The NDOT’s Formal Procedure and Guidance Document for The Statewide Transportation Improvement Program (STIP)
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What is the STIP?

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

What is the eSTIP?

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

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

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

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

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

Nevada currently has four of MPOs in the state:

- **Regional Transportation Commission of Southern Nevada (RTCSNV):**
  Administers MPO/TMA activities throughout Clark County
  Website: [http://www.rtcsnv.com/](http://www.rtcsnv.com/)

- **Regional Transportation Commission of Washoe County (RTCWA):**
  Administers MPO/TMA activities throughout Washoe County
  Website: [https://www.rtcwashoe.com/](https://www.rtcwashoe.com/)

- **Lake Tahoe Metropolitan Planning Organization (TMPO):**
  Administers MPO/TMA activities throughout the Lake Tahoe Basin
  Website: [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
  Website: [https://www.carsonareampo.com](https://www.carsonareampo.com)
  Public Participation Plan: [https://www.carson.org/home/showdocument?id=67564](https://www.carson.org/home/showdocument?id=67564)
Projects Included in the STIP
Within the boundaries of the State proposed for funding under Title 23 U.S.C. and Title 49 U.S.C.
https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#se23.1.450_1218

- All capital and non-capital transportation projects or phases of projects
- Transportation Alternative Projects
- Transit Improvement Projects
- Tribal Transportation Projects
- Federal Lands Transportation Projects and Federal Land Access Program
- HSIP Projects
- Trails Projects, and accessible pedestrian walkways and bicycle facilities
- Regionally Significant Projects
Projects Not Required in the STIP

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

STIP Project Regulations

This STIP shall include the following for each project:

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

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

### 2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

#### PROJECT OVERVIEW

<table>
<thead>
<tr>
<th>State TIP ID</th>
<th>Lead Agency</th>
<th>Project Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA20180043</td>
<td>Nevada DOT</td>
<td>Rd Improvement</td>
<td>Reconfigure Walls Ave Entrance to EB I 80. Widen EB I 80 to SB I 80 Ramp to 2 lanes. Widen I 580 SB to 3 lanes. Rehab/Replace 7 Bridges. Add sound walls.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>Prior FFY</th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>Future FFY</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>State Gas Tax</td>
<td>$11,005,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$11,005,000</td>
</tr>
<tr>
<td></td>
<td>Total Preliminary Engineering</td>
<td>$11,005,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$11,005,000</td>
</tr>
<tr>
<td>ROW</td>
<td>State Gas Tax</td>
<td>$12,000,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td></td>
<td>Total Right of Way</td>
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<tr>
<td>CON</td>
<td>Local Fund</td>
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<td>-</td>
<td>-</td>
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<td>$30,000,000</td>
</tr>
<tr>
<td>CON</td>
<td>NDOT Bond</td>
<td>-</td>
<td>$100,000,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$100,000,000</td>
</tr>
<tr>
<td>CON</td>
<td>State Gas Tax</td>
<td>$70,000,000</td>
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<td>-</td>
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<td>$70,000,000</td>
</tr>
<tr>
<td></td>
<td>Total Construction</td>
<td>-</td>
<td>$200,000,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$200,000,000</td>
</tr>
<tr>
<td></td>
<td>Total Programmed</td>
<td>$23,005,000</td>
<td>$200,000,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$223,005,000</td>
</tr>
</tbody>
</table>

Map: University of Nevada, Reno, Teglia’s Paradise Park Activity Center, Walmart Supercenter, Nugget Casino Resort, Reno-Sparks Livestock Events Center, Reno Regional Park, Pinion Park, Victorian Ave, Sparks, Odell Blvd, Circus Circus Reno, University of Nevada, Reno, Sparks.
STIP Approval Process

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

- **Public Notice and Comment Period**
  - NDOT posts an electronic copy of the Draft STIP on its public website. The Draft STIP is available for public review and comment for a minimum of 30 days. Comment on the draft STIP can be submitted on the NDOT website or to the Headquarters STIP Manager via mail, phone, or e-mail.
    - Web: https://www.nevadadot.com/projects-programs/proposed-transportation-projects
    - Mail: 1263 S. Stewart St. Carson City, NV 89460
    - Phone: 775-888-7000

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

- **Distribution of the Adopted STIP**
  - Once the STIP is accepted by the Board and approved by FHWA and FTA, the document is posted on NDOT’s external website.
    - https://www.nevadadot.com/projects-programs/proposed-transportation-projects
  - The approved STIP is also available via our eSTIP platform
    - https://estip.nevadadot.com/default?view_type=FED
Administrative Modification vs. Formal Amendment

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

**Administrative Modification:**

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

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

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

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

*Federal approval is not required.*

**Formal Amendment:**

Formal amendments are required for any major revision

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

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

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

*Federal approval is required.*
STIP Modification and Amendment Process

Project Manager Request To Change Project
(Via Scope Budget Change Form, Notification from Financial Management, or Executive Leadership Team Direction)

Administrative Modification
- Federal Funding Total Cost Increase of LESS THAN 25%
- Federal Funding Total Cost Decrease of Any Amount
- Minor Changes to Scope
- Addition or Deletion of a Phase Without Major Change to Scope
- Moving Projects From One Year to Another Within the Current STIP Fiscal Years
- Changing from One Federal Fund Source to Another Federal Fund Source
- Updates to Lead Agency or Project Manager
- Changes to Non Federal Funding Sources
- The Combination of Two Or More Projects Already Approved in the STIP if Scope and Funding Stay Overall Intact

No NDOT Public Comment Period Required
MPOs Follow Their Public Participation Plan
No FHWA/FTA Approval Needed

MPO Executive Director Approval Required

NDOT Director Approval Required

Formal Amendment
- Federal Funding Total Cost Increase of GREATER THAN 25%
- Addition or Deletion of Any Project
- Substantial Changes to Scope
- Moving a Project Into or Out of the Fiscal Years Currently Reflected in the STIP
- Changing a Fund Source from Non Federal to Federal

FHWA/FTA Conformity Determination Required
7 Day NDOT Public Comment Period Required
MPO Public Comment Period Required
FHWA/FTA Approval Required

MPO Board Approval Required

NDOT Director Approval Required

FHWA/FTA Approval Required
Administrative Modification and Formal Amendment Schedules

Administrative Modification Schedule:

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

Formal Amendment Schedule:

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

<table>
<thead>
<tr>
<th>Due to STIP staff by</th>
<th>For Processing on</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 1st</td>
<td>October 15th</td>
</tr>
<tr>
<td>January 1st</td>
<td>January 15th</td>
</tr>
<tr>
<td>April 1st</td>
<td>April 15th</td>
</tr>
<tr>
<td>July 1st</td>
<td>July 15th</td>
</tr>
</tbody>
</table>

No changes will be made to the STIP July 1st - September 30th of each year.
Fixing America’s Surface Transportation Act “FAST Act” Overview

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

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

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

- Improves mobility on America’s highways - The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- Creates jobs and supports economic growth - The FAST Act authorizes $226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- Accelerates project delivery and promotes innovation - Building on the reforms of MAP-21 and FHWA’s Everyday Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

### FHWA Funded Program Overview

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Description</th>
<th>Match Requirement</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National Highway Performance Program</strong></td>
<td>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.</td>
<td>95/5 Match Required</td>
<td>±$193M</td>
</tr>
<tr>
<td><strong>Surface Transportation Block Grant Program</strong></td>
<td>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.</td>
<td>95/5 Match Required</td>
<td>±$108M</td>
</tr>
<tr>
<td><strong>National Highway Freight Program</strong></td>
<td>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.</td>
<td>95/5 Match Required</td>
<td>±$11M</td>
</tr>
<tr>
<td><strong>Highway Safety Improvement Program</strong></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>
<td>95/5 Match Required</td>
<td>±$21M</td>
</tr>
<tr>
<td><strong>Congestion Mitigation and Air Quality Program</strong></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 a formula based on population, particle matter volumes and CO2 levels. The RTCSNV and RTCWA are eligible for the formula distribution of these funds.</td>
<td>95/5 Match Required</td>
<td>±$25M</td>
</tr>
</tbody>
</table>
### 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 (sub-allocated), and the remaining funds are available for use anywhere in the State. The sub-allocated percentage starts at 51 percent in FY 2016 and then grows each year, to 55 percent in FY 2020. Project eligible for this funds source includes Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

| TAP | 95/5 Match Required | $±4.9M |

### Federal Transit Administration (FTA) Funded Programs Overview

<table>
<thead>
<tr>
<th>Metropolitan and Statewide Transportation Planning</th>
<th>Provides a basis for making short and long-range public transportation decisions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5303</td>
<td></td>
</tr>
<tr>
<td>FTA Section 5304</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Urbanized Area Formula</th>
<th>Supports public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances for Urbanized Areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5307</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bus and Bus Facilities</th>
<th>Capital purchases of transit vehicles and vehicle-related facilities for small urban and rural transit providers.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5339</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Enhanced Mobility of Seniors and Individuals with Disabilities</th>
<th>Capital and operations support benefiting the elderly and people with disabilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5310</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rural Areas Formula</th>
<th>Transit services in rural areas. This program includes intercity service and technical assistance.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA Section 5311</td>
<td></td>
</tr>
</tbody>
</table>
Acronyms Found in the STIP

AC - Advance Construction
AWP - Approved Work Program
CAMPO - Carson Area Metropolitan Planning Organization
CMAQ - Congestion Mitigation Air Quality Improvement
CON - Construction
ER - Emergency Relief
eSTIP - Electronic Statewide Transportation Improvement Program
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
HSIP – Highway Safety Improvement Program
MP - Metropolitan Planning
MPO - Metropolitan Planning Organization
NDOT - Nevada Department of Transportation
NHFN - National Highway Freight Network
NHS - National Highway System
NHPP - National Highway Performance Program
PE - Preliminary Engineering
ROW - Right of Way
RTC - Regional Transportation Commission
RTCLV - Regional Transportation Commission Las Vegas
RTCWA - Regional Transportation Commission Washoe
SBC - Scope Budget Change Form
SPR - State Planning and Research
STBG - Surface Transportation Block Grant
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program
TA - Transportation Alternatives
Definitions

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

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

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

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

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

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

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

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

Regulatory Guidance

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

- 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
- 23 Code of Federal Regulation (CFR) Part 230, regarding implementation of an equal opportunity program on federal and federal-aid highway construction contracts

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

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

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