



FACT SHEET

ONE NEVADA PROCESS: STIP and Work Program Process

What is the One Nevada Process?

The One Nevada Process is a data-driven, transparent process to identify and fund the best projects that achieve NDOT's One Nevada Goals. This process will help NDOT address questions to their constituents and the legislature, as well as providing transparency and accountability. The focus of this fact sheet is at the final stages of project programming where projects are ranked according to their ability to meet the One Nevada Goals and cost effectiveness. During this last step, all of the projects are harmonized based on funding eligibility, project readiness, performance targets, and geographic distribution.

What is the STIP and what is the Work Program?

The STIP is a federally required public document which lists Nevada's four-year transportation improvement program. The STIP includes all state and local transportation projects that are using federal highway and/or federal transit funding along with those state transportation projects that are regionally significant or on an MPO TIP. Information contained within the STIP includes the cost, schedule, and funding sources for the identified projects. The STIP is developed on an annual basis and it is updated throughout the year to reflect significant changes in the program.

The Annual Work Program (AWP) lists transportation projects that are 100% state funded that NDOT intends to work on during the current fiscal year. The Work Program (WP) satisfies Nevada Revised Statute (NRS) 408.203 requiring the Director of NDOT to submit a three and 10-year list of transportation projects to the State Legislative Council Bureau (LCB) every even year, and the State Legislature every odd year.

The AWP lists the current fiscal year projects including betterment and rehabilitation projects scheduled for completion by state forces and district contracts.

Both of these project lists are planning documents that are coordinated with financial management as they are updated throughout the year.

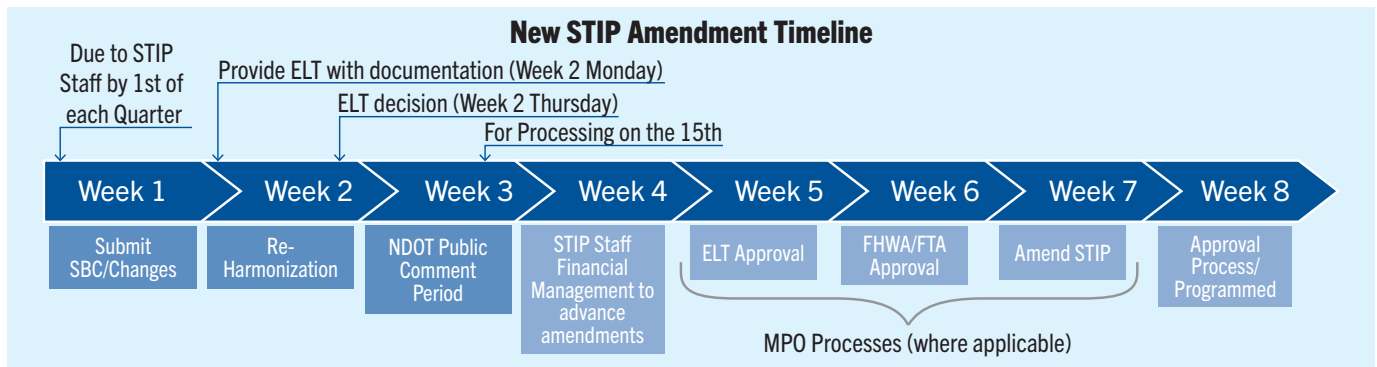
When do projects need to be entered into the STIP/ Work Program?

Projects for the next Fiscal Year (FY) should be entered into the STIP no later than June 15 of each year to allow for prioritization, harmonization, and approvals. Projects will continue to be submitted through programming/scheduling paperwork or via email to stip-workprogram@dot.nv.gov. The STIP is presented to the Transportation Board for information only in August and again for approval/ acceptance in September to have a fully approved STIP and Annual Work Program by October 1st. FHWA approvals also take place in September.

More information on project inputs and schedules will be communicated through PDC and SLT meetings or feel free to contact Jillian Emery at jemery@dot.nv.gov.

What is the new amendment process and why are we changing?

The STIP is updated periodically throughout the course of the year for project additions, advancements, and changes in scope, cost, and other types of changes. These changes can be incorporated into the STIP through either a formal amendment or an administrative modification. Every effort should be made to keep the number of amendments and administrative modifications to a minimum to ensure accuracy without rework. The new NDOT amendment process looks like this:



Formal Amendments are proposed Quarterly (but exceptions may be granted). Formal Amendments are triggered when cost increases are >25%, when there is a major scope or description change, when a fund source changes to federal, or when projects are added or deleted.

Here is the process for Formal Amendment changes:

1. Submit Scope Budget Change (SBC) or formal request for approval by the 1st of the Amendment Quarter
 - » July - Major amendment/ adoption, October, January, April (for FY end changes)
 - » Provide detailed justification for change
 - » Preliminary approvals occur on the SBC form (when applicable)
2. One Nevada Team harmonizes all changes each quarter
3. Executive Leadership Team (ELT) approves changes or responds to changes not approved based on overall program impact

4. 7 day Public Comment period begins for Non-MPO approved changes
5. MPO process starts for approved changes within an MPO boundary, where applicable
6. STIP/WP Team updates the STIP and/or Work Program and notifies PM and FM of final changes
7. Project updates are programmed

The new amendment process will help NDOT:

- Determine when and how to add new projects
- Inform decision makers on overall program changes to prioritization and harmonization as well as geographic distribution
- Summarize obligation progress

What is the STIP/Work Program prioritization and harmonization process and how do I get my voice heard?

The STIP prioritization process aims to answer these questions:

1. Are we funding the projects that provide the best return on investment?
2. How do project changes impact the overall Work Program or STIP?
3. Are our investments balanced around the state?
4. How else can we fund these projects to optimize our funding?
5. Are we making progress toward our goals?

The prioritization and harmonization processes are data-driven, transparent approaches to inform decisions on NDOT's overall program. The first step is developing a project list to be prioritized. Then, each project is mapped in GIS and data is attached to each project. After the data has been collected and the project is mapped, each project is evaluated based on prioritization data/criteria that was approved by the ELT. Lastly, the prioritized list of projects is harmonized into the STIP and AWP to ensure project readiness, progress toward performance targets, geographical balance, and other factors.

How do you get your voice heard? That's easy, get involved. Work with Planning to help ensure the projects you care about are being reviewed and evaluated so NDOT leadership can make informed decisions. You can also help leadership identify realistic program performance targets based on available data.

When does prioritization happen?

Project prioritization takes place during the Summer of each year in preparation for the approval of the upcoming STIP and AWP cycle.

What data and criteria are being used in prioritization?

The data and criteria used for prioritization were approved by the ELT and are refined on an as needed basis.

Goal Area	Criteria	Weights	Data Used	GIS Analysis	PM Input
Enhance Safety*	Crash Reduction Potential	22%	NDOT GIS 5 Year Crash Data	Yes	Yes
Preserve Infrastructure*	Pavement Condition Improvement	8%		Yes	Yes
	Bridge Risk Reduction Score	7%	NBIS Bridge Numbers	Yes	
	Other Asset Improvement	5%			Yes
Optimize Mobility	Population Accessibility	7%	NDOT TDM Population by TAZ	Yes	
	Travel Time Reliability	10%	INRIX Planning Time Index	Yes	Yes
Transform Economies	Business Accessibility	7%	NDOT TDM Employment by TAZ	Yes	
	Economic Dev. Potential	5%	Opportunity Zones	Yes	
Foster Sustainability	Reduce Environmental Risk	4%	CHAT Habitat Layer	Yes	
	GHG Emission Reductions	5%			Yes
	Environmental Enhancements				Yes
	Resilience	5%			Yes
	Reduce Future Maintenance	3%			Yes
Connect Communities	Project Connectivity	6%			Yes
	Multimodal Access	3%	Intermodal Facilities	Yes	Yes
	Access to Comm. Destinations	3%	Destinations	Yes	
	Equity – (NEW CRITERION)	TBD	Census Tract Minority and Poverty status	Yes	

*Safety, Pavement, and Bridge staff will review and refine the scores developed for these criteria.

Prioritization involves input from the PM for criteria that are not data-driven.

How does the scoring of projects take place? How can I make sure my project scores well?

The scoring of each project is a data-driven procedure that uses the One Nevada MODA Tool (Multi-Objective Decision Analysis). The tool computes a value score for each criterion based on current condition and how much the project improves that condition. The MODA Tool normalizes value scores and applies weights to each criterion resulting in a total “MODA VALUE” for each project. Weighted MODA Value/MODA Cost determines an overall score for each project and then projects are ranked from “best to worst” based on overall score.

Different projects are going to provide different value within each goal area. Ensuring that your project input form is accurately filled out will ensure the details of the project scope are captured in a way that informs prioritization. Cost information is a factor, and it is difficult to narrow in on a cost early in the project lifecycle, but that information will help balance the project values to provide comparative scores across the program for projects in all phases of the cycle.

For more information contact Jillian Emery at jemery@dot.nv.gov.

What can you do to help?

- Map your proposed projects on the NDOT Roads GIS Layer
- Provide access to available data through NDOT’s GIS workspace
- Provide input on the data/criteria used to evaluate projects

What is harmonization?

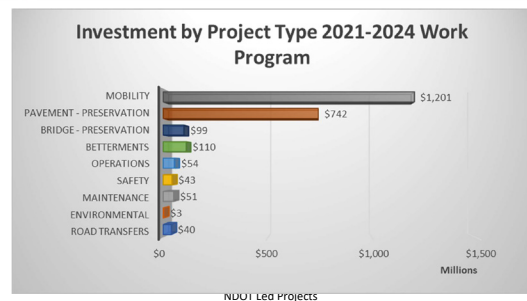
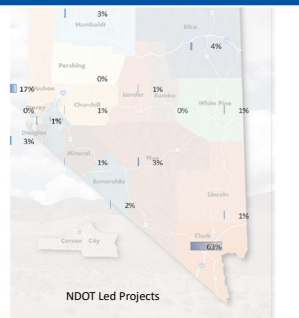
Harmonization is a process that enables better decision making, “harmonizing” all the various factors important to ensure that NDOT meets its One Nevada goals in a cost-effective and timely manner. This process is aided by the One Nevada Harmonization Tool which:

- Identifies Project Readiness Year and Program Year
- Identifies Funding, Project Type, County for ALL projects
- Displays sortable ranked project lists by program year rank or overall rank
- Analyzes the program based on geography, project types, funding, and year

Project changes through formal amendments are re-harmonized throughout the year to reflect the most current project costs and overall program investments.



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Harmonization Results from FY2021-2024 Program

