



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE

Wednesday, May 15, 2024, 7:00 p.m.

2600 Park Tower Drive, Suite 601

Vienna, Virginia 22180

Meeting will be held in the First Floor Conference Room

The meeting will be livestreamed on [NVTA's YouTube Channel](#)¹

AGENDA

- I. Call to Order/Welcome** Chair Boice

Action

- II. Summary Notes of March 20, 2024, Meeting**
Recommended action: Approve meeting notes

Discussion/Information

- III. FY2024-2029 Six Year Program Update** Dr. Nampootheri, Senior Manager
- IV. Preliminary Deployment Plan for Regional BRT System** Mr. Jasper,
Principal
- V. NVTA Update** Ms. Backmon, CEO

Adjournment

- VI. Adjourn**

Next Meeting: June 20, 2024, 7 p.m.

¹ *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Technical Advisory Committee Meetings](#)' webpage.*



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE
Wednesday, March 20, 2024, 7:00 p.m.
Northern Virginia Transportation Authority
Fully Virtual Meeting on Zoom
Live-streamed on [YouTube](#)

MEETING SUMMARY

I. Call to Order/Welcome

- The meeting was conducted virtually over Zoom. Chairman Boice called the meeting to order at 7:03 p.m.
- **Attendees:**
 - **TAC Members:** Randy Boice, Karen Campblin, Michelle Cavucci, Kerianne Masters, Amy Morris, Frank Spielberg, Shangjiang Zhu, and Armand Ciccarelli
 - **NVTA Staff:** Monica Backmon, CEO; Keith Jasper, Principal, Transportation Planning and Programming; Sree Nampoothiri, Senior Manager; Harun Rashid, Planning Analytics Manager; and Ian Newman, Regional Transportation Planner.
 - **Others:** None. The meeting was also live streamed on YouTube.

II. Summary Notes of February 21 2024, Meeting

- Motion to approve the summary notes of the February 21, 2024, meeting was made by Mr. Spielberg. Seconded by Dr. Zhu. The motion passed unanimously.

III. Approve the Revised CY2024 Meeting Calendar

- Motion to approve the Revised CY2024 Meeting Calendar was made by Ms. Morris. Seconded by Ms. Cavucci. The motion passed unanimously. The June meeting date is Thursday, June 20, 2024, and this change is due to the fact that the regular date of Wednesday, June 19, 2024, is a federal and Virginia state holiday.

IV. FY2024-2029 Six Year Program Update

- Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming at NVTA, presented on the following topics:
 1. NVTA's project selection process' multiple components

2. The summary of all applications by jurisdictions/agencies and primary mode
 3. Projects' ranking on Congestion Reduction Relative to Cost (CRRC) criterion
 4. TransAction rating for the 24 project applications
 5. Long Term Benefit
 6. An evaluation summary table of quantitative and qualitative measures
 7. Sample project description forms and an overview of the FY2024-29 SYP schedule
- Concerning the second topic above, Dr. Zhu asked for further clarification about the Smart & Connected Vehicle Infrastructure project, since connected and autonomous vehicles are not yet on the market. Dr. Nampoothiri responded that this project is expected to enhance infrastructure and vehicle communication technology at various corridors, including signal phase and timing data. Mr. Spielberg asked for clarification concerning the name of the roadway for the "Old Lee Highway Multimodal Improvements" project. Mr. Spielberg wondered if "Old Lee Highway" remains the name of the roadway. Dr. Nampoothiri mentioned that this is a recurring project for NVTa, and it was originally entitled, "Old Lee Highway" but it is now entitled, "Blenheim Boulevard," and it has carried over as the same name in this Six-Year Program.
 - Concerning the fourth topic above, Chair Boice clarified that the funding decisions have to give priority to CRRC since there have been questions in the past where a criterion has the word "congestion" in it but may have a lower weight than other components. Dr. Nampoothiri confirmed this is still the case. Ms. Cavucci asked if the weights used for the TransAction Rating change from plan to plan or were they approved prior to TransAction plan updates and held constant. Dr. Nampoothiri answered that the weights are revised every TransAction plan update.
 - On the fifth topic listed above, Mr. Spielberg mentioned that NVTa ought to have a label on the Y-axis on the graph being presented on the FY2022-27 Long Term Benefit. Dr. Nampoothiri responded that the Y-axis is the percentage, concerning each of the three variables presented and labeled on the X-axis. These variables are revenue share, combined benefit share (trip-based) and combined benefit share (performance-based). Chair Boice commented that the projects in Prince William County appear to have relatively more benefit share, which is unsurprising since these projects in Prince William County needed to occur to increase the mobility of the region and noticed that he sees a trend of benefit shares improving as NVTa continues to fund multimodal projects. Dr. Nampoothiri added that geographic and modal balance also played key roles in keeping the balance.

- Concerning the sixth topic listed above, Ms. Cavucci asked if the Long Term Benefit is a quantitative measure. Dr. Nampoothiri responded that it is a quantitative measure based on a model-based analysis, but it is being observed to see if the three metrics that comprise the Long Term Benefit are approximately equal. Therefore, it is shown in a three-category color code. Ms. Cavucci mentioned that Route 234 Operational Improvements application is a purely transportation technology project, and asked why it is being shown with a brown-filled cell. Dr. Nampoothiri highlighted that the light green (slightly underperforming) to brown (slightly overperforming) relative to qualitative measures and Long Term Benefit is not specific to a project but rather to a jurisdiction.

V. NVTA Update

- Mr. Jasper shared the NVTA update. He stated that the NVTA has physically moved to the interim office location pending build-out of the full suite on the sixth floor of 2600 Park Tower Drive, Vienna, VA 22810, which NVTA is hoping to move to in the Summer of 2024. Till then, the TAC can use the conference room facilities of the building, and logistical details on arriving at the building will be shared. Mr. Jasper shared that the need to meet is essentially up to the TAC membership to review this information more before the June 20 meeting when the Committee is expected to make funding recommendations.

VI. Adjourn

- The meeting adjourned at 7:44 p.m. The next meeting will be on May 15, 2024, at 7 p.m. and will be held in-person at NVTA Offices.

FY2024-2029 Six Year Program

Sree Nampoothiri, Senior Manager, NVTA



Technical Advisory Committee

May 15, 2024

Project Selection Process



Multiple Components:

1. Eligibility

- TransAction ID; project descriptions will be verified
- Project location
- Governing Body resolution(s)

2. Quantitative Analyses

- Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
- TransAction Project Ratings, formerly HB 599 (2012)
- Long Term Benefit (LTB)

3. Qualitative Considerations

- Past performance
- Previous NVTA allocation
- Funding gaps
- External funding (committed sources only)
- **Alignment with Core Values**
- Geographic/modal balance

4. Public Comment

Evaluation Summary



Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by 12/31/2023)		Policy 29 non-compliance: # of projects 18-month substantive progress	Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Long Term Benefit	Other	TransAction project rating (Incl. HB 539)	TransAction project rating rank (Incl. HB 539)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
							Continuation Projects	Jurisdiction /Agency						Equity	Safety	Sustainability						
CFX-011	City of Falls Church	City of Falls Church Signal Prioritization Project	📶 🚗															25.70	9	653.57	1	
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	📶 🚗 🚲 🚶 🦽															21.70	15	277.60	2	
PWC-042	Prince William County	Route 234 Operational Improvements	📶															29.19	8	240.43	3	
FFX-138	Fairfax County	Seven Corners Ring Road Improvements	🚗 🚲 🚶 🦽															66.61	1	114.19	4	
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	🚗 🚲 🚶 🦽															23.34	13	113.76	5	
VRE-017	VRE	VRE Backlick Road Station Improvements	🚆 🚶															23.92	12	102.62	6	
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements	🚗 🚲 🚶 🦽														Note A	38.61	2	33.00	7	
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	🚗 🚲 🚶 🦽															32.36	5	25.61	8	
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	🚗 🚲															15.59	21	24.75	9	
CFX-019	City of Fairfax	Old Lee Highway Multimodal Improvements	🚶 🦽 🚲														Note B	13.38	23	24.56	10	
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	🚶 🦽 🚲 🚗 🚶 🦽	ROW, CN														24.25	11	24.07	11	
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	🚗 🚶															37.41	3	23.29	12	
PWC-043	Prince William County	The Landing at Prince William Transit Center	🚶 🚶															20.27	17	17.86	13	
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	🚗 🚶															15.86	20	16.34	14	
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	🚶 🚶															14.05	22	15.82	15	
ARL-022	Arlington County	Shirlington Bus Station Expansion	🚶 🚶															18.54	18	14.52	16	
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	🚶 🚶															4.36	24	13.59	17	
CFX-018	City of Fairfax	Northfax Network Improvements: Northfax East-West Road	🚗 🚲 🚶 🦽															32.54	4	13.46	18	
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	🚗 🚶															20.49	16	11.22	19	
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	🚗 🚶															16.45	19	8.35	20	
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements	🚗 🚶 🚶															Note B	30.96	7	6.26	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	🚗 🚶															22.94	14	5.19	22	
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-56)	🚗 🚶 🚶															Note A	31.53	6	2.24	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)	🚶 🦽 🚶															Note B	24.99	10	0.96	24

Note A Project proposed to add dedicated ROW for future Bus Rapid Transit services

Note B All or some phases of the project were considered fully funded with the previous NVTa allocation

TransAction Rating



Core Values are built into the performance measures

Goal	Objective	Performance Measure	Weight	Alignment with Core Values	
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10		
		A2. Total Person-Hours of Delay on Transit	10		
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10		
		B2. Transit person-miles in dedicated/priority ROW	10		
	Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
			C2. Access to jobs by car, transit, and bike for EEA populations	10	
D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes		D1. Quality of access to transit and the walk/bike network	15		
		Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10
F. Reduce transportation related emissions	F1. Vehicle Emissions		10		
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5		

Note: Transit may include HOV

* Objectives align with HB599 requirements

Core Values:

Equity

Safety

Sustainability



Equity



Definition

An equitable transportation system ensures fairness in mobility and accessibility, to meet the needs of the region and all travelers, particularly underserved populations. (e.g., low-income, minority, elderly, children, women, people with Limited English Proficiency (LEP), people with disabilities.) It facilitates social and economic opportunities through reliable and affordable transportation options. It recognizes past inequities, commits to addressing them when possible, and actively avoids further injustices.

Examples

- Providing benefits to Equity Emphasis Areas (EEAs)
- Separated and protected bike facilities are installed in EEAs or areas with other underserved populations
- Efforts are made to reduce emissions by using Zero Emissions Buses, or other low-emissions options
- ADA access is prioritized as part of the project, to improve equitable access to destinations and corridors



Safety



Definition

A safe transportation system minimizes fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It also addresses community perceptions of safety.

Examples

- Separated and protected bicycle facilities or a trail/shared use path is created.
- Traffic calming measures are introduced to lower travel speeds.
- Pedestrian-scale lighting and wayfinding is incorporated into the project design, to improve perceptions of safety.
- Bus lanes, and bike-pedestrian safety infrastructure such as Leading Pedestrian Intervals (LPIs), High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacons (RRFB) are installed as part of the project.
- Intelligent Transportation Systems (ITS) and Transit Signal Priority (TSP) are used to improve travel flow and thus reduce congestion, crashes and emissions



Sustainability



Definition

A sustainable transportation system meets the needs of the present, without compromising the ability of future generations to meet their needs. It considers sustainability to be comprised of three pillars, that focus on economic, environmental, and social impacts, and also addresses the interactions between these.

Examples

- Economic
 - Congestion relief is prioritized to ensure the area is attractive for all.
 - New routes that connect existing regional transit systems or activity centers are established.
- Environmental
 - Zero Emissions Buses and related charging infrastructure are included in the project.
 - Resiliency and system redundancy are considered in projects.
 - Solar charging for Shared Mobility devices (SMDs), permeable surfaces, and storm water management techniques are included in the project.
- Social
 - Place making elements such as community art, wayfinding and lighting, are incorporated.
 - Routes and alignment are selected to prioritize connecting socially significant settings such as government community centers as well as informal community gathering sites.

Guidelines for Applicants



NVTA staff provided a Guidance Document at the beginning of application process, which included Core Value definitions and examples of project elements that will align with Core Values.

Applicants were strongly encouraged to highlight how their candidate projects are aligned with NVTA's Core Values by uploading a *Core Value Statement* with each project application.

- Address each Core Value separately and any interaction between Core Values.
- Highlight any relevant actions or plans the submitting jurisdiction or agency has taken relating to the Core Values.
- Be no more than three pages in length, including graphics or charts.

Evaluation Method



- Review the application and Core Value Statement
 - If a Statement was not provided, NVTA staff reviewed the project application
- Answer the questions for each Core Value:
 - Is the submission S.M.A.R.T.?
 - 1 point for each component
 - Is the submission consistent with NVTA's stated definition of the relevant Core Value?
 - 1 (least consistent) to 5 (most consistent)
 - Does the portion of the submission about this Core Value synergize or detract from the portion of the submission relevant to other Core Value(s)?
 - 1 (least synergistic) to 5 (most synergistic)

S **M** **A** **R** **T**

SPECIFIC
Be clear and specific so your goals are easier to achieve. This also helps you know how and where to get started!

MEASURABLE
Measurable goals can be tracked, allowing you to see your progress. They also tell you when a goal is complete.

ACTIONABLE
Are you able to take action to achieve the goal? Actionable goals ensure the steps to get there are within your control.

REALISTIC
Avoid overwhelm and unnecessary stress and frustration by making the goal realistic.

TIMEBOUND
A date helps us stay focused and motivated, inspiring us and providing something to work towards.

SMART GOALS EXPLAINED

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Evaluation Method



- Equity-specific (scores 1-5):
 - Does the submission address equity in a meaningful way (that avoids tokenism)?
 - Is the intention to be equitable thoroughly integrated throughout the project?
- Safety-specific (scores 1-5):
 - Does the submission take a comprehensive view of safety?
 - Is safety one of the primary reasons for pursuing this project?
- Sustainability-specific (scores 1-5):
 - Does the application of this Core Value consider the greater regional context?
 - How does the submission compare to established best practices for sustainability ?

Evaluation Method

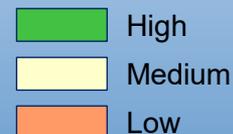


- Maximum points for each Core Value is 25.
- Three different reviewers score the projects separately.
- Take average of scores by the reviewers for the final score for each Core Value.
- Provide an additional point for applications that provided Core Value Statement (effort)
- Categorized projects based on scores for each Core Value:
 - 17-25: High (green)
 - 9-16: Medium (yellow)
 - 0-8: Low (orange)

Alignment with Core Values: Results



Project	Equity	Safety	Sustainability
City of Falls Church Signal Prioritization Project	Medium	Medium	Medium
Smart & Connected Vehicle Infrastructure	Medium	Medium	Medium
Route 234 Operational Improvements	Medium	Medium	Medium
Seven Corners Ring Road Improvements	Medium	Medium	Medium
Roundabout at Route 28 and Sudley Rd	Medium	Medium	Medium
VRE Backlick Road Station Improvements	High	High	High
South Van Dorn Street Bridge Enhancements	Medium	Medium	Medium
Alexandria Metroway Enhancements	Medium	Medium	High
Route 28-Centreville Road Corridor Improvements	Medium	Medium	Medium
Old Lee Highway Multimodal Improvements	High	High	High
Safety Improvements at High-Crash Intersections	Medium	High	Medium
Route 234 and Sudley Manor Drive Interchange	Medium	High	Medium
The Landing at Prince William Transit Center	High	Medium	High
Route 15 at Braddock Road Roundabout	Medium	High	Medium
Triangle Mobility Hub and First/Last Mile Connection Improvements	High	High	High
Shirlington Bus Station Expansion	High	Medium	High
Route 234 Bicycle and Pedestrian Facility Over I-95	High	High	High
Northfax Network Improvements: Northfax East-West Road	Medium	Medium	Medium
Old Ox Road Widening - Shaw Road to Oakgrove Road	Medium	Medium	Medium
Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	Medium	High	Medium
Frontier Drive Extension and Intersection Improvements	Medium	High	Medium
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	Medium	Medium	Medium
Route 7 Multimodal Improvements (I-495 to I-66)	Medium	Medium	Medium
CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)	High	High	High



Note: No application is scored low

Example



VRE Backlick Road Station Improvements

- Extend VRE platform to accommodate 8-car trains

Equity	Safety	Sustainability
<ul style="list-style-type: none">- Addresses SMART- Details with supporting data on EEA population served tying in with connectivity to employment centers and other transportation systems- Consistent with definition- Scope is synergistic among Core Values- Could have provided traveler origins; public engagement in different phases of the project	<ul style="list-style-type: none">- Addresses some aspects of SMART- Consistent with definition- Scope is synergistic among Core Values- Could have provided quantitative data on safety	<ul style="list-style-type: none">- Addresses some aspects of SMART- Consistent with definition- Scope is synergistic among Core Values- Moving people away from driving- Didn't address all three pillars of sustainability fully

Example



Northfax Network Improvements

- Road grid connection, intersection improvement, bike-ped facilities

Equity	Safety	Sustainability
<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained well (e.g. how will new turn movements interact with people with disabilities)- Could have provided details/data	<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Implicit benefits- Could have provided quantitative data on safety	<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained well (e.g. how will new turn movements will interact with safety)- Implicit benefits- Didn't address all three pillars of sustainability fully

Example



Route 15 at Braddock Road Roundabout

- Four-legged roundabout, bike-ped facilities

Equity	Safety	Sustainability
<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Scope is somewhat competing among Core Values (e.g. not clear how equity will be improved by safety features)- Generic response regarding Comp Plan	<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition- Scope directly addresses several safety features- Existing crash hot spot- Provided data	<ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained (e.g. how will the reduced speeds help equity)- Addition of local bike-ped facilities- Didn't address all three pillars of sustainability

FY2024-2029 SYP Schedule



- May 1, 2023: Call for regional Transportation Projects issued
- July 28, 2023: Application deadline
- October 27, 2023: Governing body resolution deadline
- Summer/Fall 2023: Eligibility review; one-on-one applicant meetings; coding
- Fall/Winter 2023: Evaluations and review with applicants
- March 2024: Review evaluations with TAC, PCAC, PPC
- March 2024: Anticipated NVTA approval of Public Hearing date
- March 2024: NVTA releases candidate project list and evaluations for public comment
- March 28 to May 19, 2024: Public comment period
- May 9, 2024: NVTA hosts Public Hearing
- June 13, 2024: NVTA briefed on public comments
- June 2024: NVTA staff releases project recommendations for review and endorsement by TAC, PCAC, and PPC (June 25)
- July 11, 2024: Anticipated NVTA adoption of FY2024-2029 SYP

Thank You!



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NVTA's Core Values and the Six Year Program

In December 2020, the Northern Virginia Transportation Authority (NVTA) approved the below vision statement formalizing NVTA's commitment to its Core Values of Equity, Safety and Sustainability.

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

The Core Values shape how NVTA addresses its vision. The Core Values were first formally incorporated during the development of the Transportation Technology Strategic Plan (TTSP), which was approved by NVTA in May 2021. Subsequently, these Core Values were incorporated in the update to TransAction, which was adopted in December 2022.

Starting with the FY2024-2029 Six Year Program (SYP), each candidate project will be evaluated on how well they align with NVTA's Core Values. This *Guidance for Applicants* document provides further information on how this evaluation will be conducted.

Evaluating Alignment of Candidate Projects with NVTA's Core Values

- Using information included in each project application, notably the project description, NVTA staff will consider how well each candidate project aligns with NVTA's Core Values (individual Core Values and collectively), using the definitions of each Core Value as shown below.
- Using a consistent evaluation process, each candidate project will be given a rating of high, medium, or low consistency with each Core Value. This process is similar to the evaluation of other qualitative considerations in previous SYP update cycles.
- Applicants are strongly encouraged to highlight how their candidate projects are aligned with NVTA's Core Values by uploading a *Core Value Statement* with each project application. More information on Core Value Statements is provided below.

Core Value Statements

Core Value Statements can be uploaded as a supplemental document in the same manner as previous SYP update cycles. The Core Value Statement should:

- Address each Core Value separately and any interaction between Core Values.
- Highlight any relevant actions or plans the submitting jurisdiction or agency has taken relating to the Core Values.
- Be no more than three pages in length, including graphics or charts.

Developing Project Recommendations

NVTA's approach to developing SYP project recommendations is holistic, and takes account of project eligibility, quantitative factors, qualitative considerations (such as Core Value alignment), and public comment.

Definitions and Examples

Equity

An equitable transportation system ensures fairness in mobility and accessibility, to meet the needs of the region and all travelers, particularly underserved populations. (e.g., low-income, minority, elderly, children, women, people with Limited English Proficiency (LEP), people with disabilities.) It facilitates social and economic opportunities through reliable and affordable transportation options. It recognizes past inequities, commits to addressing them when possible, and actively avoids further injustices.

Example of a project application that aligns with NVTA's Equity Core Value

Two jurisdictions are working together to develop a Bus Rapid Transit service that crosses jurisdictional boundaries. It will increase accessibility and mobility for underserved populations by connecting Equity Emphasis Areas (EEAs) in both communities. The buses used in this service will be electric, further helping to reduce transportation emissions, which have disproportionate impacts on disadvantaged communities.¹

Safety

A safe transportation system minimizes fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It also addresses community perceptions of safety.

Example of a project application that aligns with NVTA's Safety Core Value

Citizens cite recurring "near miss" incidents at local intersections in their comments about feeling generally unsafe on certain roads, in response to a community survey. To address both the real and perceived safety issues, Leading Pedestrian Intervals (LPIs)² and signal optimization are included in a corridor improvement project in the area.

Sustainability

A sustainable transportation system meets the needs of the present, without compromising the ability of future generations to meet their needs. It considers sustainability to be comprised of three pillars, that focus on economic, environmental, and social impacts, and addresses the interactions between these.

Example of a project application that aligns with NVTA's Sustainability Core Value

A new shared use path is added to connect an existing region-wide trail network with separated, on-road bike facilities. The segment will minimize the use of natural resources in increasing the number of jobs, housing, and other destinations accessible to people biking and walking. This will also create the possibility of emissions reductions from vehicular trips, protecting air quality and other natural resources for the future.

¹ <https://www.transportation.gov/priorities/equity/justice40/transportation-disadvantaged-census-tracts-historically-disadvantaged>

² [https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval#:~:text=A%20leading%20pedestrian%20interval%20\(LPI,to%20turn%20right%20or%20left.](https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval#:~:text=A%20leading%20pedestrian%20interval%20(LPI,to%20turn%20right%20or%20left.)