



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**PLANNING COORDINATION ADVISORY COMMITTEE**

**Wednesday, May 22, 2024, 6:30 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](#)<sup>1</sup>

**AGENDA**

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

**Action**

- II. Summary Notes of March 27, 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, 5 p.m.**

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<sup>1</sup> *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Planning and Programming Committee Meetings](#)' webpage.*



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, March 27, 2024, 6:30 pm  
Northern Virginia Transportation Authority  
Virtual Meeting on Zoom and Live-streamed on Youtube

### MEETING SUMMARY

#### I. Call to Order/Welcome

- Mayor Colbert (Town of Vienna), Chair of the Committee, welcomed committee members and called the meeting to order at 6:35 p.m.
- Attendees: This was a virtual meeting held on an online meeting platform.
  - **PCAC Members:** Mayor Colbert (Chair, Town of Vienna); Council Member Miles (Vice Chair, Town of Dumfries); Board Member Karantonis (Alternate - Arlington County); Supervisor Walkinshaw (Fairfax County); Supervisor Franklin (Prince William County); Council Member Bagley (City of Alexandria); Council Member Underhill (City of Falls Church); Council Member Stehle (City of Fairfax); Council Member Smith (City of Manassas); Vice Mayor Hedrick (Town of Herndon); Mayor Milan (Town of Purcellville).
  - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Manager, Planning and Programming); Harun Rashid (Planning Analytics Manager).

#### II. Action Items:

- A. **Summary Notes of February 28, 2024, Meeting:** The February 28, 2024, meeting summary was approved unanimously.

#### III. Discussion/Information Items:

##### A. **FY2024-2029 Six Year Program Update:**

- Dr. Nampoothiri started his presentation with an overview of the project selection process at NVTA, describing the framework to make project funding recommendations. The project selection process consists of four major components – Eligibility, Quantitative Analyses, Qualitative Considerations, and Public Comment. All tasks involved under each of these four steps were described in detail.
- All applications for funding are checked against an initial set of eligibility requirements and then evaluated with quantitative and qualitative measures. Three major metrics form the basis of quantitative analyses – Congestion Reduction Relative to Cost (CRRC), combined ratings derived from the set of

ten TransAction performance measures (TransAction Rating) and Long Term Benefit. Among these measures, the CRRC metric is to be prioritized in the process as dictated by NVTA's funding legislation.

- Qualitative considerations are based on past performance history of NVTA-funded projects, other funding leverage and/or gaps, alignment with NVTA's three Core Values of Equity, Safety and Sustainability, geographic and modal balance, and public comments. Dr. Nampoothiri stated the public comment period for the FY2024-2029 Six Year Program will run from March 28 to May 19, 2024.
- Tables were shared with committee members to show the results of the quantitative and qualitative measures. These included the CRRC scores, TransAction ratings, and a chart showing the result from Long Term Benefit analysis. During the explanation of Long Term Benefit analysis findings, Ms. Backmon stressed that any gaps shown between shares of transportation benefits and revenues will not be addressed in a single funding program. The evaluation summary table combines all these quantitative and qualitative measures – candidate projects are ranked with CRRC scores, TransAction ranking, with Long Term Benefit analysis and the set of qualitative considerations represented as color grades. All these tables will be posted on NVTA's FY2024-2029 Six Year Program webpage, together with the two-pager Project Description Forms. Dr. Nampoothiri concluded the presentation with a schedule of upcoming milestones.
- Supervisor Walkinshaw asked to further explain the coordination and interaction with applicant staff during the development of these scores and metrics. NVTA staff clarified how applicants' staff were engaged during the determination of eligibility, and a series of meetings with each applicant occurred to better understand and analyze the candidate project and solicit feedbacks on analyses findings.

**IV. NVTA Update:** Ms. Backmon announced that NVTA's new address is 2600 Park Tower Drive, Vienna, and the next Authority meeting will be held in-person at this new office location. She then reminded committee members of the public comment period for the current FY2024-2029 SYP program, which is scheduled from March 28 to May 19, 2024, with a public hearing to be held at the start of May 9 Authority meeting. There is a toolkit available for all committee members regarding this public comment period to spread the words among Northern Virginia citizens.

#### **V. Adjourn**

- Mr. Jasper explained that there are no substantive updates or action items for the scheduled April meeting. Based on this information, Chair Colbert cancelled the April 24 meeting, and confirmed the May 22 meeting to be in-person. With that, the meeting was adjourned at 7:30 pm.

# FY2024-2029 Six Year Program

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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	<a href="#">City of Falls Church Signal Prioritization Project</a>	📶 🚗															25.70	9	653.57	1	
ALX-037	City of Alexandria	<a href="#">Smart &amp; Connected Vehicle Infrastructure</a>	📶 🚗 🚲 🚶 🦽															21.70	15	277.60	2	
PWC-042	Prince William County	<a href="#">Route 234 Operational Improvements</a>	📶															29.19	8	240.43	3	
FFX-138	Fairfax County	<a href="#">Seven Corners Ring Road Improvements</a>	🚗 🚲 🚶 🦽															66.61	1	114.19	4	
MAN-003	City of Manassas	<a href="#">Roundabout at Route 28 and Sudley Rd</a>	🚗 🚲 🚶 🦽															23.34	13	113.76	5	
VRE-017	VRE	<a href="#">VRE Backlick Road Station Improvements</a>	🚆 🚶															23.92	12	102.62	6	
ALX-032	City of Alexandria	<a href="#">South Van Dorn Street Bridge Enhancements</a>	🚗 🚲 🚶 🦽														Note A	38.61	2	33.00	7	
ALX-033	City of Alexandria	<a href="#">Alexandria Metroway Enhancements</a>	🚗 🚲 🚶 🦽															32.36	5	25.61	8	
CMP-001	City of Manassas Park	<a href="#">Route 28-Centreville Road Corridor Improvements</a>	🚗 🚲															15.59	21	24.75	9	
CFX-019	City of Fairfax	<a href="#">Old Lee Highway Multimodal Improvements</a>	🚶 🦽 🚲														Note B	13.38	23	24.56	10	
ALX-029	City of Alexandria	<a href="#">Safety Improvements at High-Crash Intersections</a>	🚶 🦽 🚲 🚶 🦽	ROW, CN														24.25	11	24.07	11	
PWC-040	Prince William County	<a href="#">Route 234 and Sudley Manor Drive Interchange</a>	🚗 🚶															37.41	3	23.29	12	
PWC-043	Prince William County	<a href="#">The Landing at Prince William Transit Center</a>	🚶 🚶															20.27	17	17.86	13	
LDN-034	Loudoun County	<a href="#">Route 15 at Braddock Road Roundabout</a>	🚗 🚶															15.86	20	16.34	14	
PWC-044	Prince William County	<a href="#">Triangle Mobility Hub and First/Last Mile Connection Improvements</a>	🚶 🚶															14.05	22	15.82	15	
ARL-022	Arlington County	<a href="#">Shirlington Bus Station Expansion</a>	🚶 🚶															18.54	18	14.52	16	
PWC-041	Prince William County	<a href="#">Route 234 Bicycle and Pedestrian Facility Over I-95</a>	🚶 🚶															4.36	24	13.59	17	
CFX-018	City of Fairfax	<a href="#">Northfax Network Improvements: Northfax East-West Road</a>	🚗 🚲 🚶 🦽															32.54	4	13.46	18	
LDN-029	Loudoun County	<a href="#">Old Ox Road Widening - Shaw Road to Oakgrove Road</a>	🚗 🚶															20.49	16	11.22	19	
FFX-136	Fairfax County	<a href="#">Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)</a>	🚗 🚶															16.45	19	8.35	20	
FFX-134	Fairfax County	<a href="#">Frontier Drive Extension and Intersection Improvements</a>	🚗 🚶 🚶															Note B	30.96	7	6.26	21
LDN-033	Loudoun County	<a href="#">Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard</a>	🚗 🚶															22.94	14	5.19	22	
FFX-135	Fairfax County	<a href="#">Route 7 Multimodal Improvements (I-495 to I-56)</a>	🚗 🚶 🚶															Note A	31.53	6	2.24	23
ARL-023	Arlington County	<a href="#">CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)</a>	🚶 🦽 🚶															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
<b>Mobility:</b> 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	
		C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
<b>Accessibility:</b> Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	D1. Quality of access to transit and the walk/bike network	15	
		D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes		
	<b>Resiliency:</b> 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**

THE COACHING TOOLS COMPANY.COM

# 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

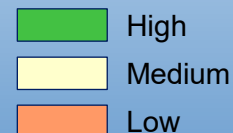


- Maximum points for each Core Value is 25.
- Three different reviewers score the projects separately.
- Take average of scores by the reviewers for the final score for each Core Value.
- Provide an additional point for applications that provided Core Value Statement (effort)
- Categorized projects based 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"><li>- Addresses SMART</li><li>- Details with supporting data on EEA population served tying in with connectivity to employment centers and other transportation systems</li><li>- Consistent with definition</li><li>- Scope is synergistic among Core Values</li><li>- Could have provided traveler origins; public engagement in different phases of the project</li></ul>	<ul style="list-style-type: none"><li>- Addresses some aspects of SMART</li><li>- Consistent with definition</li><li>- Scope is synergistic among Core Values</li><li>- Could have provided quantitative data on safety</li></ul>	<ul style="list-style-type: none"><li>- Addresses some aspects of SMART</li><li>- Consistent with definition</li><li>- Scope is synergistic among Core Values</li><li>- Moving people away from driving</li><li>- Didn't address all three pillars of sustainability fully</li></ul>



# Example



## Northfax Network Improvements

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

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

# Example



## Route 15 at Braddock Road Roundabout

- Four-legged roundabout, bike-ped facilities

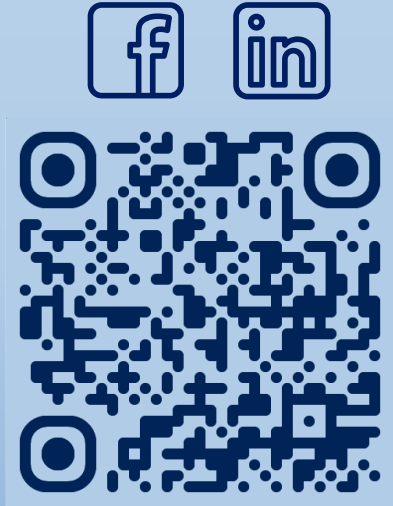
Equity	Safety	Sustainability
<ul style="list-style-type: none"><li>- Addresses some components of SMART</li><li>- Consistent with definition; some areas missing</li><li>- Scope is somewhat competing among Core Values (e.g. not clear how equity will be improved by safety features)</li><li>- Generic response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

# 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!



*Scan the QR code to connect with us*



## 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.<sup>1</sup>

### 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)<sup>2</sup> 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.

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

<sup>2</sup> [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.)