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.rtcsvn.com/](http://www.rtcsvn.com/)
- **Regional Transportation Commission of Washoe County (RTCWA):**
  Administers MPO/TMA activities throughout Washoe County
  - [https://www.rtcwashoe.com/](https://www.rtcwashoe.com/)
- **Lake Tahoe Metropolitan Planning Organization (TMPO):**
  Administers MPO/TMA activities throughout the Lake Tahoe Basin
  - [http://www.trpa.org/transportation/](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](http://www/carspmareampo.com)
STIP Development Timeline

<table>
<thead>
<tr>
<th>Phase</th>
<th>Description</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>County Workshops&lt;br&gt;Gather and Screen Projects</td>
<td>October-November</td>
</tr>
<tr>
<td>Phase 2</td>
<td>Update projects, gather new projects and enter into eSTIP system</td>
<td>December-June</td>
</tr>
<tr>
<td>Phase 3</td>
<td>County Tours – Draft WP</td>
<td>May-July</td>
</tr>
<tr>
<td>Phase 4</td>
<td>Draft Review: NDOT, MPOs, Local Government Agencies, FHWA, and Public through 30 Day Public Comment</td>
<td>August</td>
</tr>
<tr>
<td>Phase 5</td>
<td>Revisions Following Public Comment</td>
<td>September</td>
</tr>
<tr>
<td>Phase 6</td>
<td>Final STIP Preparation&lt;br&gt;Transportation Board STIP Review and Acceptance</td>
<td>September</td>
</tr>
<tr>
<td></td>
<td>FHWA Approval, FTA Approval, EPA Consultation</td>
<td>October</td>
</tr>
<tr>
<td></td>
<td>FINAL STIP</td>
<td>October</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>State TIP ID</th>
<th>Lead Agency</th>
<th>Project Type</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NY20170002</td>
<td>Nevada DOT</td>
<td>Rd Recons/Rehab/Resurf</td>
<td>US 95 North of Beatty Mill and Surface</td>
<td>At From Strozzi Ranch Road To Alkalai Flat Road of Distance (mile) 31.51 Begin: 72.04 End: 103.55</td>
<td>Coldmill with plantmix bituminous surface with open grade</td>
</tr>
</tbody>
</table>

### Phase Fund Source | Prior | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | Future | Total |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>PE</td>
<td>State Gas Tax</td>
<td>$225,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$225,000</td>
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<tr>
<td>Total Preliminary Engineering</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$225,000</td>
</tr>
<tr>
<td>ROW</td>
<td>State Gas Tax</td>
<td>$1,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Total Right of Way</td>
<td>$1,000</td>
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<td>-</td>
<td>-</td>
<td>$1,000</td>
</tr>
<tr>
<td>CON</td>
<td>State Gas Tax</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$16,800,000</td>
<td>-</td>
<td>-</td>
<td>$16,800,000</td>
</tr>
<tr>
<td>Total Construction</td>
<td>-</td>
<td>-</td>
<td>$16,800,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$16,800,000</td>
</tr>
<tr>
<td><strong>Total Programmed</strong></td>
<td><strong>$226,000</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>$16,800,000</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>$17,026,000</strong></td>
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### Version History

<table>
<thead>
<tr>
<th>TIP Document</th>
<th>MPO Approval</th>
<th>State Approval</th>
<th>FHWA Approval</th>
<th>FTA Approval</th>
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<tbody>
<tr>
<td>16-24 Amendment 2016-2020</td>
<td>03/29/2017</td>
<td>03/29/2017</td>
<td>03/30/2017</td>
<td>N/A</td>
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<tr>
<td>16-26 Amendment 2016-2020</td>
<td>05/02/2017</td>
<td>05/02/2017</td>
<td>05/02/2017</td>
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<tr>
<td>18-00 Adoption 2018-2022</td>
<td>Pending</td>
<td>Pending</td>
<td>Pending</td>
<td>Pending</td>
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</tbody>
</table>

### Current Change Reason

**Schedule / Funding / Scope - Carry over from 16-26**

**Funding Change(s):**
Total project cost stays the same $17,026,000

---

https://estip.nevadadot.com/fed_type_pj_list.asp?mtip_version=18-00&project_id=1016580&version=3
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.

**Sponsor Request Change to Project**

**MPO/DOT/FHWA/FTA/EPA**

**Initial Discussion**

**Staff Modification**

- Change in non-Federal fund source, but not amount
- Increase of funds up to $500,000
- Increase of funds greater than $500,000 but less than 20% of total project cost
- Decrease of funding in any amount
- Move projects within S/TIP funding years
- Minor scope change
- Grammatical edits/typos
- Updates reflecting contract bid amounts

- Check Box: No Conformity Determination*
- Check Box: No NDOT public comment required
- Check Box: MPO follows Public Participation Plan
- Check Box: No FHWA/FTA approval needed

**No MPO Executive Director Approval**

**No MPO Board Approval**

**No NDOT Director Approval**

**Notification**

- NDOT Notifies:
  - MPO Notifies:
    - MPO Staff
    - MPO project sponsor
  - FHWA/FTA
  - Project Manager
  - NDOT Staff

**Administrative Amendment**

- Increase funds up to $5,000,000
- Increase of funds greater than $5,000,000 but less than 40% of total project cost
- Significant change in design or scope of regionally significant project

- Check Box: No Conformity Determination*
- Check Box: Public Comment at NDOT Board meeting required
- Check Box: MPO follows Public Participation Plan
- Check Box: No FHWA/FTA approval needed

**MPO Executive Director Approval Required**

**No MPO Board Approval**

**NDOT Director or designee Approval Required**

**Amendment**

- Add new project
- Any action that requires air quality conformity
  - Insert new regionally significant project from RTP that is not in current RTIP.

- Check Box: FHWA/FTA Conformity Determination Required*
- Check Box: New regional emissions analysis required*
- Check Box: NDOT 30 day public comment period required
- Check Box: MPO public comment required (as stated in public participation plan)
- Check Box: FHWA/FTA approval required

**MPO Board Approval Required**

**NDOT Director Approval Required**

**Notification**

- NDOT Notifies:
  - MPO Notifies:
    - MPO Staff
    - MPO project sponsor
  - FHWA/FTA
  - Project Manager
  - NDOT Staff

- NDOT Notifies:
  - MPO Notifies:
    - MPO Staff
    - MPO project sponsor
  - FHWA/FTA
  - Project Manager
  - NDOT Staff

*Applies only to RTCNV 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.
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](https://www.fhwa.dot.gov/fastact/summary.cfm)
### National Highway Performance Program
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.

<table>
<thead>
<tr>
<th>NHPP</th>
<th>95/5</th>
<th>±$193M</th>
</tr>
</thead>
</table>

### Surface Transportation Block Grant Program
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.

<table>
<thead>
<tr>
<th>STBG</th>
<th>95/5</th>
<th>±$108M</th>
</tr>
</thead>
</table>

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

### National Highway Freight Program
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:

- 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.

<table>
<thead>
<tr>
<th>HWY Freight</th>
<th>95/5</th>
<th>±$11M</th>
</tr>
</thead>
</table>

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*Please note estimated total is before federally required sub allocation set aside formula*
### Highway Safety Improvement Program

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP</td>
<td>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.</td>
</tr>
<tr>
<td>95/5</td>
<td>±$21M</td>
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</tbody>
</table>

### Congestion Mitigation and Air Quality Program

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>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.</td>
</tr>
<tr>
<td>95/5</td>
<td>±$25M</td>
</tr>
</tbody>
</table>

### Transportation Alternatives Program

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAP</td>
<td>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.</td>
</tr>
<tr>
<td>95/5</td>
<td>±$4.9M</td>
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</tbody>
</table>

*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*
State’s Transportation Alternatives Set-aside
\[ \pm 4.9M \]

Set-aside for Recreational Trails Program (unless Governor Opt Out)
\[ \pm 1.4M \]

*Subtracted from Above

Remaining Distributed Below

50% Suballocated to Sub-State Areas Based on Population

- Urbanized Areas with Populations over 200,000
  \[ \pm 2.1M \]
- Urban Areas with Populations of 5,001 to 200,000
  \[ \pm 163K \]
- Areas with Population of 5,000 or fewer
  \[ \pm 167K \]

50% for Use in Any Area of State
\[ \pm 1.2M \]

Urbanized Areas with Populations over 200,000
- RTCSNV \[ \pm 1.7M \]
- RTCWA \[ \pm 363K \]
- TMPO \[ \pm 60K \]
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.

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

Joseph Spencer, STIP Manager
P: 775-888-7121  E: Jspencer@dot.nv.gov
1263 South Stewart Street, Carson City, NV 89712

Emel Hassanein, STIP Staff Member
P: 775-888-7360  E: ehassanein@dot.nv.gov
1263 South Stewart Street, Carson City, NV 89712
ALL Transportation Improvement Program, 16-64 Amendment 2016-2020

Scope of Work: 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.

Project Location: At US 95 North (Phase 2B) At From Durango Dr To Kyle Canyon Rd of Di Teton. Construct HOV direct access ramps at Elkhorn.

Project Title: Construct new service interchange at Kyle Canyon. Fence regional materials site.

Primary Project Type: US 95 North Package 2B

Agency Responsible for Project: Nevada DOT

Unique STIP ID Number: CL20140077

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: 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.
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
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</thead>
<tbody>
<tr>
<td>ON</td>
<td>CMAQ - Clark County</td>
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<tr>
<td>ON</td>
<td>Flood Control Funds</td>
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<tr>
<td>ON</td>
<td>NHPP</td>
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<tr>
<td>ON</td>
<td>STBG State-Wide</td>
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**Project Report 4 Amendment 2016-2020**

<table>
<thead>
<tr>
<th>MPO/TIP</th>
<th>RTCSNV 17TIP(16-64)</th>
<th>Local ID</th>
<th>5013</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>Contact</td>
<td>Jenica Keller (775)888-7592</td>
<td>NDOT</td>
<td>TCM</td>
<td>$85,000,000</td>
</tr>
</tbody>
</table>

**Unique Local ID Number NDOT District Transportation Control Measures**

- **Estimated Construction Start Date:** 02/11/2016
- **County:** CLARK
- **Project Located:** Construction 2017 start
- **Project Estimated Total Cost:** $85,000,000

**Current Change Reason**

- **CHANGE:** Positive cost estimate change of less than $5 Million is requested/anticipated.

- **Funding Change(s):**
  - Total project cost increased from $60,000,000 to $85,000,000

---

### Project Report

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

<table>
<thead>
<tr>
<th>State TIP ID</th>
<th>Lead Agency</th>
<th>Project Type</th>
<th>Description</th>
<th>Local ID</th>
<th>Total Cost</th>
<th>Prior Fund Amount Used</th>
<th>Future Funds to be Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL20140077</td>
<td>Nevada DOT</td>
<td>Road Expansion</td>
<td>Place decorative rock from Ash Road to Durango 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 on SR 95 in southern limits from Las Vegas Blvd to Kyle Canyon. Construct new service interchange at Kyle Canyon. Fence regional marsh site.</td>
<td>5013</td>
<td>$85,000,000</td>
<td>$4,500,000</td>
<td>$85,000,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
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<tbody>
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<tr>
<td>CON</td>
<td>STBG State-Wide</td>
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<tr>
<td>CON</td>
<td>State Match - Nv</td>
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<td>$3,030,000</td>
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</table>

**Total Construction** | $85,000,000 | -      | -      | -      | -      | -      | -      | -      | $85,000,000 |

**Total Programmed** | $85,000,000 | -      | -      | -      | -      | -      | -      | -      | $85,000,000 |
**Project Mapped Location**

**Project Change History and Approval Dates**

<table>
<thead>
<tr>
<th>TIP Document</th>
<th>MPO Approval</th>
<th>State Approval</th>
<th>FHWA Approval</th>
<th>FTA Approval</th>
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<tbody>
<tr>
<td>15-00 Adoption 2015-2019</td>
<td>08/14/2014</td>
<td>08/14/2014</td>
<td>08/14/2014</td>
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<tr>
<td>16-00 Adoption 2016-2020</td>
<td>08/13/2015</td>
<td>08/13/2015</td>
<td>08/13/2015</td>
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<tr>
<td>16-13 Amendment 2016-2020</td>
<td>08/15/2016</td>
<td>08/17/2016</td>
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<tr>
<td>16-52 Amendment 2016-2020</td>
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<td>02/16/2017</td>
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<tr>
<td>16-64 Amendment 2016-2020</td>
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<td>06/29/2017</td>
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**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

https://espl.nvadot.gov/fod_type_pl_list.asp?map_version=18-64&project_id=1004462&version=7
STIP

Performance-based Planning and Programming

The Moving Ahead for Progress in the 21st Century (MAP-21) Act, followed by the Fixing America’s Surface Transportation (FAST) Act, require the implementation of performance management to ensure the Statewide Transportation Improvement Program (STIP) and other transportation plans reflect national goals – safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduction in project delivery delays. They must also incorporate performance measures and establish performance targets by which progress can be assessed. This performance-based approach will lead to increased transparency, accountability, logical project selection, and efficient investment of limited transportation funds.

The Nevada Department of Transportation (NDOT) and the Metropolitan Planning Organizations (MPOs) are effectively collaborating to comply with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) final rules. This collaboration to date has resulted in NDOT establishing statewide performance targets for most of the performance measures included in the final rules.

The goals, objectives, measures, targets, and strategies as to how these targets will be achieved are incorporated into the STIP by reference to the respective plans as follows:

- Safety (The Nevada Strategic Highway Safety Plan - Highway Safety Improvement Program)
- Pavement and Bridge (Nevada Asset Management Plan)
- Freight (The Nevada Freight Plan)
- System Reliability (The Nevada Transportation Systems Management & Operation Plan)

At present, targets for the Congestion Mitigation and Air Quality measures have not been established. The legislative deadline for state DOTs to set these targets is October 1, 2018. NDOT in coordination with the Regional Transportation Commission of Southern Nevada (RTCSN) will establish these performance targets by the due date and, develop a Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan. After the development of the (CMAQ) performance plan, the goals, objectives, measures, targets and how they will be accomplished will be incorporated into the STIP like all other plans by reference.

NDOT identifies by project the seven major performance measures as identified by the MAP-21 Legislation: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight
Movement and Economic Vitality, Environmental Sustainability, Reduce Project Delivery Delays. As NDOT continues our efforts in the coordinated development of the State’s Long Range Transportation Plan, One Nevada, a robust process prioritization will be developed to meet these and ongoing performance targets.