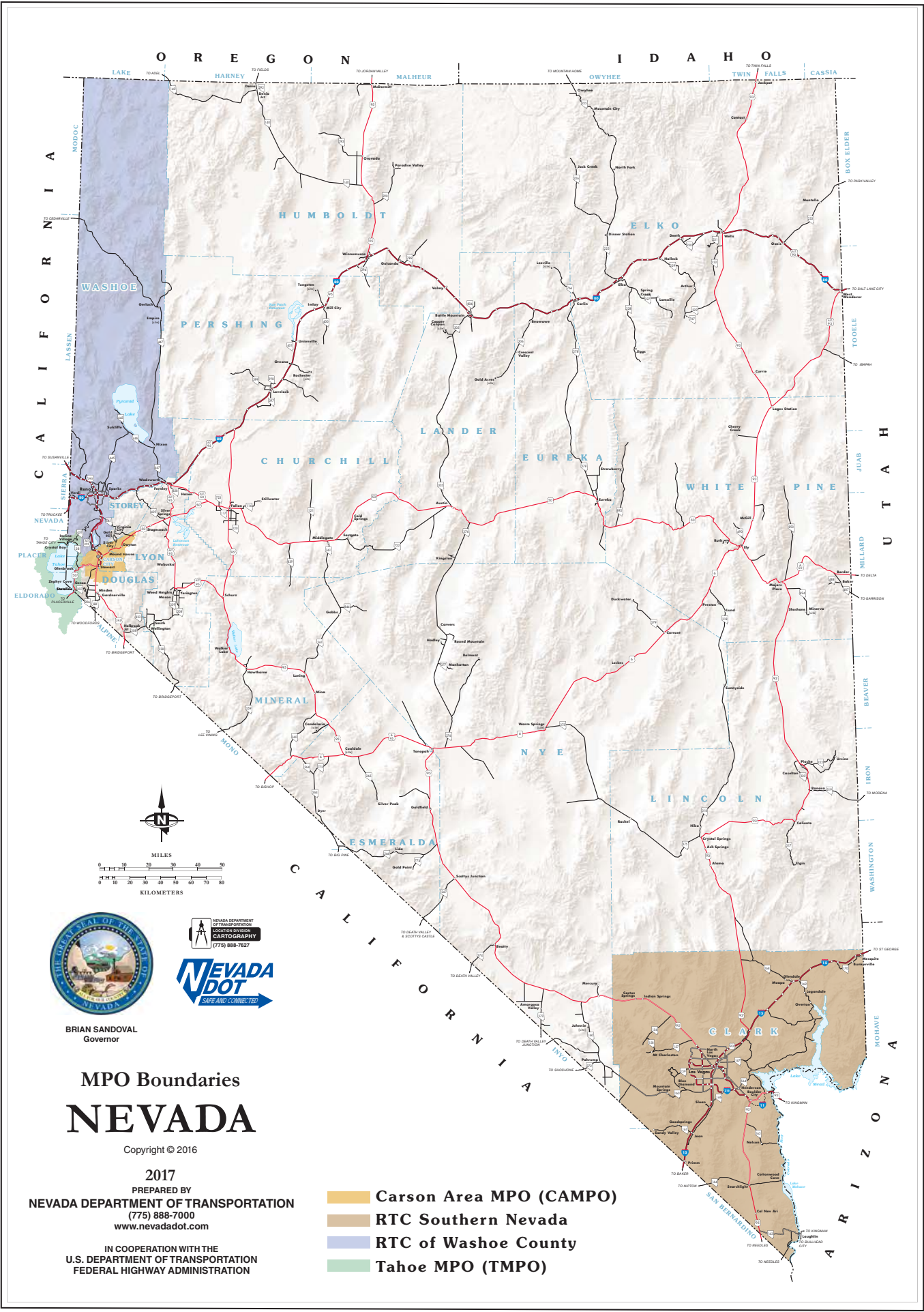
A Metropolitan Planning Organization (MPO) are required to represent localities in all urbanized areas with population over 50,000 as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population or in accordance with 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 require projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. Once a TIP has been approved by the MPO, 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 has four of these organizations in the state:

- **Regional Transportation Commission of Southern Nevada (RTCSNV):**
Administers MPO/TMA activities throughout Clark County
 - <http://www.rtcnv.com/>
- **Regional Transportation Commission of Washoe County (RTCWA):**
Administers MPO/TMA activities throughout Washoe County
 - <https://www.rtcwashoe.com/>
- **Lake Tahoe Metropolitan Planning Organization (TMPO):**
Administers MPO/TMA activities throughout the Lake Tahoe Basin
 - <http://www.trpa.org/transportation/>
- **Carson Area Metropolitan Planning Organization (CAMPO):**
Administers metropolitan planning activities in Carson City and portions of Douglas and Lyon Counties
 - <http://www.carspmareampo.com>



BRIAN SANDOVAL
Governor



MPO Boundaries NEVADA

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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

- Carson Area MPO (CAMPO)
- RTC Southern Nevada
- RTC of Washoe County
- Tahoe MPO (TMPO)

STIP Development Timeline

Phase 1	County Workshops Gather and Screen Projects	October- November
Phase 2	Update projects, gather new projects and enter into eSTIP system	December - June
Phase 3	County Tours – Draft WP	May- July
Phase 4	Draft Review: NDOT, MPOs, Local Government Agencies, FHWA, and Public through 30 Day Public Comment	August
Phase 5	Revisions Following Public Comment	September
Phase 6	Final STIP Preparation Transportation Board STIP Review and Acceptance	September
	FHWA Approval, FTA Approval, EPA Consultation	October
	FINAL STIP	October

Projects Included in the STIP

- All capital and non-capital transportation projects (or phases of projects) within the boundaries of the State proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- Transportation Alternative
- Transit Improvements
- Tribal Transportation Projects
- 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

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 guide way transit facilities that offer an alternative to regional highway travel.

STIP Project Regulations

This STIP shall include for each project the following:

1. Phase of Work (preliminary engineering (PE), right-of-way (ROW), construction (Con) or Other (usually programs or inspections).
2. Descriptive material (type of work, termini) for each project
3. Estimated total project cost, by phase, by year (all funding per phase MUST be in a single year for obligation purposes)
4. Identification of the lead agency responsible for the project

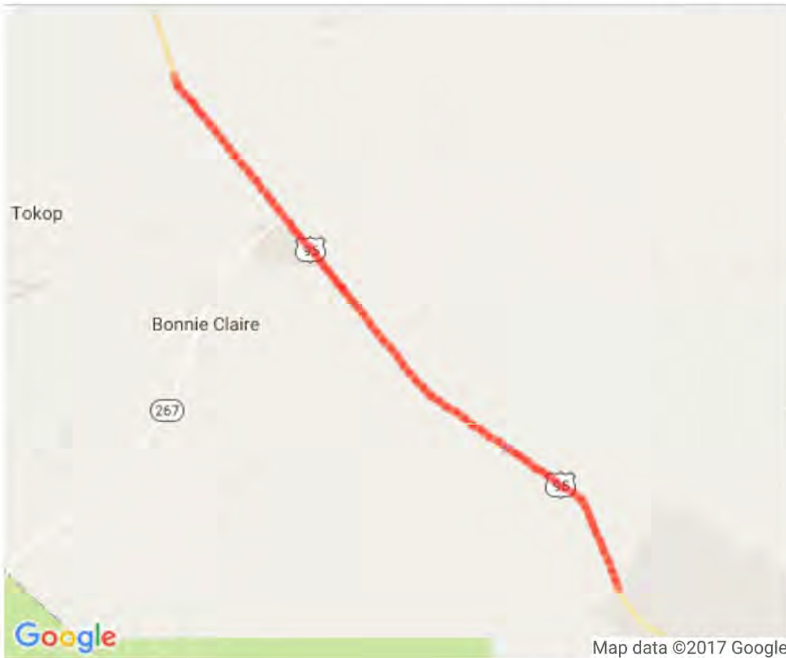
ALL Transportation Improvement Program, 18-00 Adoption 2018-2022

1 Projects Listed

4.	<i>State TIP ID</i>	NY20170002	<i>MPO/TIP</i>	Non MPO 18-00	<i>Local ID</i>		<i>Total Cost</i>	\$17,026,000
	<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Victor Peters (775)887-680	<i>NDOT</i>	District 1	<i>County</i>	NYE
	<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2020 start
	<i>Project Name</i>	US 95 North of Beatty Mill and Surface						
2.	<i>Project Limits</i>	At From Strozzi Ranch Road To Alkalai Flat Road of Distance (mile) 31.51 Begin: 72.04 End: 103.55						
	<i>Description</i>	Coldmill with plantmix bituminous surface with open grade						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	State Gas Tax	\$225,000	-	-	-	-	-	-	\$225,000
	<i>Total Preliminary Engineering</i>	\$225,000	-	-	-	-	-	-	\$225,000
ROW	State Gas Tax	\$1,000	-	-	-	-	-	-	\$1,000
	<i>Total Right of Way</i>	\$1,000	-	-	-	-	-	-	\$1,000
CON	State Gas Tax	-	-	-	\$16,800,000	-	-	-	\$16,800,000
	<i>Total Construction</i>	-	-	-	\$16,800,000	-	-	-	\$16,800,000
	Total Programmed	\$226,000	-	-	\$16,800,000	-	-	-	\$17,026,000

1.



3.

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
16-24 Amendment 2016-2020	03/29/2017	03/29/2017	03/30/2017	N/A
16-26 Amendment 2016-2020	05/02/2017	05/02/2017	05/02/2017	05/02/2017
18-00 Adoption 2018-2022	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-26

Funding Change(s):

Total project cost stays the same \$17,026,000

STIP Formal and Administrative Amendments

Revisions to the STIP can be made throughout the year through a Formal Amendment and or an Administrative Modification defined as:

- **Formal Amendments are required for:**
 - addition or deletion of any project (if within a nonattainment area a conformity determination is required)
 - substantial changes to the scope of a project (changing number of lanes, changing the type of the project, change in project termini)
 - moving a project into or out of the first four years of the STIP/TIP (if within a nonattainment area a conformity determination is required)
 - change in a project total programmed amount greater than 40% or greater than \$5,000,000
 - changes in a project's fund source from non-federal to federal

**This action also requires approval from the Governing Board, if within an MPO or TMA, approval of NDOT Director and approval from either FHWA or FTA (depending if the project is highway or transit).*

- **Administrative Amendment:**

Administrative Modifications are required for any revision that does not meet the criteria above such as:

- changes in a federally funded project amount up to \$5,000,000 but less than 40%
- minor changes to the termini
- adding or deleting a phase of a project without major changes to the scope of the project
- moving projects between any of the fiscal years of the STIP/TIP
- minor changes to funding sources
- changing a project's lead agency
- changes made to an existing projects amount of non-federal funds
- adding 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

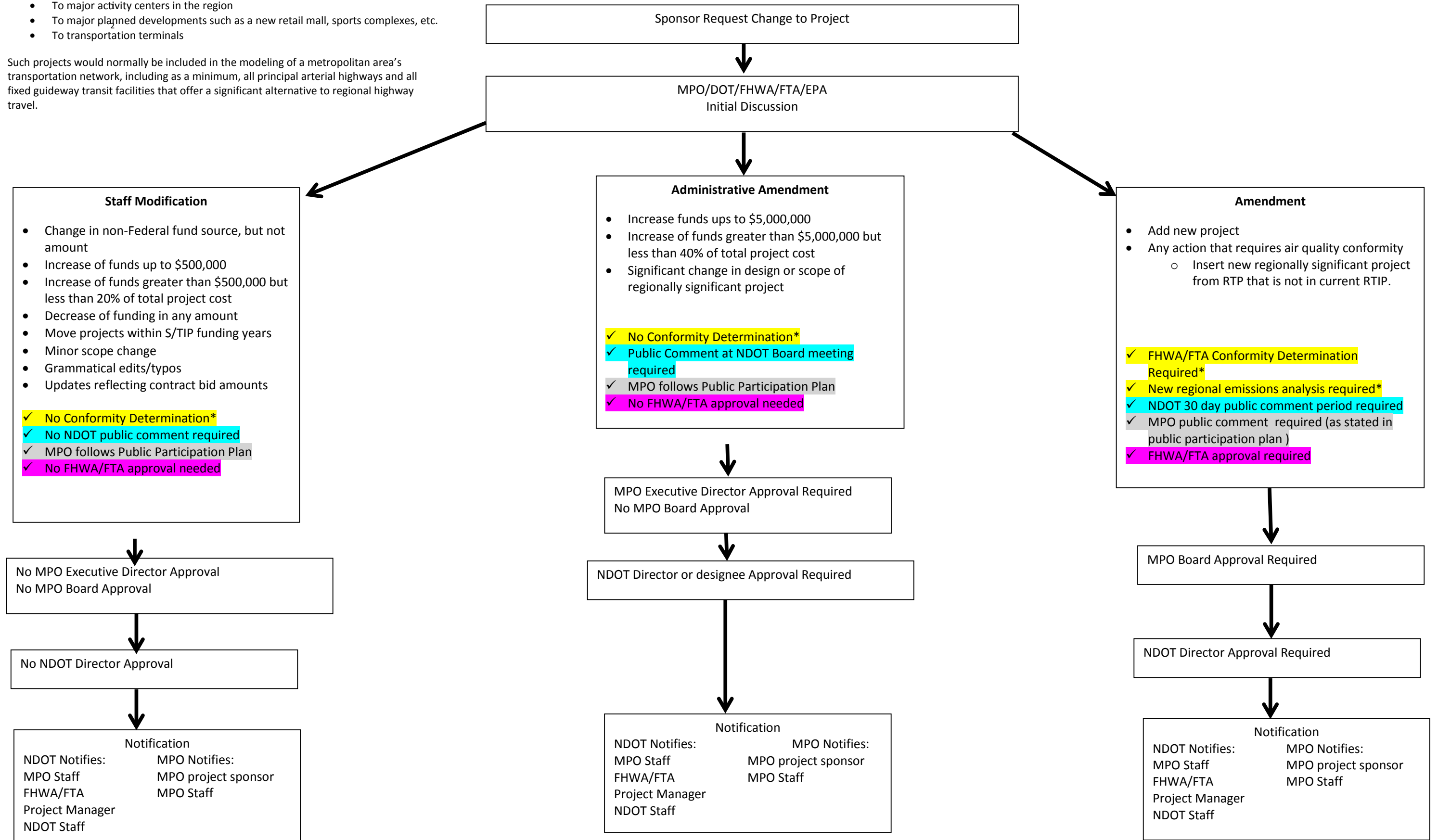
**An administrative modification does not require public review and comment or a conformity determination in nonattainment and maintenance areas. This action requires approval from the Executive Director, within an MPO or TMA, and approval of NDOT Director, Federal approval is not required.*

Regionally significant means a project that is on a facility which serves regional transportation needs, such as a facility that provides access:

- From outside of the region
- To major activity centers in the region
- To major planned developments such as a new retail mall, sports complexes, etc.
- To transportation terminals

Such projects would normally be included in the modeling of a metropolitan area's transportation network, including as a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

S/TIP Modification Process



*Applies only to RTCSNV and RTCWA

STIP/TIP Fiscal Constraint

Fiscal constraint is identified as having sufficient federal funds on a yearly basis to program projects in the STIP within budget. This is accomplished using committed, available, or reasonably available funds to support the transportation system to maintain operations, capital, and maintenance. Projects may only be included in the four years of the TIP/STIP if funds for those projects are “available” or “committed”.

Federal funding reflected in the STIP for projects is based on full apportionment by fund source as identified from the FHWA FMIS 10A report. All funding for projects is required to be identified by federal fund source, required matching source, by phase by year (all funding per phase MUST be in a single year for obligation purposes, spreading a phase across multiple years is not permissible per CFR 630.106 (a)(2)).

The cumulative total of State and Federal funds should not exceed the total of funds reasonably available to the State.

The outer years of fiscal constraint are inflated by 5% per the guidance in the FAST Act and are an estimate and subject to change. Funding amounts will be updated at the beginning of each active fiscal year with the year’s apportionment of funds as identified from the FHWA FMIS 10A report.

PROGRAM DESCRIPTION	PRINTER FRIENDLY															EXPORT TO EXCEL
	TOTAL REV 2018	TOTAL PROG 2018	BAL 2018	TOTAL REV 2019	TOTAL PROG 2019	BAL 2019	EST TOTAL REV 2020	TOTAL PROG 2020	BAL 2020	EST TOTAL REV 2021	TOTAL PROG 2021	BAL 2021	EST TOTAL REV 2022	TOTAL PROG 2022	BAL 2022	
PROGRAM DESCRIPTION	TOTAL REV 2018	TOTAL PROG 2018	BAL 2018	TOTAL REV 2019	TOTAL PROG 2019	BAL 2019	EST TOTAL REV 2020	TOTAL PROG 2020	BAL 2020	EST TOTAL REV 2021	TOTAL PROG 2021	BAL 2021	EST TOTAL REV 2022	TOTAL PROG 2022	BAL 2022	
CMAQ - Washoe County	\$13,492,392	\$12,560,000	\$932,392	\$7,713,359	\$5,940,000	\$1,773,359	\$8,893,374	\$8,740,000	\$153,374	\$7,629,390	\$7,140,000	\$489,390	\$8,339,207	\$6,190,000	\$2,149,207	
FHWA Grant	\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$0	
FTA 5304 Statewide and Non MPO Planning	\$383,191	\$383,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5307	\$60,000	\$60,000	\$0	\$60,000	\$60,000	\$0	\$64,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5307 Lrg Urb Capital	\$4,851,200	\$4,851,200	\$0	\$5,720,800	\$5,720,800	\$0	\$4,107,200	\$4,107,200	\$0	\$4,112,000	\$4,112,000	\$0	\$4,104,000	\$4,104,000	\$0	
FTA 5307 Lrg Urb Operating	\$631,200	\$631,200	\$0	\$650,400	\$650,400	\$0	\$670,000	\$670,000	\$0	\$777,200	\$777,200	\$0	\$737,200	\$737,200	\$0	
FTA 5307 Sm Urb Capital	\$564,358	\$564,358	\$0	\$464,360	\$464,360	\$0	\$289,360	\$289,360	\$0	\$449,604	\$449,604	\$0	\$0	\$0	\$0	
FTA 5307 Sm Urb Operating	\$417,540	\$417,540	\$0	\$518,540	\$518,540	\$0	\$694,540	\$694,540	\$0	\$521,040	\$521,040	\$0	\$0	\$0	\$0	
FTA 5309 Small Starts	\$42,300,000	\$42,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310 Elderly/Disabled Lrg Urb Admin	\$11,533	\$11,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310 Elderly/Disabled Lrg Urb Capital	\$252,880	\$252,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310 Elderly/Disabled Lrg Urb Operating	\$109,726	\$109,726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310 Elderly/Disabled Rural Capital	\$274,825	\$274,825	\$0	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5310 Elderly/Disabled Sm Urb Capital	\$106,956	\$106,956	\$0	\$106,956	\$106,956	\$0	\$106,956	\$106,956	\$0	\$106,956	\$106,956	\$0	\$0	\$0	\$0	
FTA 5311 - Non Urb/Rural Admin	\$124,511	\$124,511	\$0	\$406,640	\$406,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5311 - Non Urb/Rural Capital	\$15,200	\$15,200	\$0	\$15,200	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5311 - Non Urb/Rural Operating	\$28,680	\$28,680	\$0	\$28,680	\$28,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5339 Bus/Fac Lrg Urb Capital	\$660,000	\$660,000	\$0	\$737,894	\$737,894	\$0	\$40,000	\$40,000	\$0	\$40,000	\$40,000	\$0	\$40,000	\$40,000	\$0	
FTA 5339 Bus/Fac Rural Capital	\$248,768	\$248,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5339 Bus/Fac Sm Urb Capital	\$95,000	\$95,000	\$0	\$95,000	\$95,000	\$0	\$95,000	\$95,000	\$0	\$95,000	\$95,000	\$0	\$0	\$0	\$0	
HSIP	\$23,911,917	\$15,896,751	\$8,015,166	\$30,844,567	\$3,325,000	\$27,519,567	\$51,490,438	\$4,132,500	\$47,357,938	\$72,527,353	\$1,900,000	\$70,627,353	\$97,055,238	\$0	\$97,055,238	
HWY Freight	\$20,173,708	\$760,000	\$19,413,708	\$30,263,226	\$0	\$30,263,226	\$41,655,220	\$0	\$41,655,220	\$53,616,814	\$0	\$53,616,814	\$66,176,487	\$0	\$66,176,487	
NHPP	\$205,302,105	\$120,351,050	\$84,951,055	\$298,046,454	\$99,474,800	\$198,571,654	\$422,321,823	\$76,579,800	\$345,742,023	\$580,679,700	\$70,404,800	\$510,274,900	\$756,959,461	\$57,864,800	\$699,094,661	
NHPP Exempt	\$9,092,036	\$0	\$9,092,036	\$14,382,553	\$0	\$14,382,553	\$19,673,070	\$0	\$19,673,070	\$24,963,587	\$0	\$24,963,587	\$30,254,104	\$0	\$30,254,104	
RAIL	\$1,680,200	\$2,850,153	\$-1,169,953	\$97,922	\$0	\$97,922	\$1,429,191	\$0	\$1,429,191	\$2,827,023	\$0	\$2,827,023	\$4,294,747	\$0	\$4,294,747	
Rec Trails	\$1,845,999	\$1,344,370	\$501,629	\$1,928,285	\$1,344,370	\$583,915	\$2,039,104	\$1,344,370	\$694,734	\$2,222,682	\$1,344,370	\$878,312	\$2,482,658	\$1,344,370	\$1,138,288	
SRTS	\$1,457,891	\$1,457,891	\$0	\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STBG 5K-200K	\$12,132,275	\$617,690	\$11,514,585	\$15,017,977	\$1,797,372	\$13,220,605	\$16,899,167	\$0	\$16,899,167	\$20,761,657	\$0	\$20,761,657	\$24,817,272	\$0	\$24,817,272	
STBG Bridge	\$4,293,989	\$4,035,032	\$258,957	\$2,539,973	\$1,757,500	\$782,473	\$3,177,540	\$0	\$3,177,540	\$5,692,360	\$0	\$5,692,360	\$8,332,921	\$0	\$8,332,921	
STBG State-Wide	\$59,113,014	\$23,294,488	\$35,818,526	\$83,018,040	\$17,500,000	\$65,518,040	\$115,072,530	\$17,500,000	\$97,572,530	\$149,614,995	\$17,500,000	\$132,114,995	\$186,754,333	\$17,500,000	\$169,254,333	
STBG WA	\$8,995,903	\$8,760,650	\$235,253	\$7,452,799	\$6,588,970	\$863,829	\$8,225,726	\$7,056,600	\$1,169,126	\$8,899,118	\$7,754,100	\$1,145,018	\$9,261,509	\$4,001,600	\$5,259,909	
STBG<5K	\$3,419,893	\$2,280,000	\$1,139,893	\$4,730,781	\$0	\$4,730,781	\$8,501,213	\$0	\$8,501,213	\$12,460,167	\$0	\$12,460,167	\$16,617,068	\$0	\$16,617,068	
TAP 5K-200K STBG	\$197,195	\$188,913	\$8,282	\$188,580	\$66,435	\$122,145	\$311,458	\$0	\$311,458	\$510,237	\$0	\$510,237	\$718,955	\$0	\$718,955	
TAP <5K STBG	\$226,153	\$95,141	\$131,012	\$315,813	\$257,131	\$58,682	\$252,723	\$0	\$252,723	\$456,466	\$0	\$456,466	\$670,396	\$0	\$670,396	
TAP FLEX STBG	\$10,787,587	\$5,199,177	\$5,588,410	\$8,347,076	\$2,003,300	\$6,343,776	\$9,240,375	\$0	\$9,240,375	\$12,281,804	\$0	\$12,281,804	\$15,475,304	\$0	\$15,475,304	
TAP WA STBG	\$906,707	\$634,412	\$272,295	\$657,863	\$329,442	\$328,421	\$721,700	\$0	\$721,700	\$1,134,643	\$0	\$1,134,643	\$1,568,233	\$0	\$1,568,233	
TIGER	\$7,023,000	\$7,023,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Fed SUBTOTAL	\$435,237,532	\$258,534,286	\$176,703,246	\$515,229,738	\$150,068,790	\$365,160,948	\$716,026,708	\$121,470,326	\$594,556,382	\$962,429,796	\$112,195,070	\$850,234,726	\$1,234,709,093	\$91,831,970	\$1,142,877,123	
Local SUBTOTAL	\$142,097,295	\$142,097,295	\$0	\$35,284,219	\$35,284,219	\$0	\$56,694,216	\$56,694,216	\$0	\$34,163,494	\$34,163,494	\$0	\$29,306,900	\$29,306,900	\$0	
SB 5	\$0	\$0	\$0	\$880,183	\$880,183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Gas Tax	\$75,158,253	\$75,158,253	\$0	\$49,764,025	\$49,764,025	\$0	\$69,169,068	\$69,169,068	\$0	\$4,726,568	\$4,726,568	\$0	\$3,966,568	\$3,966,568	\$0	
State SUBTOTAL	\$75,158,253	\$75,158,253	\$0	\$50,644,208	\$50,644,208	\$0	\$69,169,068	\$69,169,068	\$0	\$4,726,568	\$4,726,568	\$0	\$3,966,568	\$3,966,568	\$0	
GRAND TOTAL	\$652,493,080	\$475,789,834	\$176,703,246	\$601,158,165	\$235,997,217	\$365,160,948	\$841,889,992	\$247,333,610	\$594,556,382	\$1,001,319,858	\$151,085,132	\$850,234,726	\$1,267,982,561	\$125,105,438	\$1,142,877,123	

*These fund types are group under State Gas Tax: District Contract, State Forces, State Forces - Materials/Supplies/Op funds, State Forces - Overtime, State Forces - Per Diem, State Forces - Salary, State Gas Tax, State Match - NV
 *AC Is not Included in Fiscal Constraints

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 Every Day 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>

Federal Highway Administration Funded Programs Overview

National Highway Performance Program	<p>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.</p>
NHPP	
95/5	
±\$193M	

Surface Transportation Block Grant Program	<p>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.</p>
STBG	
95/5	
±\$108M	

**Please note estimated total is before federally required sub allocation set aside formula*

National Highway Freight Program	<p>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, including:</p> <ul style="list-style-type: none"> • Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; • Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; • Improving the state of good repair of the NHFN; • Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; • Improving the efficiency and productivity of the NHFN; • Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and Reducing the environmental impacts of freight movement on the NHFN.
HWY Freight	
95/5	
±\$11M	

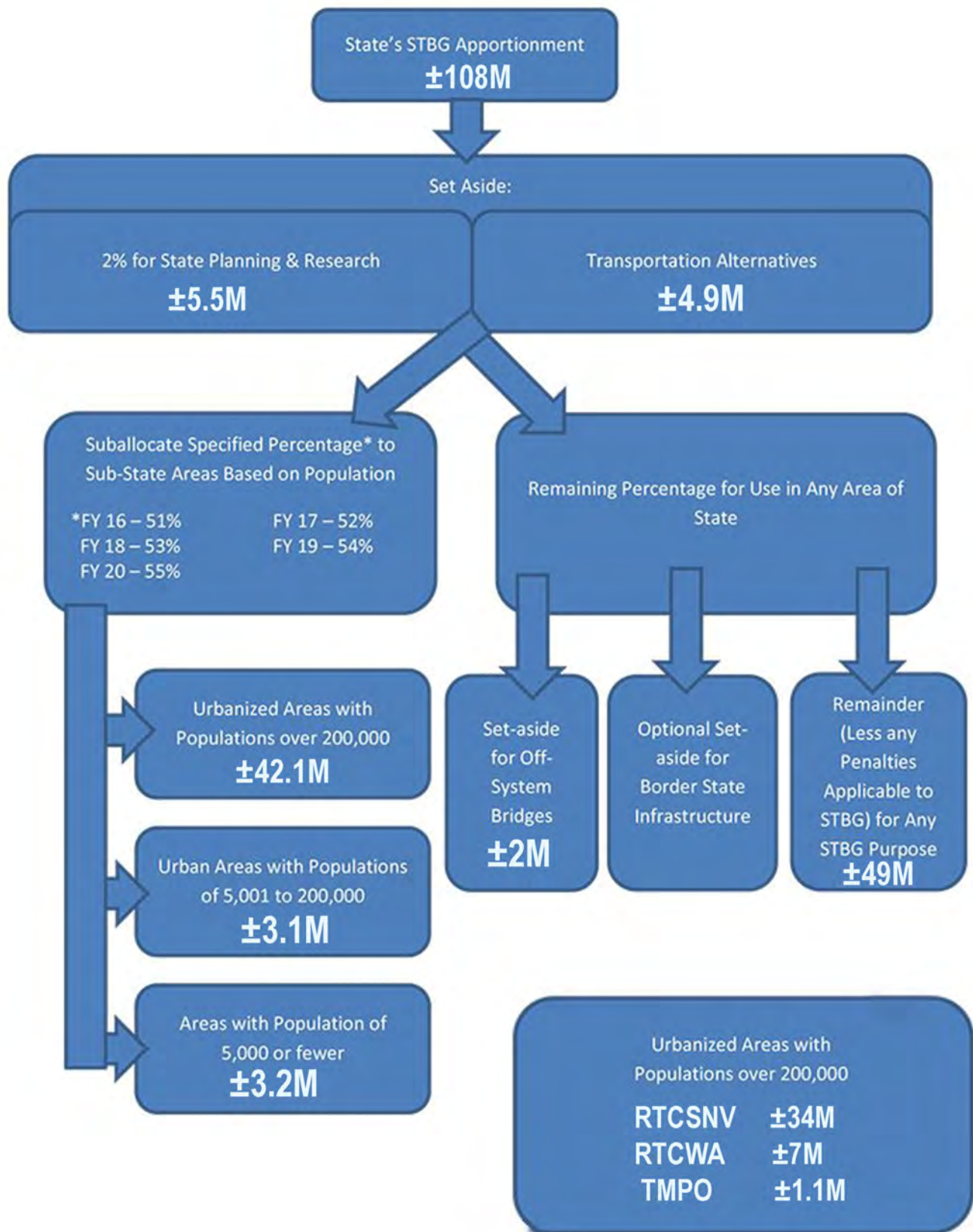
Highway Safety Improvement Program	The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on Tribal lands.
HSIP	
95/5	
±\$21M	

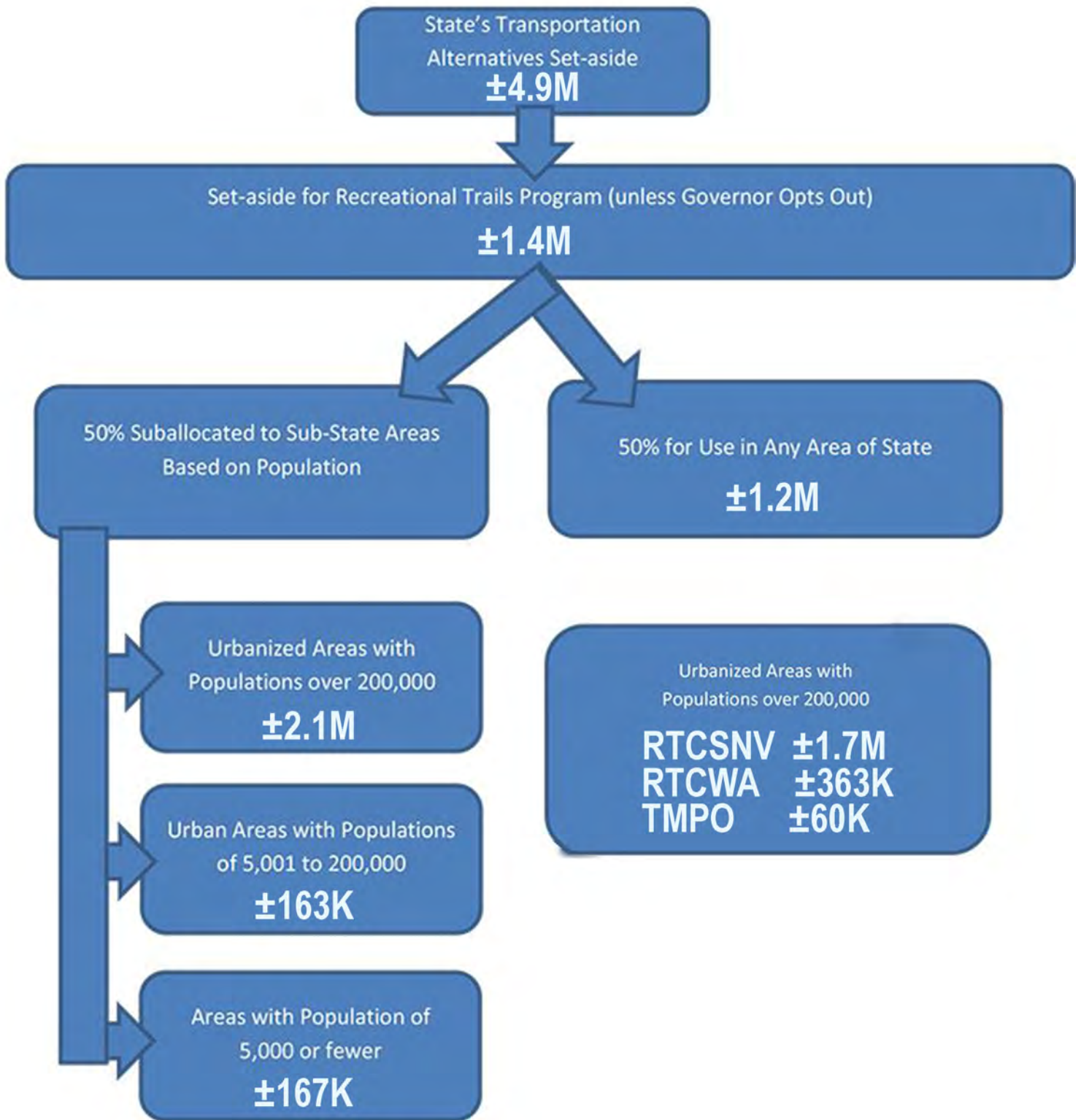
Congestion Mitigation and Air Quality Program	The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides annual federal funding from FHWA, to states and local jurisdictions to meet the requirements of the Clean Air Act. Funding is available for transportation projects and programs 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 formula based on population, particle matter volumes and CO2 levels. The RTCSNV and RTCWA are eligible for formula distribution of these funds.
CMAQ	
95/5	
±\$25M	

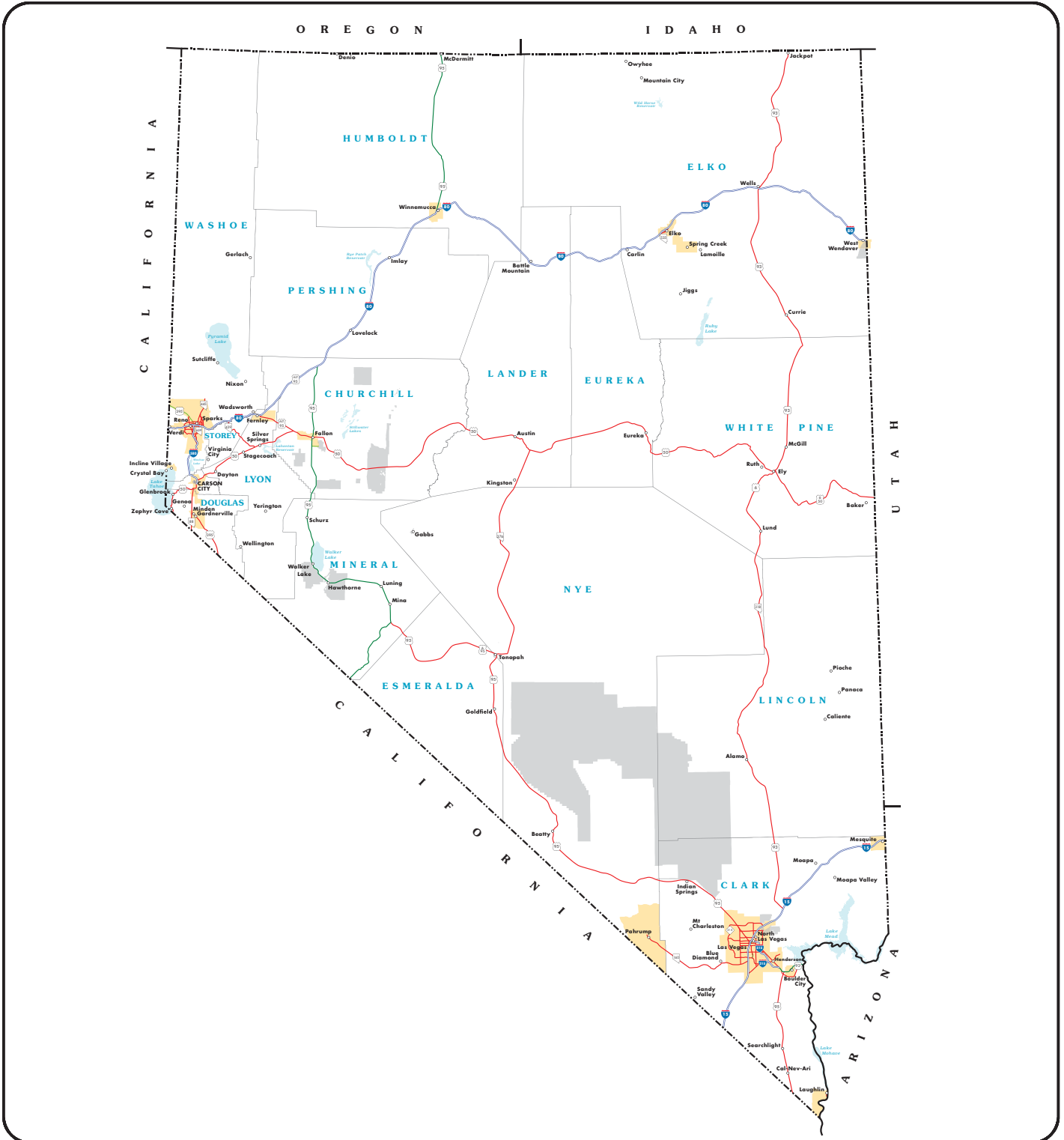
Transportation Alternatives Program	Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes a percentage of a State’s STBG funds based on population (suballocated), and the remaining funds are available for use anywhere in the State. The suballocated 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 include 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	
±\$4.9M	

**Please note estimated total is before federally required sub allocation set aside formula*



















**The next two pages will show the sub allocations of STBG and TAP*

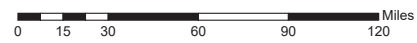






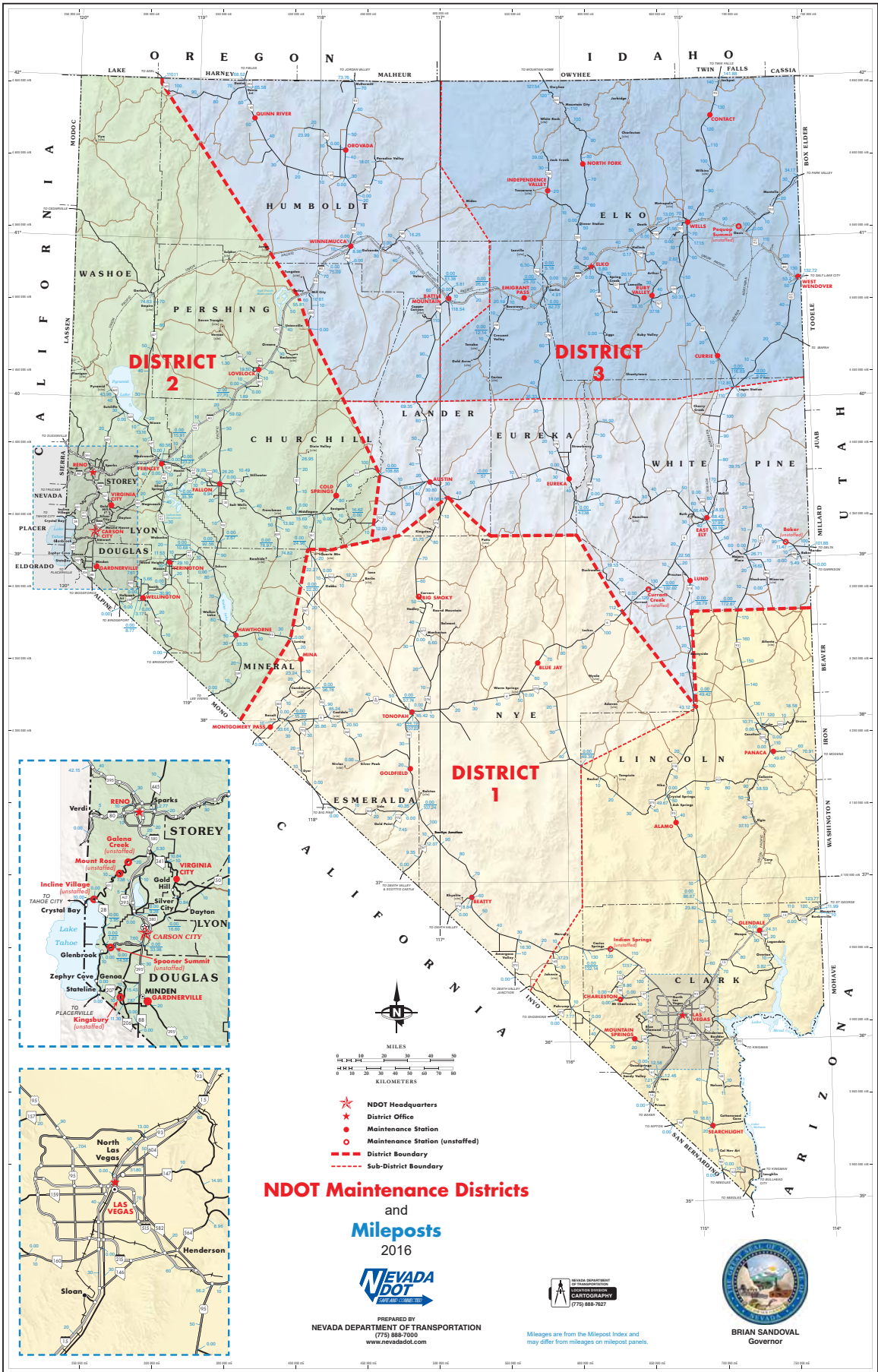

NEVADA
 2016
 PREPARED BY
 THE NEVADA DEPARTMENT OF TRANSPORTATION

- | | |
|---|---|
|  Eisenhower Interstate System |  Airport |
|  Other NHS Routes |  Amtrak Station |
|  Non-Interstate STRAHNET Route |  Bus Terminal/ Greyhound Station |
|  STRAHNET Connector |  Interstate Route |
|  Intermodal Connector |  US Route |
|  Intermodal Connector/STRAHNET Connector |  State Route |
|  Unbuilt NHS Routes |  County Route |
|  County Line |  Department of Defense |
|  State Line | |
|  Census Urbanized Areas | |



NATIONAL HIGHWAY SYSTEM
FULL STATE COVERAGE

STATE OF NEVADA



NDOT Maintenance Districts
and
Mileposts
2016



PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
(775) 888-7000
www.nevadadot.com



Mileages are from the Milepost Index and may differ from mileages on milepost panels.



BRIAN SANDVOAL
Governor

Federal Transit Administration Funded Programs Overview

NDOT's Rural Transit Division administers State and Federal grant programs that are used to pay for operating local transit districts, local government transit services, and private transit organizations. The 2018-2021 STIP includes many Federal transit funding programs that provide for projects in metropolitan and rural areas throughout Nevada.

Programs include community support for public transit (including fixed guideway passenger rail and bus rapid transit), transportation for seniors and people with disabilities, mass transit vehicle replacement, intercity bus service, planning, training, technical assistance, and travel options programs. To meet financial plan timelines set by FTA, most transit projects are funded through a solicitation after the STIP is approved.

Program Name	Funding Source	Purpose
Metropolitan and Statewide Transportation Planning	FTA Section 5303 and 5304	Provides 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 elderly and people with disabilities.
Rural Areas Formula	FTA Section 5311	Transit services in rural areas. This program includes intercity service and technical assistance.

How to Interpret Project Information and NDOT's eSTIP

NDOT adopted and implemented an eSTIP system in 2015. The eSTIP is a fully integrated system with the MPOs for the development of the project lists for the TIPs and includes electronic approvals and notifications. It allows the local public agencies (LPA) within each MPO/TMA to submit projects, and or changes to projects, for review and approval by the MPO, State and Federal agencies. This fully integrated system is displayed to our public website upon approval of the TIPs by the governing boards and or by the executive directors. The eSTIP has saved staff time and enhanced transparency to the public, providing timely and live up to date project information. The public website can be viewed in table list of projects or with an interactive map, it can also be searched by several different values and fields of projects and their information.

NDOT's eSTIP can be found here: <https://estip.nevadadot.com/default.asp>

The next pages breakdown the project page of the eSTIP and explains how to read the information provided.

NDOT STIP Staff

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1263 South Stewart Street, Carson City, NV 89712

Emel Hassanein, STIP Staff Member

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1263 South Stewart Street, Carson City, NV 89712

7/22/2017

Project Report

ALL Transportation Improvement Program, 16-64 Amendment 2016-2020

1 Projects Listed

State TIP ID: CL20140077
 Lead Agency: Nevada DOT
 Project Type: Rd Expansion
 Project Name: US 95 North Package 2B
 Project Limits: At US 95 North (Phase 2B) At From Durango Dr To Kyle Canyon Rd of Distance (mile) 5.95 Begin: 86.75 End: 92.7

Scope of Work: 17TIP(16-64)
 Contact: Jenice Keller (775)888-7592
 Air Quality: Non-Exempt
 Local ID: 5013
 NDOT District: 1
 TCM: No
 Total Cost: \$85,000,000
 County: CLARK
 Construction Start: 2017 start

Description: Place decorative rock from Ann Road to Duragno Drive. Construct Clark County Regional Flood Control Facilities along west side of US 95 from CC 215 to Grand Teton. Construct HOV direct access ramps at Elkhorn. Widen from 4 to 6 lanes and add auxiliary lanes from Durango Drive to Kyle Canyon. Construct new service interchange at Kyle Canyon. Fence regional materials site.

Phase	Fund Source	FY2016	FY2017	FY2018	FY2019	FY2020	Future	Total
CON	Clark County	-	\$4,500,000	-	-	-	-	\$4,500,000
CON	Flood Control Fund	-	\$24,400,000	-	-	-	-	\$24,400,000
CON	Package 2B	-	\$44,282,500	-	-	-	-	\$44,282,500
CON	State Wide	-	\$8,787,500	-	-	-	-	\$8,787,500
CON	Interchange	-	\$3,030,000	-	-	-	-	\$3,030,000
Total Construction		-	\$85,000,000	-	-	-	-	\$85,000,000

Scope of Work

Project Location

Project Title

Primary Project Type

Agency Responsible for Project

Unique STIP ID Number

7/22/2017

ALL Transportation Improvement Program, 16-64 Amer

State TIP ID: CL20140077

Lead Agency: Nevada DOT

Project Type: Rd Expansion

Project Name: US 95 North Package 2B

Project Limits: At US 95 North (Phase 2B) At From Durango Dr To Kyle Canyon Rd of Di

Description: Place decorative rock from Ann Road to Duragno Drive. Construct Clark County Regional Flood Control Facilities along west side of US 95 from CC 215 to Grand Teton. Construct HOV direct access ramps at Elkhorn. Widen from 4 to 6 lanes and add auxiliary lanes from Durango Drive to Kyle Canyon. Construct new service interchange at Kyle Canyon. Fence regional materials site.

Phase	Fund Source	Prior	FY

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):
Total project cost increased from \$80,000,000 to \$85,000,000

ALL Transportation Improvement Program, 16-64 Amendment 2016-2020

1 Projects Listed

State TIP ID CL20140077

Lead Agency Nevada DOT

Project Name US 95 North Package 2B

Project ID 1008462

Project Description

Phase

Fund Source

Phase

Fund Source

Phase

Fund Source

Phase

Fund Source

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Project Report

MPO/TIP

Contact

Air Quality

RTCSNV 17TIP(16-64)

Jenica Keller (775)888-7592

Non-Exempt

Local ID

NDOT

TCM

5013

District 1

No

Total Cost

County

Construction

\$85,000,000

CLARK

2017 start

Required to be in Air Quality Model

Project Contact

MPO Boundary & MPO TIP Action Number

Unique Local ID Number

NDOT District

Transportation Control Measures

Project Report

4 Amendment 2016-2020

1 Projects Listed

MPO/TIP	RTCSNV 17TIP(16-64)	Local ID	5013	Total Cost	\$85,000,000
Contact	Jenica Keller (775)888-7592	NDOT	District 1	County	CLARK
Air Quality	Non-Exempt	TCM	No	Construction	2017 start

on Rd of Distance (mile) 5.95 Begin: 86.75 End: 92.7

Construct Clark County Regional Flood Control Facilities along west side of US 95 from CC 215 to Grand

from 4 to 6 lanes and add auxiliary lanes from Durango Drive to Kyle Canyon. Construct new

Total	\$4,500,000
Total	\$24,400,000
Total	\$44,282,500
Total	\$8,787,500
Total	\$3,030,000
Total	\$85,000,000
Total	\$85,000,000



Estimated Construction Start Date

County Project Located

Project Estimated Total Cost

TIP Document	MPO	State	FLWA	FTA Approval
15-00 Adoption 2015-2019	08/14/2014	08/14/2014	08/14/2014	08/14/2014
15-08 Amendment 2015-2019	08/14/2014	08/14/2014	08/14/2014	09/23/2015
16-00 Adoption 2016-2020	08/13/2015	08/13/2015	08/13/2015	08/13/2015
16-04 Amendment 2016-2020	02/11/2016	02/11/2016	02/11/2016	02/11/2016
16-13 Amendment 2016-2020	08/11/2016	08/17/2016	08/18/2016	N/A
16-52 Amendment 2016-2020	02/14/2017	02/15/2017	02/16/2017	02/15/2017
16-64 Amendment 2016-2020	06/29/2017	06/29/2017	06/29/2017	06/29/2017

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):

Total project cost increased from \$80,000,000 to \$85,000,000

ALL Transportation Improvement Program, 16-64 Amendment 2016-2020

1 Projects Listed

Prior Fund Amount Used

Future Funds to be Used

Phase of Work (PE, ROW, Con)

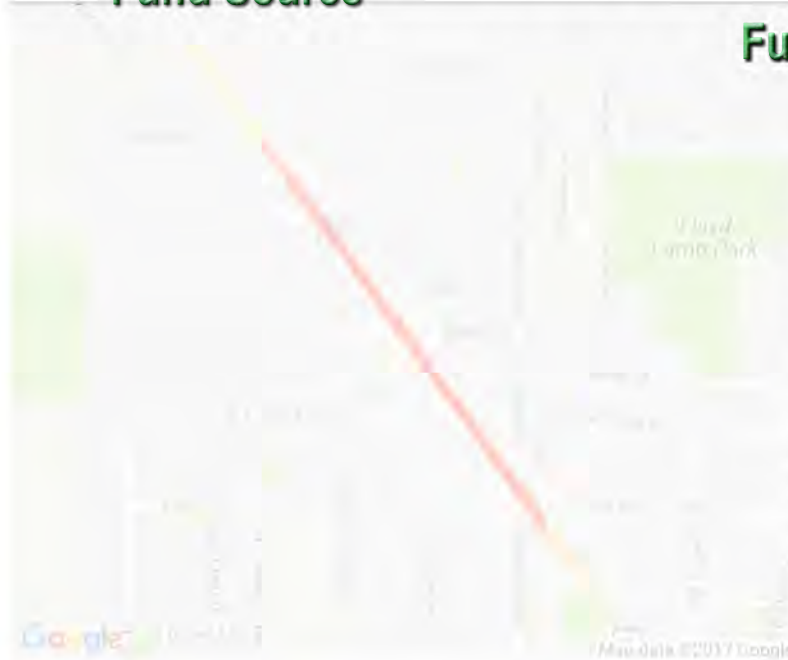
Active STIP Federal Fiscal Years

State TIP ID	CL20140077	MPO/TIP	R/C/S/NV 17/TIP(16-64)	Local ID	5013	Total Cost	\$85,000,000
Lead Agency	Nevada DOT	Contact	Jenica Keller (775)888-7592	NDOT	District 1	County	CLARK
Project Type	Rd Expansion	Air Quality	Non-Exempt	TCM	No	Construction	2017 start
Project Name	US 95 North Package 2B Duragno Drive To Kyle Canyon Rd of Distance (mile) 5.95 Begin: 86.75 End: 92.7						
Description	Place decorative rock from Ann Road to Duragno Drive. Construct Clark County Regional Flood Control Facilities along west side of US 95 from CC 215 to Grand Teton. Construct HOV direct access ramps at Elkhorn. Widening from 4 to 6 lanes and adding auxiliary lanes from Duragno Drive to Kyle Canyon. Construct new service interchange at Kyle Canyon. Fence regional materials site.						

Phase	Fund Source	Prior	FY2016	FY2017	FY2018	FY2019	FY2020	Future	Total
CON	CMAQ - Clark County	-	-	\$4,500,000	-	-	-	-	\$4,500,000
CON	Flood Control Funds	-	-	\$24,400,000	-	-	-	-	\$24,400,000
CON	NHPP	-	-	\$44,282,500	-	-	-	-	\$44,282,500
CON	STBG State-Wide	-	-	\$8,787,500	-	-	-	-	\$8,787,500
CON	State Match - Nv	-	-	\$3,030,000	-	-	-	-	\$3,030,000
	Total Construction	-	-	\$85,000,000	-	-	-	-	\$85,000,000
	Total Programmed	-	-	\$85,000,000	-	-	-	-	\$85,000,000

Fund Source

Funding Amounts and Totals



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	08/14/2014	08/14/2014	08/14/2014	08/14/2014
15-08 Amendment 2015-2019	08/13/2015	09/17/2015	10/01/2015	09/23/2015
16-00 Adoption 2016-2020	08/13/2015	08/13/2015	08/13/2015	08/13/2015
16-04 Amendment 2016-2020	02/11/2016	02/11/2016	02/11/2016	02/11/2016
16-13 Amendment 2016-2020	08/11/2016	08/17/2016	08/18/2016	N/A
16-52 Amendment 2016-2020	02/14/2017	02/15/2017	02/16/2017	02/15/2017
16-64 Amendment 2016-2020	06/29/2017	06/29/2017	06/29/2017	06/29/2017

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):

Total project cost increased from \$80,000,000 to \$85,000,000

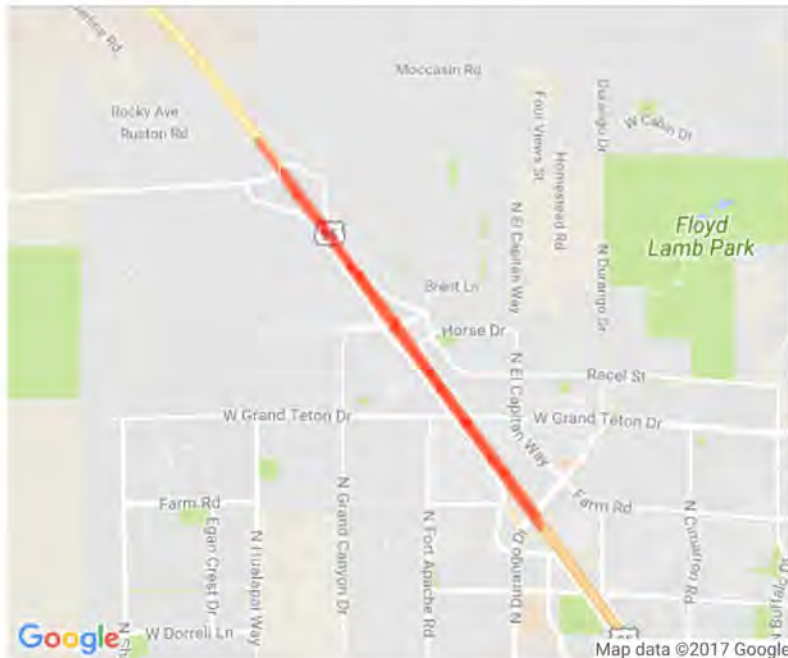
ALL Transportation Improvement Program, 16-64 Amendment 2016-2020

1 Projects Listed

State TIP ID	CL20140077	MPO/TIP	RTCSNV 17TIP(16-64)	Local ID	5013	Total Cost	\$85,000,000
Lead Agency	Nevada DOT	Contact	Jenica Keller (775)888-7592	NDOT	District 1	County	CLARK
Project Type	Rd Expansion	Air Quality	Non-Exempt	TCM	No	Construction	2017 start
Project Name	US 95 North Package 2B						
Project Limits	AT US 95 North (Phase 2B) AT From Durango Dr To Kyle Canyon Rd of Distance (mile) 5.95 Begin: 86.75 End: 92.7						
Description	Place decorative rock from Ann Road to Duragno Drive, Construct Clark County Regional Flood Control Facilities along west side of US 95 from CC 215 to Grand Teton. Construct HOV direct access ramps at Elkhorn. Widen from 4 to 6 lanes and add auxiliary lanes from Durango Drive to Kyle Canyon. Construct new service interchange at Kyle Canyon. Fence regional materials site.						

Phase	Fund Source	Prior	FY2016	FY2017	FY2018	FY2019	FY2020	Future	Total
CON	CMAQ - Clark County	-	-	\$4,500,000	-	-	-	-	\$4,500,000
CON	Flood Control Funds	-	-	\$24,400,000	-	-	-	-	\$24,400,000
CON	NHPP	-	-	\$44,282,500	-	-	-	-	\$44,282,500
CON	STBG State-Wide	-	-	\$8,787,500	-	-	-	-	\$8,787,500
CON	State Match - Nv	-	-	\$3,030,000	-	-	-	-	\$3,030,000
Total Construction			-	-	\$85,000,000	-	-	-	\$85,000,000
Total			-	-	\$85,000,000	-	-	-	\$85,000,000

Project Mapped Location



Project Change History and Approval Dates

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval	Version History				
					Year	Change	Reason	Approval Date	Effective Date
15-00 Adoption	2015-2019	08/14/2014	08/14/2014	08/14/2014	08/14/2014	08/14/2014	08/14/2014	08/14/2014	
15-08 Amendment	2015-2019	08/13/2015	09/17/2015	10/01/2015	09/23/2015	09/23/2015	09/23/2015	09/23/2015	
16-00 Adoption	2016-2020	08/13/2015	08/13/2015	08/13/2015	08/13/2015	08/13/2015	08/13/2015	08/13/2015	
16-04 Amendment	2016-2020	02/11/2016	02/11/2016	02/11/2016	02/11/2016	02/11/2016	02/11/2016	02/11/2016	
16-13 Amendment	2016-2020	08/11/2016	08/17/2016	08/18/2016	N/A				
16-52 Amendment	2016-2020	02/14/2017	02/15/2017	02/16/2017	02/15/2017	02/15/2017	02/15/2017	02/15/2017	
16-64 Amendment	2016-2020	06/29/2017	06/29/2017	06/29/2017	06/29/2017	06/29/2017	06/29/2017	06/29/2017	

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Latest Revision Narrative

Funding Change(s):
Total project cost increased from \$80,000,000 to \$85,000,000