

## Project Narrative Cover Page

# NEVADA DEPARTMENT OF TRANSPORTATION

|  |  |
|--|--|
| What is the Project Name?  | Linking Performance Measures & NDOT Prioritization Process |
| Who is the Project Sponsor?  | Nevada Department of Transportation                        |
| Is the Project Sponsor a State, or an MPO?   | State  |
| Does this project involve (a) private or non-private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private or non-private owners of infrastructure facilities being improved or private and non-private entities directly benefiting from completion of the proposed project. | No   |
| If this project directly involves or benefits a specific private or non-private entity(ies), please identify the full name of each entity, separated by a comma  | N/A  |
| Total Project Cost   | \$2 million  |
| Requested Grant Amount (Previously incurred costs are not eligible for grant funding.)   | \$2 million  |
| Estimated Non-Federal Funding and Sources  | \$0  |
| State(s) in which project is located   | Nevada   |
| Urban Area in which project is located, if applicable  | N/A  |
| Population of Urban Area (According to 2020 Census)  | N/A  |



# Table of Contents

- 1. Basic Project Information - Description, Location, and Parties.....1**
  - 1.1 Project Description..... 1
  - 1.2 Project Location ..... 2
  - 1.3 Lead Applicant ..... 5
  - 1.4 Other Public and Private Parties ..... 6
- 2. Grant Funds, Sources, and Uses of All Project Funding .....6**
- 3. Merit Criteria.....7**
  - 3.1 Criterion #1: Prioritization Process Plan ..... 7
  - 3.2 Equity .....12
  - 3.3 Budget and Schedule .....13
- 4. Project Readiness..... 15**
  - 4.1 Technical Feasibility .....15
  - 4.2 Project Schedule .....16
  - 4.3 Required Approvals .....17
  - 4.4 Assessment of Project Risks and Mitigation Strategies .....17
- 5. Administration Priorities and Departmental Strategic Plan Goals..... 17**
  - 5.1 Safety .....17
  - 5.2 Climate Change and Sustainability.....19
  - 5.3 Equity .....20
  - 5.4 Workforce Development, Job Quality, and Wealth Creation .....22
- 6. FHWA Priority Selection Considerations .....23**
- 7. Letters of Support.....24**



# 1. Basic Project Information - Description, Location, and Parties

## 1.1 Project Description

The Nevada Department of Transportation (NDOT) is seeking a Prioritization Process Pilot Program (PPPP) grant to refine our current project prioritization process known as One Nevada. One Nevada is intended to assess potential benefits and impacts of all project ideas, from the early need phase through implementation. This process provides a common foundation and shared policy framework for making more informed, data-driven, transparent, and responsive transportation investment decisions.

The goals of this grant request are to:

- Advance the current prioritization process to better incorporate federal transportation priorities (i.e., climate, equity, safety), paired with repeatable and available data, to evaluate projects on NDOT facilities
- Integrate and align prioritization goals/criteria between NDOT and the state’s Metropolitan Planning Organizations (MPOs)
- Determine a methodology for an interactive and automated tool to prioritize projects across the state, allowing a more consistent screening process
- Conduct stakeholder and public outreach to ensure transparency and accessibility

### Project History

The [One Nevada Transportation Plan](#) is the state’s long-range transportation plan, which equips NDOT and its partners with the strategic direction and essential actions to meet Nevada’s current and future transportation needs. The Plan, completed in 2018 and inclusive of a robust statewide stakeholder and public outreach campaign, is built on six critical goal areas that encompass an array of transportation issues and opportunities and reflect the priorities of Nevada’s public and transportation partners.

**Figure 1. NDOT’s Transportation Goals**



These goals have provided the framework for evaluating and advancing projects through the project development process, with an emphasis on optimizing resources on projects and programs that best align with NDOT’s goals.

## Current Prioritization Process

In advance of updating the Statewide Transportation Improvement Program (STIP), NDOT issues a “call for projects” within the Department to seek project priorities from individual divisions (e.g., Safety, Bridge, Pavement, Planning, etc.). All these projects are inserted in a Geographic Information System (GIS) and data is generated for each project based on a series of criteria/performance measures organized around One Nevada’s six goal areas.

**Figure 2. STIP Prioritization Data Chart**

| One Nevada Goal Area    | Criteria                          | Data Sources   |
|-------------------------|-----------------------------------|--|
| Enhance Safety          | Crash Reduction Potential         | Crash data, Equivalent Property Damage Only (EPDO) values; urban/rural annual average daily traffic (AADT) |
| Preserve Infrastructure | Pavement Condition Improvement    | Road category, intensity strategy, lane miles  |
|                         | Bridge Risk Reduction Score       | Bridge condition ratings   |
|                         | Other Asset Improvement           | Asset management plan recommendations, project costs   |
| Optimize Mobility       | Population Accessibility          | Travel demand model population*  |
|                         | Travel Time Reliability           | National Highway Performance Program (NHPP) reliability measure  |
| Transform Economies     | Business Accessibility            | Travel demand model employment*, truck AADT  |
|                         | Economic Development Potential    | Opportunity zones  |
| Foster Sustainability   | Greenhouse Gas Emission Reduction | <i>No data available</i>   |
|                         | Environmental Enhancements        | <i>No data available</i>   |
|                         | Resilience                        | FEMA national flood risk index   |
|                         | Reduce Future Maintenance         | <i>No data available</i>   |
| Connect Communities     | Project Connectivity              | <i>No data available</i>   |
|                         | Multimodal Access                 | County bicycle plans*  |
|                         | Access to Community Destinations  | Destinations from USDOT, federal, and state agencies   |
|                         | Equity                            | Census data  |

\* Data/plans outdated and with no regular plans for updating to current year situation.

NDOT uses a consultant-driven tool called MODA (multi objective decision analysis), which is an excel database that pulls in the goal area quantitative data for project. This process has allowed NDOT to compare the costs and benefits of all the proposed projects and develop a universal project ranking. A secondary process, called harmonization, is completed to develop a project list that is cost-constrained within the current funding situation, bringing to bear both the total budget and individual funding sources. The

harmonization effort is scenario-based and allows the ranked project list to change based on such items as geographic equity.

### The Problem

NDOT has made great strides in developing a data-driven prioritization process. However, this process has some gaps:

- Not all the goal area data adequately measures the criteria, and some data sources are lacking. New or expanded data sources are desired to better pinpoint the intent behind these priorities.
- NDOT’s evaluation process is not aligned with the prioritization schemes at the regional level within the MPOs. This makes it much more difficult to incorporate MPO projects within the STIP, and similarly - NDOT priorities within the Regional Transportation Plans/Transportation Improvement Plans (RTPs/TIPs).
- The current MODA tool relies 100% on external support, and a model that NDOT can maintain and own is desired.

Figure 3 illustrates the intended evolution of One Nevada, laid out in the original 2018 One Nevada Transportation Plan. We have been creating platforms and testing processes for several years. We are moving into Phase 3 right now (right on schedule!), which builds ownership of this process within NDOT and expands data and access to our partners.

**Figure 3. Developing a Data-Driven Prioritization Program**

|   | <br>PHASE 1<br>2017<br>2018<br><b>PREPARATION</b>                               | <br>PHASE 2<br>2020<br>2023<br><b>PRACTICE</b>                   | <br>PHASE 3<br>2024+<br><b>EVOLUTION</b>                                 |
|---|---|--|--|
| <b>Communicate and manage agency change</b>   | Build support and consensus   | Describe roles and responsibilities                              | Build ownership of process and institutionalize methods                  |
| <b>Engage and involve stakeholders</b>        | Focus on communication and education with internal agency and external partners | Coordinate activities with internal agency and external partners | Continue collaboration with planning partners                            |
| <b>Develop policy and process guidance</b>    | Create initial tools, methods, criteria, and resources                          | Develop policies and guidelines                                  | Develop documentation and user guides                                    |
| <b>Build out tools, models, and resources</b> | Deploy and test initial tools   | Improves tools and analytical capabilities                       | Build out platforms, tools, and data across divisions, assets, and modes |
| <b>Improve data quality and coverage</b>      | Focus on available data and analytics   | Enhance data coverage and sketch planning capabilities           | Expand and invest in data  |

## Integration with Other Transportation Plans

NDOT's One Nevada process is the prioritization process for both the state's long-range transportation plan and STIP. NDOT's divisions individually develop mode- or topic-specific plans, which guide investments in certain areas, such as freight or safety.

Project needs and priorities identified in those plans are incorporated in the call for projects for the STIP and are evaluated against the statewide One Nevada criteria (rather than division-specific data, which may be used for development of those plans).

Recommendations from the following flow through One Nevada:

- [State Freight Plan](#)
- [Transportation Asset Management Plan](#)
- [Strategic Highway Safety Plan/Highway Safety Improvement Program](#)
- [Transit State Management Plan](#)
- Resiliency in Transportation Planning and Operations (2023)
- Statewide Active Transportation Plan (under development)
- Alternative Fuel Corridor Plan/[Electric Vehicle Deployment Plan](#)
- Carbon Reduction Strategies Plan (under development)

These plans will continue to serve as long-term guiding documents for these topic areas. Recommendations from each will be integrated into the One Nevada project prioritization process to weigh all project needs against each other, statewide, to determine a cost-constrained funding package.

## Support of a Functioning and Growing Economy

One of the six One Nevada goal areas is "transform economies". This is a critical goal for Nevada, who traditionally has one significant industry for the entire state (recreation and gaming). As Nevada works to become more diversified, its transportation network must meet the demands on these other priority industries, including high-tech manufacturing, alternative energy development, and warehousing/distribution - all industries heavily reliant on intermodal transportation.

Several performance measures in the current process support a functional and growing economy, including:

- **Preserve Infrastructure:** bridge condition improvement, pavement condition improvement
- **Enhance Mobility:** population access, travel time reliability
- **Transform Economies:** business access and economic development potential, project connectivity
- **Connecting Communities:** multimodal access, access to community destinations, equity

Under this grant, we hope to identify additional data to measure these goals. Congestion management, transportation safety, freight connectivity, land use productivity, and asset management will continue to play an important role in project prioritization.

## 1.2 Project Location

This project will encompass the entire state of Nevada, which includes over 5,400 miles of highway and over 1,000 bridges which make up the state highway system.

Included within the state are four MPOs, which include two census-designated urban areas over 200,000 in population: Las Vegas-Henderson-Paradise, NV and Reno, NV-CA. While NDOT’s prioritization approach will consider state transportation facilities in the MPOs, this initial phase of work will not replace prioritization processes at the regional scale.

**Figure 4. Project Location Map**



NDOT is responsible for developing and maintaining the STIP, which 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.

This grant request seeks funding to re-evaluate and refine our current prioritization methodology used to define the STIP.

## 1.3 Lead Applicant

NDOT is the lead applicant for this PPPP grant. NDOT oversees planning, construction, operation and maintenance of roadways throughout the state. NDOT implements the federally mandated transportation planning process for Nevada and plans the state’s transportation infrastructure to accommodate the demands of the current population.

NDOT has extensive experience with receipt and expenditure of federal-aid highway programs, as the lead recipient of a variety of federal funding, including formula and discretionary funds. The agency is highly experienced in collaborating with federal agencies from regulatory, compliance, and stakeholder perspectives.

Within the agency, NDOT has a formal Grants Department. This department prepares discretionary grant applications, coordinates with local agencies seeking federal support, and assists other divisions with federal reporting requirements upon receipt of funding (e.g., quarterly SF-425). We also communicate frequently with the FHWA-Nevada division on state and local project priorities. Currently, NDOT is facilitating and/or supporting four

FY 2022 and 2023 awarded grant projects under RAISE and MPDG/INFRA, with several other project selections pending.

The NDOT Grants team is embedded within the Multimodal Planning Division, which leads the One Nevada prioritization program, so many of the staff are familiar with and interact with both technical areas, allowing familiarity with this proposed grant request.

### 1.4 Other Public and Private Parties

Public sector partners include the four MPOs within Nevada, including the Carson Area MPO (CAMPO), Regional Transportation Commission of Southern Nevada (RTCSNV), Regional Transportation Commission of Washoe County (RTC-WA), and the Tahoe Regional Planning Agency (TRPA). NDOT will conduct a federally compliant procurement process for consultant support to implement this project. No known private entity is expected to receive a direct financial benefit from this award.

## 2. Grant Funds, Sources, and Uses of All Project Funding

### 2.1 Project Budget

The estimated total project cost for this grant request is \$2 million. This project will be fully funded by the PPPP grant. Table 1 presents a cost breakdown by major task. A 10% contingency is built into each task total. Cost overruns will be accommodated by NDOT’s State Highway Fund. A detailed Scope of Work is appended to this grant.

**Table 1. Project Budget**

| Project Task   | Cost               | % of Total  |
|--|--------------------|-------------|
| <b>1. Project Management</b>                         | <b>\$100,000</b>   | <b>5%</b>   |
| <b>2. Project Prioritization Refinement Analysis</b> | <b>\$300,000</b>   | <b>15%</b>  |
| 2.1 Best Practice Review of State DOTs               | \$50,000           |             |
| 2.2 Review of Nevada MPO Prioritization Processes    | \$50,000           |             |
| 2.3 Prioritization Tool Methodology                  | \$200,000          |             |
| <b>3. Public and Stakeholder Engagement</b>          | <b>\$500,000</b>   | <b>25%</b>  |
| 3.1 Engagement Plan                                  | \$10,000           |             |
| 3.2 Stakeholder Coordination                         | \$280,000          |             |
| 3.3 Public Engagement                                | \$210,000          |             |
| <b>4. Project Prioritization Tool</b>                | <b>\$1,100,000</b> | <b>55%</b>  |
| 4.1 Prioritization Tool*                             | 800,000            |             |
| 4.2 Documentation and Training                       | 100,000            |             |
| 4.3 Public-Facing Dashboard                          | 200,000            |             |
| <b>Total Costs</b>                                   | <b>\$2,000,000</b> | <b>100%</b> |

\* In addition to consultant labor in developing, testing, and refining a prioritization tool, Subtask 4.1 may also include expenses related to acquiring new performance measurement data and costs associated with a technology platform for the prioritization tool.



## 2.2 Source and Amount of Funds

This project will be fully funded under the PPPP grant. NDOT will not contribute a local match and no other Federal funding options will be used. Table 2 presents the project budget by funding source.

**Table 2. Project Cost by Funding Source**

| Funding Source      | Cost               | % of Total  |
|---------------------|--------------------|-------------|
| Non-Federal Funds   | \$0                | 0%          |
| PPPP Funds          | \$2,000,000        | 100%        |
| Other Federal Funds | \$0                | 0%          |
| <b>Total Costs</b>  | <b>\$2,000,000</b> | <b>100%</b> |

## 3. Merit Criteria

### 3.1 Criterion #1: Prioritization Process Plan

This project will allow NDOT to bring multiple datasets and considerable technical analysis from other state, regional, and local planning initiatives into the STIP and long-range plans.

#### a. Priority Objectives

The goal of this project is to advance the NDOT’s statewide project prioritization program, known as One Nevada. This prioritization program is intended to assess potential benefits and impacts of all project ideas, from the early need phase through implementation. The One Nevada process provides a common foundation and shared policy framework for making more informed, data-driven, transparent, and responsive transportation investment decisions.

The goals of this effort are to:

- Advance the current prioritization process to better incorporate federal transportation priorities, paired with repeatable and available data, to refine performance measures to evaluate projects on NDOT facilities
- Integrate and align prioritization goals/criteria between NDOT and the state’s MPOs to streamline the planning process with our partners
- Determine a methodology for an interactive and automated tool to prioritize projects across the state, allowing a more consistent screening process
- Conduct stakeholder and public outreach to ensure transparency and accessibility

NDOT has a process and schedule in place to update data, perform a call for projects, assess the potential STIP recommendations, prioritize those that are most ready/provide the greatest benefit, and “harmonize” to fit within the current funding availability. This grant request will provide funding for NDOT to refine and advance their current process, allowing the NDOT to move quickly once awarded. The detailed scope of work is appended to this grant application.

## b. Public Input, Transparency, and Accessibility of the Prioritization Process

Input from regional partners, local agencies, stakeholders, and the general public is essential for the development and implementation of this project. The public and stakeholder engagement process will include:

- The **Public and Stakeholder Engagement Plan** will establish the objectives and goals of the engagement program, target audiences, key messages, strategies and tools, and measures of success. It will describe the engagement schedule, milestones for digital and in-person engagement, and provide a list of stakeholder contact information. The plan will reflect public and stakeholder engagement during the following key milestones:
  - Stakeholder input into the goals, performance measures, and desired functionality of the prioritization matrix
  - Stakeholder participation in development and testing of the matrix
  - Public support for overarching goals and performance measures
  - Public access to prioritization process and results
  - Transparent reporting back to the public on any changes in recommended approach

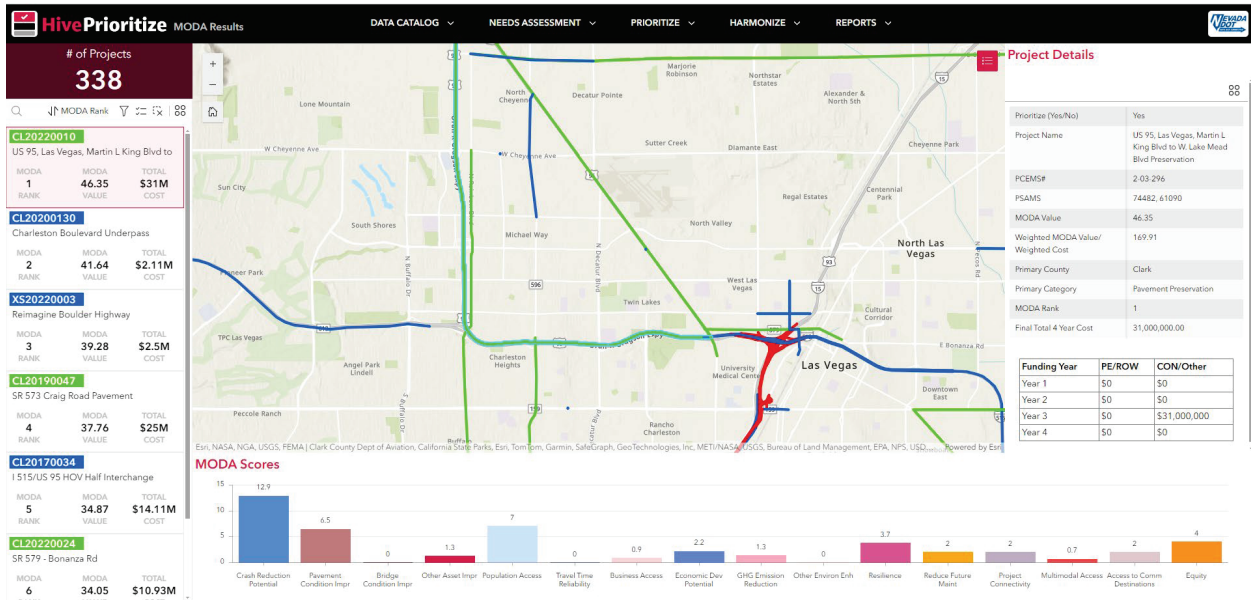
The primary stakeholders in this effort will be internal NDOT Divisions and external MPOs. All the above are responsible for elements of project identification and prioritization and will be consulted in large groups, small groups, and/or one-on-one to consult on the process, project and data inputs, and outcomes. The NDOT has many committees and established processes in place build off of, including our Project Development Committee (PDC), which participates in project development activities and calls for projects; Transportation Planning Advisory Committee (TPAC), comprised of partner MPO representatives; tribal engagement; rural county consultations; and District coordination.



*NDOT Leadership and Planning staff meeting with rural county representatives during our annual in-person county workshops to gather input on project needs and STIP implementation.*

A wide range of outreach strategies will be implemented throughout the planning process to engage the public at large. The project team will utilize community events, trusted partners, survey tools, in-person and virtual community meetings, fact sheets, eblasts, and digital marketing tactics to secure input. As feedback is obtained, it will be compared to census data to ensure our most vulnerable residents are equitably represented.

One of the outcomes of the Prioritization Process Tool will be an online dashboard that will be accessible by the public to allow clarity on the prioritization ranking process. The One Nevada process currently uses an ArcGIS platform for internal review and reference purposes, and we hope to create something similar, but easier to navigate.



ArcGIS Prioritize Dashboard used today to present out MODA (prioritization process) data/results.

### c. State DOT and MPO Criteria

NDOT will work collaboratively with the state’s four MPOs (CAMPO, RTC of Southern Nevada, RTC of Washoe County, and the TRPA) to understand the similarities and differences in performance measures, data, and evaluation methodologies, building consensus on how NDOT can provide project information to the MPOs for update of their RTPs and TIPs that better align with shared goals and priorities. **This is a major gap in the current prioritization program and a focus of this grant.** We understand that local and regional projects require different performance measures and manners of analyzing data, but aligning the goal areas can help ensure that transportation priorities trickle both down and up.

#### Planning Factors

Table 3 presents Federal priority planning factors and how our One Nevada prioritization process relates and/or incorporates these factors. **Highlighted orange rows** show where new performance metrics will be developed as part of this grant-funded project. Figure 2 presents the current criteria used in One Nevada.

**Table 3. Transportation Performance Measures: Linking NDOT and Federal Factors**

| Federal Planning Factor   | Goal Area                                   | Criteria/Performance Measure  |
|---|---|---|
| 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.   | Transform Economies                         | <ul style="list-style-type: none"> <li>• Business Accessibility</li> <li>• Economic Development Potential</li> </ul>  |
| 2. Increase the safety of the transportation system for motorized and nonmotorized users.   | Enhance Safety                              | <ul style="list-style-type: none"> <li>• Crash Reduction Potential</li> </ul>   |
| 3. Increase the security of the transportation system for motorized and nonmotorized users  | Enhance Safety                              | <ul style="list-style-type: none"> <li>• No current criteria; to be explored further during the study</li> </ul>  |
| 4. Increase the accessibility, and mobility of people and for freight.  | Optimize Mobility                           | <ul style="list-style-type: none"> <li>• Population Accessibility</li> <li>• Travel Time Reliability</li> </ul> <p>To be developed further:</p> <ul style="list-style-type: none"> <li>• Freight mobility and accessibility</li> </ul>  |
| 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. | Foster Sustainability & Connect Communities | <ul style="list-style-type: none"> <li>• Resilience</li> <li>• Reduce Future Maintenance</li> <li>• Access to Community Destinations</li> <li>• Environmental Enhancements</li> </ul> <p>To be developed further:</p> <ul style="list-style-type: none"> <li>• Greenhouse Gas Emission Reduction</li> <li>• Environmental Enhancements</li> <li>• Project Connectivity</li> </ul> |
| 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.   | Transform Economies & Connect Communities   | <ul style="list-style-type: none"> <li>• Business Accessibility</li> <li>• Project Connectivity</li> </ul> <p>To be developed further:</p> <ul style="list-style-type: none"> <li>• Multimodal Access</li> </ul>  |
| 7. Promote efficient system management and operation.   | Preserve Infrastructure                     | <ul style="list-style-type: none"> <li>• Other Asset Improvement</li> </ul>   |
| 8. Emphasize the preservation of the existing transportation system.  | Preserve Infrastructure                     | <ul style="list-style-type: none"> <li>• Pavement Condition Improvement</li> <li>• Bridge Risk Reduction Score</li> <li>• Other Asset Improvement</li> </ul>  |
| 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.   | Foster Sustainability                       | <p>To be developed further:</p> <ul style="list-style-type: none"> <li>• Incorporate data metrics from the NDOT’s Resiliency in Transportation Planning and Operations Study (recently completed)</li> </ul>  |

| Federal Planning Factor        | Goal Area                                  | Criteria/Performance Measure   |
|--------------------------------|--|--|
| 10. Enhance travel and tourism | Transform Economies or Connect Communities | No current criteria; tourism/ recreational access to be explored further during the study; could align with "access to community destinations" or "economic development potential" |

**Transportation Performance Measures**

The primary purpose of our existing prioritization process is to use a data-driven approach to make investment decisions. This would continue in the enhanced process, but with better alignment with national performance goals. Currently, our One Nevada goals align with six of the seven national priorities (safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic development, environmental sustainability). We do not have a specific goal for "reduced project delivery delays," however our Design Division performs "project readiness" analyses before any projects are recommended for delivery, helping to reduce these risks. If awarded this grant, we will explore how we can merge these processes together. Additionally, we are seeking to strengthen several existing goal areas with better performance measures, such as aligning data and criteria from our Resiliency Plan with the goal of "foster sustainability."

**Transportation Goals in the Planning Area**

The One Nevada transportation goals were established by workshoping with internal NDOT divisions, combined with priorities vocalized by the public. To the extent that data was available and repeatable, the prioritization process tried to capture performance measures and analysis methodologies that were already in place, such as pavement and bridge indices being used in the annual [Nevada State Highway Preservation Report](#). NDOT's [Performance Management Report](#) also includes a variety of performance measures to ensure that the decision-making is transparent and accountable with the public, and that NDOT is delivering essential and high quality projects, among other goals. Included in this annual report are measures related to travel reliability, safety, infrastructure preservation, greenhouse gas reduction, and streamlined project delivery. Not all (specifically the last two noted) translate as easily into our MODA process. As noted in Table 3, receiving this grant award will allow us to explore these criteria more closely.

**d. Assessment and Scoring**

NDOT's current prioritization process is intended to assess potential benefits of all projects and project concepts. Additional PPPP funding would allow the NDOT to refine this process and obtain more detailed, quantitative data to determine which projects provide true benefits to users and communities, incorporating cost effectiveness and public support. Ideally, this tool would also incorporate opportunities for scenario planning, allowing the NDOT to balance recommendations from divisional plans with major projects.

## 3.2 Equity

Regional transportation investments can disproportionately affect disadvantaged communities, which are often identified by demographic markers like income or race. Accessible and affordable transit becomes essential for mobility in low-income areas where private vehicle ownership is limited, impacting residents' ability to reach work, schools, and other crucial destinations. In Nevada, low-income communities may also face disproportionate impacts of climate change due to factors such as extreme heat. These communities often lack access to adequate cooling infrastructure, leading to increased health risks during heatwaves. Rising energy costs associated with increased air conditioning use can further strain already limited budgets, exacerbating financial burdens for those with lower incomes.

NDOT's current project prioritization is facilitated by the MODA tool, which aggregates quantitative data to determine potential benefits and costs of projects. Equity considerations are not included in the current MODA tool. Instead, geographic equity is factored into the secondary harmonization process, which weighs project rankings given available funding and scenarios.

The update to the prioritization tool will incorporate new or refined metrics specifically designed to capture the impacts on transportation equity that can be factored into project ranking. To improve the prioritization process with the inclusion of equity considerations, the tool would:

1. Identify disadvantaged communities and projects that overlap with these areas.
2. Include input of project features that could benefit these communities, such as improved accessibility for active transportation and transit users, and better connectivity in rural areas where commutes may be lengthy.
3. Utilize data analysis to identify potential impacts on disadvantaged communities, allowing for a comprehensive assessment of the project's overall equity implications and facilitating informed decision-making.

Creating a definition to identify disadvantaged or underserved populations will enable the tool to assess potential overlaps, indicating whether a project could positively benefit or adversely affect these communities. Projects that positively impact these communities would be prioritized higher in terms of equity metrics compared to those that potentially causing adverse effects.

Disadvantaged communities can be defined consistent with state and federal definitions. Existing federal datasets, such as the [CEJST](#) (Community Environmental Justice Screening Tool), may be selected for project screening for consistency with partner agencies. The CEJST tool, developed as part of the Justice40 initiative, identifies disadvantaged communities across the United States by assessing indicators related to environmental, health, and economic burdens. These burdens are categorized according to the key focus areas of the Justice40 investment, which include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Communities are classified as disadvantaged if they meet specific criteria, including residing within census tracts that exceed thresholds for at least one burden category, within federally recognized tribal boundaries, or within tracts surrounded by disadvantaged communities and meeting certain low-income thresholds.

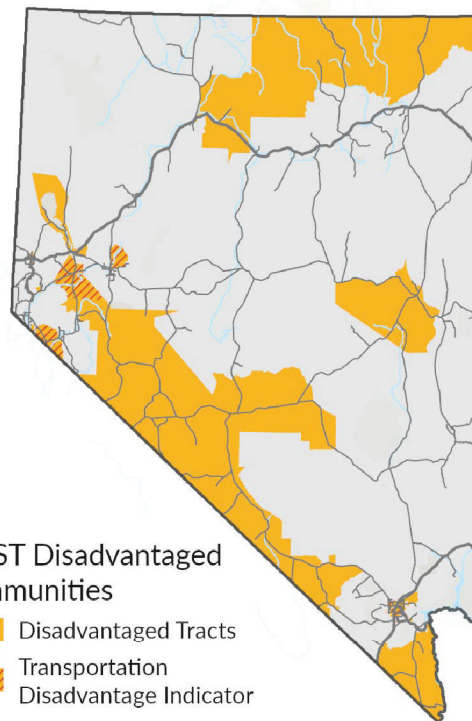
The CEJST identifies disadvantaged communities based on indicators includes the following focus areas: climate change, energy, health, housing, legacy pollution, transportation, water, wastewater, and workforce development. Established by Justice40 Initiative, the CEJST tool is used as a tracking metric to ensure that at least 40% of federal transportation investments are directed toward disadvantaged communities. By adopting this data-driven approach, the project not only aligns with federal priorities but also facilitates a streamlined monitoring for compliance with federal regulations.

Implementing active transportation facilities or transit projects can improve transportation options for disadvantaged communities by providing affordable and accessible alternatives to private vehicles. Inclusion of these facilities can improve connectivity to essential destinations such as jobs, schools, and healthcare, reducing transportation barriers and promoting mobility. Investing in active transportation infrastructure can contribute to public health by encouraging physical activity and reducing greenhouse gas emissions.

The automated prioritization tool would use project characteristics to identify potential impacts on disadvantaged communities, ensuring a thorough examination of the project's equity implications. The tool can pinpoint areas where communities may be disproportionately affected by proposed projects. **This equity assessment enables decision-makers to consider not only the immediate benefits of a project but also its potential ramifications on vulnerable populations. Integrating equity metrics into the enhanced prioritization tool would embed an equity impact analysis within the current process, offering a transparent, data-driven understanding of public implications.**

### 3.3 Budget and Schedule

This project will be completed in two years, as illustrated in Figure 6. Conducting our best practices review and coordinating with our internal divisions and external MPO partners



**Figure 5. CEJST Disadvantaged Communities in Nevada**

will be an early activity, allowing us to refine our goal area criteria and performance measures and gain feedback from the public.

**Figure 6. Project Schedule**

| Project Task   | Year 1 |    |    |     | Year 2 |    |    |     |
|--|--------|----|----|-----|--------|----|----|-----|
|  | Q1     | Q2 | Q3 | Q4  | Q1     | Q2 | Q3 | Q4  |
| <b>1. Project Management</b>                         |        |    |    |     |        |    |    |     |
| 1.1 Project Management                               | ●      |    |    |     |        |    |    |     |
| <b>2. Project Prioritization Refinement Analysis</b> |        |    |    |     |        |    |    |     |
| 2.1 Best Practice Review of State DOTs               |        | ●  |    |     |        |    |    |     |
| 2.2 Review of Nevada MPO Prioritization Processes    |        | ●  |    |     |        |    |    |     |
| 2.3 Prioritization Tool Methodology                  |        |    |    | ● ★ |        |    |    |     |
| <b>3. Public and Stakeholder Engagement</b>          |        |    |    |     |        |    |    |     |
| 3.1 Engagement Plan                                  | ●      |    |    |     |        |    |    |     |
| 3.2 Stakeholder Coordination                         |        | ■  | ■  | ■   | ■      | ■  | ■  | ■   |
| 3.3 Public Engagement                                |        |    | ●  |     |        |    |    | ●   |
| <b>4. Project Prioritization Tool</b>                |        |    |    |     |        |    |    |     |
| 4.1 Prioritization Tool                              |        |    |    |     |        | ★  |    | ● ★ |
| 4.2 Documentation/Training                           |        |    |    |     |        |    |    | ●   |
| 4.3 Public-Facing Dashboard                          |        |    |    |     |        |    |    | ●   |

● Deliverable    
 ■ Stakeholder Touchpoints    
 ● Public Engagement    
 ★ Key Milestone

This will provide us with at least a year to develop, test, and refine our project prioritization tool. This process will include extensive coordination with our internal divisions and the MPOs. We know from past experience that transitioning a methodology to implementation of performance measure prioritization requires iterative testing and refinements.

Developing a dashboard to communicate prioritization results will occur last. This is an element currently lacking in today’s process and we receive a lot of questions on the “black box” screening that occurs. Making our process and results transparent to our partners and the public will aid in gaining public support and trust in our investment decisions.

Key milestones illustrated in Figure 6 include:

- Finalizing prioritization tool methodology and gaining consensus on performance measures, data sources, and interface with MPO criteria
- Testing of the prioritization tool with our STIP call for projects and project prioritization
- Completion and implementation of the prioritization tool; State Transportation Board adoption of the new STIP

The detailed scope of work appended to this grant application provides more specific information on the task breakdown and intended deliverables. The project budget by task



and subtask is presented in Chapter 2 and repeated in Table 4. All funds reflect PPPP grant funds.

**Table 4. Project Budget**

| Project Task   | Cost               | % of Total  |
|--|--------------------|-------------|
| <b>1. Project Management</b>                         | <b>\$100,000</b>   | <b>5%</b>   |
| <b>2. Project Prioritization Refinement Analysis</b> | <b>\$300,000</b>   | <b>15%</b>  |
| 2.1 Best Practice Review of State DOTs               | \$50,000           |             |
| 2.2 Review of Nevada MPO Prioritization Processes    | \$50,000           |             |
| 2.3 Prioritization Tool Methodology                  | \$200,000          |             |
| <b>3. Public and Stakeholder Engagement</b>          | <b>\$500,000</b>   | <b>25%</b>  |
| 3.1 Engagement Plan                                  | \$10,000           |             |
| 3.2 Stakeholder Coordination                         | \$280,000          |             |
| 3.3 Public Engagement                                | \$210,000          |             |
| <b>4. Project Prioritization Tool</b>                | <b>\$1,100,000</b> | <b>55%</b>  |
| 4.1 Prioritization Tool*                             | 800,000            |             |
| 4.2 Documentation and Training                       | 100,000            |             |
| 4.3 Public-Facing Dashboard                          | 200,000            |             |
| <b>Total Costs</b>                                   | <b>\$2,000,000</b> | <b>100%</b> |

\* In addition to consultant labor in developing, testing, and refining a prioritization tool, Subtask 4.1 may also include expenses related to acquiring new performance measurement data and costs associated with a technology platform for the prioritization tool.

## 4. Project Readiness

### 4.1 Technical Feasibility

The full scope of work is included as an attachment to this grant application and summarized in Section 3.1. This project will advance our current prioritization process to better incorporate federal priorities, integrate and align prioritization goals and criteria between the NDOT and the state’s four MPOs, determine a methodology for an interactive and automated tool, and conduct stakeholder and public outreach to ensure accessibility and transparency. This expansion will be feasible with the additional resources and funding provided by the PPPP grant.

The NDOT is committed to meeting Title VI and civil rights requirements and encouraging small and disadvantaged businesses (DBE) to participate. The NDOT strongly encourages DBE participation in its procurement of goods and services. NDOT will adhere to the equal employment opportunity/affirmative action and DBE policies identified within our current procurement policy. Our Civil Rights Division recently updated our [Title VI Implementation Plan](#).

The NDOT has demonstrated technical capacity and capability to successfully implement, administer, and complete federally funded projects. We are the lead recipient of a variety of

federal funding, including formula and discretionary funds. The agency is highly experienced in collaborating with federal agencies from regulatory, compliance, and stakeholder perspectives.

Within the agency, the NDOT has a formal Grants Department. This department prepares discretionary grant applications, coordinates with local agencies seeking federal support, and assists other divisions with federal reporting requirements upon receipt of funding (e.g., quarterly SF-425). We also communicate frequently with the FHWA-Nevada division on state and local project priorities.

Currently, NDOT is facilitating and/or supporting four FY 2022 and 2023 awarded grant projects under RAISE and MPDG/INFRA, with several other project selections pending.

## 4.2 Project Schedule

This project will be completed in two years, as illustrated in Section 3.3 and repeated in Figure 7. We have been working on the One Nevada process for several years and have a strong foundation in place to begin refining our performance measures and prioritization process as soon as possible after grant award.

Figure 7. Project Schedule

| Project Task   | Year 1 |    |    |     | Year 2 |    |    |     |
|--|--------|----|----|-----|--------|----|----|-----|
|  | Q1     | Q2 | Q3 | Q4  | Q1     | Q2 | Q3 | Q4  |
| <b>1. Project Management</b>                         |        |    |    |     |        |    |    |     |
| 1.1 Project Management                               | ●      |    |    |     |        |    |    |     |
| <b>2. Project Prioritization Refinement Analysis</b> |        |    |    |     |        |    |    |     |
| 2.1 Best Practice Review of State DOTs               |        | ●  |    |     |        |    |    |     |
| 2.2 Review of Nevada MPO Prioritization Processes    |        | ●  |    |     |        |    |    |     |
| 2.3 Prioritization Tool Methodology                  |        |    |    | ● ★ |        |    |    |     |
| <b>3. Public and Stakeholder Engagement</b>          |        |    |    |     |        |    |    |     |
| 3.1 Engagement Plan                                  | ●      |    |    |     |        |    |    |     |
| 3.2 Stakeholder Coordination                         |        | ■  | ■  | ■   | ■      | ■  | ■  | ■   |
| 3.3 Public Engagement                                |        |    | ●  |     |        |    |    | ●   |
| <b>4. Project Prioritization Tool</b>                |        |    |    |     |        |    |    |     |
| 4.1 Prioritization Tool                              |        |    |    |     |        | ★  |    | ● ★ |
| 4.2 Documentation/Training                           |        |    |    |     |        |    |    | ●   |
| 4.3 Public-Facing Dashboard                          |        |    |    |     |        |    |    | ●   |

● Deliverable    
 ■ Stakeholder Touchpoints    
 ● Public Engagement    
 ★ Key Milestone

### 4.3 Required Approvals

Upon receipt of the PPPP grant, NDOT will amend their STIP to include this project. This will be an expedited amendment process to include approvals by the NDOT Director, the FHWA, and the FTA. This amendment will adhere to NDOT's public participation plan as outlined within the [STIP Procedure and Guidance Document](#).

**The purpose of this project is to better incorporate federal transportation priorities like equity, climate, and safety into NDOT's existing prioritization process. This will allow NDOT to develop a STIP and long range transportation plan that addresses the greatest transportation and mobility needs, while incorporating stakeholder and community input.**

NDOT's PPPP grant is largely supported by all four of the state's MPO's, as illustrated by the letters of support. This demonstrates the commitment and support of partner agencies to have a unified, performance-based project prioritization and selection process that goes beyond the priorities of a single planning organization.

### 4.4 Assessment of Project Risks and Mitigation Strategies

As a planning project, the typical risks that come with seeking regulatory approval and completing construction are not present on this project. However, the primary risk to completing the full scope of work is the schedule. Two years is ample time to review complete the work proposed, however in our experience, overhauling a long-standing process comes with many questions and hesitation to make decisions.

To mitigate this, our Engagement Plan developed at the onset of the project will detail out the major decisions to be made, which leadership staff, divisions, and/or stakeholders are expected to weigh in, and when these critical path items occur. This will allow the team assisting us with this process to – and all of our constituents – to stay on track to completing this important project for the NDOT.

## 5. Administration Priorities and Departmental Strategic Plan Goals

A key action item of the One Nevada Plan is to address federal funding requirements by shifting toward a more performance- and outcome-based decision-making process for prioritizing projects that support national transportation goals. NDOT is committed to evaluating and funding transportation projects through the lens of federal administration priorities and goals.

### 5.1 Safety

NDOT's mission is to provide, operate, and preserve a transportation system that enhances safety, quality of life, and economic development. NDOT understands the severity of the issue of fatalities occurring on the nation's roadways and is committed to addressing safety through a performance-based approach. Thousands of people across the state have lost

their lives or were seriously injured on the road. According to the NDOT crash data from 2016-2020, there were 237,338 crashes, with 1,489 fatal crashes and 4,019 serious injuries.

## Existing Plans

Enhancing safety for all travelers is a top priority of the One Nevada Transportation Plan, supporting our long-time goal of zero fatalities. Nevada adopted the vision of Zero Fatalities in 2011, which is focused on eliminating fatalities on all public roads and for all modes of travel by building, maintaining, and operating the safest transportation system possible. The One Nevada safety goal continues the NDOT's long-standing commitment to Zero Fatalities and builds on the data used in Nevada's [Strategic Highway Safety Plan](#) (SHSP). The SHSP, a statewide comprehensive safety plan, provides a coordinated framework for reducing fatalities and serious injuries on all public roads. The SHSP established statewide goals, critical emphasis areas, and strategies developed in consultation with federal, state, local, and private-sector safety stakeholders.

## Existing and Planned Strategies

One Nevada establishes a vision for connecting decision-making through a performance and prioritization planning framework. Safety strategies and prioritization processes from One Nevada will be integrated into the Project Prioritization Tool. PPPP funding would allow NDOT to invest in safety improvements on state highways that have significant crash severity needs to transition toward a more performance-based, data-driven, and outcome-oriented approach to transportation planning and programming.

NDOT's existing consultant-driven tool called MODA (multi objective decision analysis), uses quantitative data from GIS for each roadway link in the NDOT network, paired with data associated with each performance measure. MODA evaluates the transportation and safety benefits for project improvements by measuring the crash reduction potential for projects included within the STIP using crash data and Annual Average Daily Traffic (AADT). The existing prioritization process gathers data from a "call for projects" across the state and prioritizes projects based on crash data, AADT data, and Equivalent Property Damage Only (EPDO) data, which weights societal costs of fatal, injury, and property damage-only crashes.

MODA – or another platform – will be updated in this task to refine the safety performance measures, data, and any process changes. PPPP funding would improve the existing process to include a data-driven safety analysis, ensuring that safety is a key input in decision making. It will also allow the existing process to incorporate new or expanded data sources to better pinpoint these priorities. Safety factors and the prioritization process developed for the Project Prioritization Tool will align with the National Roadway Safety Strategy (NRSS) and its commitment to reducing serious and fatal injuries using a Safe System Approach.

NDOT and its state, regional, and local partners are committed to emphasizing and funding safety initiatives aimed at reducing fatalities, serious injuries, and crashes, minimizing risk;

and improving responsiveness to emergencies and natural hazards. PPPP funding would allow NDOT to continue their work in prioritizing these initiatives for a safer transportation system for all.

## 5.2 Climate Change and Sustainability

NDOT is accelerating efforts to achieve a clean, sustainable, and climate-resilient future for all Nevadans. The transportation sector is one of the largest contributors to greenhouse gas emissions and air quality pollutants. NDOT is dedicated to developing a transportation network that reduces emissions while being environmentally, historically, culturally, and financially sustainable.

### Existing Plans

Sustainability is a primary focus of the six One Nevada goals through designing, operating, and maintaining a transportation system using materials, technologies, and features to minimize impacts to our natural resources. NDOT's guiding principles to achieve this sustainability goal include enhancing the performance of the transportation system while protecting and enhancing the natural environment, supporting alternative energy options along designated corridors, and securing sustainable and reliable funding to support the preservation, management, and expansion of Nevada's transportation system.

**Multimodal Transportation:** Active transportation is taking a more prominent role in Nevada's overall transportation system and planning efforts. Additionally, communities across Nevada offer transit options that include bus rapid transit in urban areas and paratransit buses that provide services for older adults, persons with limited mobility, and those without access to vehicles in rural areas. Statewide, more than 5.2 million trips on transit were taken in 2016. Overall, statewide transit ridership has quadrupled since 2009 as transit systems have expanded and service has improved to meet the needs of a growing population. As such, a key focus area and immediate action item of the One Nevada Plan is to provide greater emphasis on multimodal considerations, which will include prioritizing projects with active transportation and transit elements.

**Climate Change Resiliency:** Nevada will continue its leadership in advancing clean energy solutions and addressing the growing impacts of climate change that are already being felt in all corners of the state. Across the country, extreme weather events such as recent fires and flooding in Nevada are happening with greater frequency, which raises questions about the need to improve the resilience of the state's infrastructure. The NDOT considers risk and resiliency of the infrastructure when making key decisions on which projects to advance.

**Reducing Impacts to the Environment:** Before construction begins on major projects, the NDOT evaluates potential impacts and considers strategies to address those impacts. The NDOT designs infrastructure to manage stormwater, allow for safe wildlife crossings, avoid historic or culturally sensitive areas, and manage risks from extreme weather events and natural hazards.

**Reducing Emissions:** Honoring Nevada’s commitment to reduce greenhouse gas emissions means making the right choices over the long-term for the future of Nevada. The NDOT consults with the Nevada Department of Conservation and Natural Resources on policies to achieve greenhouse gas emissions reductions goals. The NDOT works to improve the sustainability of its transportation system by making travel more efficient and reducing congestion. By improving the flow of vehicles moving across Nevada’s highway system, enhancing alternative transportation options, encouraging electric vehicle adoption, and using technology to improve efficiencies, the NDOT can reduce transportation-related emissions.

### Existing and Planned Strategies

The NDOT’s existing process helps quantify the transportation and community benefits of proposed project improvements through the lens of sustainability. MODA uses quantitative data from GIS for each roadway link in the NDOT network, paired with data associated with each performance measure. MODA incorporates One Nevada’s goal to “Foster Sustainability” by prioritizing STIP projects based on a single resiliency measure. It has been the intent of the NDOT to further build out these performance measures.

Additional PPPP funding would allow the NDOT to refine and improve the proposed Project Prioritization Tool to provide further nuance for identifying and prioritizing projects that support efforts to reduce greenhouse gas emissions in the transportation sector.

The new tool could include detailed metrics that further capture a project’s impacts on environmental sustainability and could include an innovative and robust project selection process that fully incorporates climate and environmental factors. The Project Prioritization Tool will also benefit from incorporating other NDOT plans, including the Alternative Fuel Corridor Plan/Electric Vehicle Deployment Plan and Carbon Reduction Strategies Plan (currently under development).

By prioritizing projects that reduce greenhouse gas emissions, increase multimodal transportation options, consider impacts to the environment, and address the impacts of climate change, the NDOT can reduce transportation impacts on climate change and the environment.

### 5.3 Equity

The NDOT views each transportation improvement project as an opportunity to improve safety, access, and mobility for all road users in Nevada. The NDOT believes that equity should be at the forefront of any project from the initial planning phase to implementation. Equity must be prioritized in planning processes to enable all people to access and benefit from active transportation, and to maximize the environmental and health benefits for society.

The NDOT considers transportation equity in [two capacities](#):

- Social equity: Analysis along sociodemographic lines, i.e., race, gender, age, income, or other factors, that targets vulnerable or disadvantaged populations.

- Spatial equity: Analysis along geographic areas, which assesses the distributional effects of transportation policies and projects on specific physical locations.

## Existing Plans

One of the six One Nevada goals is “Connecting Communities.” This goal directs NDOT to prioritize and implement projects that support vibrant neighborhoods and connect residents to local resources and amenities. This goal strengthens livability and quality of life by providing better connections, greater transportation choices, and more innovative transportation services **for all** travelers.

**Justice 40 Requirements:** USDOT has defined Disadvantaged Communities and set a target that 40% of the benefit of the federal funding go to these communities. The One Nevada process evaluated the location of all STIP projects and determined that a third of projects and 54% of total programmed investment are in Disadvantaged Communities .

**Outreach:** NDOT is continuing to work with local communities on a project level to solicit feedback and incorporate that feedback into project development. The NDOT is also committed to working with other Nevada State Agencies on locally defining Disadvantaged Communities (DAC) in Nevada.

**Tribal Best Practices and Recommendations:** NDOT recognizes sovereign tribes within the state are important stakeholders in the continued development of the state’s transportation system as tribal members use the state’s transportation system to access services. NDOT maintains ongoing communication between NDOT and the 20 federally recognized and sovereign tribes within the state through a tribal liaison.

## Existing and Planned Strategies

NDOT has developed a process for defining and evaluating project impacts on Disadvantaged Communities at a planning level through One Nevada prioritization criteria. One Nevada’s prioritization criteria include metrics that assess equity, access to community destinations, multimodal access, and project connectivity. While these criteria address some elements of equitable transportation systems, PPPP funding would allow the NDOT to continue to refine the process to obtain more detailed demographic data for transportation users, determine a method for evaluating which projects provide true benefits to users and communities, and defining and enhancing department-wide equity evaluation processes on a project level through project development.

The Project Prioritization Tool aims to meet the criteria set by the federal legislation for transportation funding priorities. Improvements to the NDOT’s existing process will be designed to establish data-driven prioritization and selection processes that result in equitable impacts and benefits for the state of Nevada.

The project will utilize existing federal datasets, such as the CEJST (for equity screening metrics in the Project Prioritization Matrix. Established by Justice40 Initiative, the CEJST tool is used as a tracking metric to ensure that at least 40% of federal transportation investments are directed toward disadvantaged communities. By adopting this data-driven

approach, the project not only aligns with federal priorities but also facilitates a streamlined monitoring for compliance with federal regulations.

## 5.4 Workforce Development, Job Quality, and Wealth Creation

Transportation is essential to Nevada’s ability to attract and efficiently move people, support commerce, and connect people to jobs. Part of NDOT’s stated mission is to provide a transportation system that enhances economic development through innovation and a dedicated workforce, while a primary NDOT strategic goal is to “enhance organizational and workforce development.”

As Nevada’s population grows and diversifies, so will the state’s economic structure. With more than 2.2 million workers expected in 2040, Nevada’s industries will demand more and more from the state’s transportation infrastructure.

### Existing Plans and Programs

NDOT continues to make strategic investments that connect people to jobs and services and connect communities. Nevada’s economy relies on an efficient and dependable transportation system that connects workers to jobs, customers to products, businesses to suppliers, and industries to world markets. The One Nevada Transportation Plan economic goal supports Nevada’s global competitiveness by meeting the changing needs of the economy and achieving state, regional, and local economic development goals.

NDOT’s guiding principles that guide the “Transform Economies” goal include providing reliable and accessible transportation options to get people to work and customers and supplies to businesses, supporting strategic investments and operational improvements that facilitate multimodal freight movement, and promoting state and regional economic development goals by aligning transportation and economic development investments, among others.

NDOT has also developed and abides by a [Disadvantaged Business Enterprise program](#), as described in their 2023 DBE Program Plan. The DBE program was established and is maintained in accordance with federal requirements, including 49 CFR Part 26. The DBE program is the linchpin of the NDOT Business Development Program (BDP). The primary purpose of the DBE is to provide training, assistance, and services to DBEs certified in the DBE program, to increase their activity in the program, and to facilitate the firms’ development into viable, self-sufficient organizations capable of competing for, and performing on federally-assisted highway projects as well as other business communities. The provisions of the program apply to contractors, consultants, professional service agreements, and architectural/engineering contracts. Thus, the majority of the work involved in statewide planning, designing, and construction projects is likely covered – meaning there is the potential for some of this important work to go to DBEs.

### Existing and Planned Strategies

As noted in the One Nevada goals, NDOT’s vision is for a safe and connected multimodal transportation system that links Nevadans and supports the state’s economic vitality. The



One Nevada Goal to “Transform Economies” drives the prioritization process through criteria that assess a project’s ability to address Business Accessibility (using travel demand model employment data and AADTT) and Economic Development Potential (using information on Nevada’s sixty-one low-income Opportunity Zones).

Additional PPPP funding would allow NDOT to refine the prioritization process to assess how projects would contribute to the development of high-paying jobs that uphold rigorous labor standards. PPPP funding would also allow NDOT to support equitable wealth creation through the continued inclusion of Disadvantaged Business Enterprises in all stages of planning processes.

## 6. FHWA Priority Selection Considerations

**The proposed prioritization process includes a data driven safety analysis.** Safety strategies and prioritization processes from One Nevada will be integrated into the Project Prioritization Tool. PPPP funding would improve the existing process to include a data-driven safety analysis, ensuring that safety is a key input in decision making. It will also allow the existing process to incorporate new or expanded data sources to better pinpoint these priorities. Safety factors and the prioritization process developed for the Project Prioritization Tool will align with the National Roadway Safety Strategy (NRSS) and its commitment to reducing serious and fatal injuries using a Safe System Approach.

**The proposed prioritization process supports selecting transportation investments that consider climate change and sustainability.** By prioritizing projects that reduce greenhouse gas emissions, increase multimodal transportation options, consider impacts to the environment, and address the impacts of climate change, the NDOT can reduce transportation impacts on climate change and the environment to build a more resilient and sustainable transportation network. We have just completed our statewide resiliency plan and aim to incorporate new data and performance measures from this plan into our prioritization process.

**The proposed prioritization process allows for consideration of a project’s ability to enable or enhance access to goods and job opportunities throughout the planning area.** Nevada’s economy relies on an efficient and dependable transportation system that connects workers to jobs, customers to products, businesses to suppliers, and industries to world markets. The proposed prioritization process allows for consideration of a project’s ability to enable or enhance this access, regardless of mode throughout the state of Nevada. Additional PPPP funding would allow NDOT to support equitable wealth creation through the continued inclusion of Disadvantaged Business Enterprises in all stages of planning processes.

**The proposed prioritization process integrates into, is informed by, and will apprise the policy development and project selection processes for one or more other transportation plans.** NDOT is at the forefront of technical analysis and has conducted various recent or ongoing planning studies. The PPPP will allow NDOT to bring these

technical analyses together in a single framework to prioritize projects within numerous plans and programs throughout the region including but not limited to:

- [Statewide Transportation Improvement Program](#)
- [One Nevada Long Range Transportation Plan](#)
- [State Freight Plan](#)
- [Transportation Asset Management Plan](#)
- [Strategic Highway Safety Plan/Highway Safety Improvement Program](#)
- [Transit State Management Plan](#)
- Resiliency in Transportation Planning and Operations (2023)
- Statewide Active Transportation Plan (under development)
- Alternative Fuel Corridor Plan/[Electric Vehicle Deployment Plan](#)
- Carbon Reduction Strategies Plan (under development)

The NDOT has an established prioritization process in place (One Nevada). There is a lot of work to advance it to the state we would like it to be, but the improvements are manageable.

## 7. Letters of Support

Letters of support from our partner MPOs are appended to this grant application.

