Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Monday, May 6, 2024, 5:00 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 Wilson

Action

II.	**Summary Notes of April 8, 2024, Meeting** *Recommended action: Approve meeting notes*	

Discussion/Information

III.	**FY2024-2029 Six Year Program Update**	Dr. Nampoothiri, 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 25, 2024, 5 p.m.

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[1] *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.*

PLANNING AND PROGRAMMING COMMITTEE
Monday, April 8, 2024 at 5:00 p.m.
Northern Virginia Transportation Authority
Hosted virtually via Zoom and streamed on YouTube.

MEETING SUMMARY

I.   **Call to Order/Welcome:**
   - Chairman Wilson called the meeting to order at 5:04 p.m.
   - Attendees: This meeting was hosted virtually via Zoom and streamed online via YouTube.
     o **PPC Members:** Mayor Wilson (City of Alexandria); Board Member de Ferranti (Arlington County), Mayor Olem (Town of Herndon) and Ms. Hynes (Governor's Appointee/CTB Member).
     o **NVTA Staff:** Monica Backmon (CEO); Keith Jasper (Principal); Sree Nampoothiri (Senior Manager), Hannah Pajewski (Regional Transportation Planner)
     o **Jurisdiction/Agency Staff:** None.
     o **Others:** None.

II.   **Action Items:**
   A. **Summary Notes of November 21, 2022, Meeting:** The November 21, 2022, Planning and Programming Committee meeting summary was unanimously approved.

III.   **Discussion Items:**
   A. **FY2024 Six Year Program Update:**
   - Dr. Nampoothiri presented an overview of the Six Year Program (SYP) process including:
     o Highlighting NVTA's Core Values.
     o Goals, objectives, and measures of NVTA's long-range multimodal transportation plan, TransAction.
     o Overview of the six adopted funding programs.
     o Overview of the Project Selection Process, including Eligibility, Congestion Reduction Relative to Cost (CRRC), TransAction Rating, Long Term Benefit, Qualitative Considerations, and Public Comments.
     o Sample Project Description Form.
     o A Summary of Applications.
     o The Current Six Year Program Schedule.
   - Dr. Nampoothiri provided the group with updates from the ongoing FY2024-2029 SYP. He elaborated on the performance-based planning and programming activities that are based on a holistic approach with both quantitative and qualitative metrics to make project funding recommendations.
   - Following Dr. Nampoothiri's discussion on the FY2024-2029 SYP Candidate Projects, Ms. Hynes asked to clarify the number of continuation projects. These

projects are noted within the Previous NVTA Funds column on the provided summary spreadsheet. There are five projects that are continuation projects (projects that received previous NVTA Regional Revenue funds) for this Six Year Program.

- Following Dr. Nampoothiri's discussion of the TransAction Rating for the FY2024-FY2029 SYP Candidate Projects, Ms. Hynes asked if the TransAction Rating measures had been used previously to this cycle, and what observations have been made throughout this cycle. Dr. Nampootiri explained that this is the second time these factors have been used for SYP evaluation. This rating was developed and used when preparing TransAction. He observed that in previous cycles, submissions for larger or mega projects usually earn higher scores because they have higher impacts on the region according to multiple measures. Mayor Wilson added clarification to Ms. Hynes' question explaining the judgement of the TransAction Rating rubric has a lot to do with the competition of the projects.

- In regard to NVTA's evaluation of alignment with the Core Values, Ms. Hynes asked if all localities could receive a high score (green) if they do not have an Equity Emphasis Area (EEAs) within their region. Dr. Nampoothiri explained that NVTA reviews EEAs and other aspects of equity such as transit connections and access to jobs. Members, including Mayor Wilson and Ms. Hynes, suggested sharing specific examples and steps to better understand how candidate projects are evaluated for Equity.

- Ms. Hynes brought up the need for understanding the overall planned investment strategy for a project, including other sources of funds. Dr. Nampoothiri explained how projects are looked at for their synergies with previous NVTA funding, other applications and projects, and funds from other sources as part of evaluation. Dr. Nampoothiri suggested that NVTA can complete this review more comprehensively in the future.

- Ms. Backmon stated that NVTA is currently in the public comment period for the FY2204-2029 SYP until May 19, 2024. As of last Friday, April 5, 2024, NVTA has received 42 comments. The Authority meeting on Thursday, May 9, 2024, will be the Public Hearing for the FY2024-2029 SYP. As of this meeting, there are no participants signed up to speak at the Public Hearing.

B. Preliminary Deployment Plan (PDP) for the Bus Rapid Transit (BRT) System:

- Mr. Jasper, Principal, Transportation Planning and Programming, presented on the following topics:
  o NVTA's Primary Responsibilities
  o BRT in Six-Year Program (SYP) and TransAction
  o Purpose of the Preliminary Deployment Plan
  o PDP-BRT Schedule and it's four phases
  o Phase 1 Approach

- Mr. Jasper explained that this Preliminary Deployment Plan is to bridge the gap between TransAction and the Six Year Program by creating a knowledge base/resource platform for local jurisdictions to seek Bus Rapid Transit (BRT) implementation funding from NVTA. He explained the nearly half a billion dollar investment NVTA has already made in five different BRT lines under development in Northern Virginia, and the BRT/High Capacity Transit projects worth approximately $10 billion included in TransAction. The PDP-BRT (Plan)

will include detailed analysis of ridership, congestion reduction impacts, operations, capital/operating costs, funding opportunities, governance considerations, etc. with public engagement throughout the process. He noted that the Plan development is currently in Phase 1 (data gathering) and future phases include Phase 2 (analysis), Phase 3 (public engagement) and Phase 4 (reporting). The Plan is expected to be adopted by the Authority in Fall 2025.

- Board Member de Ferranti asked how NVTA coordinates with regional jurisdictions, agencies and other organizations. Mr. Jasper explained that NVTA formed the BRT Planning Working Group (BRT PWG), which includes members from the Northern Virginia Region, Washington D.C., and Maryland, during TransAction. The BRT PWG has continued to be the central coordination group for the Preliminary Deployment Plan. Mr. Jasper discussed how NVTA acknowledges and uses work from other organizations, such as findings from studies by Washington Metropolitan Area Transit Authority (WMATA) and Northern Virginia Transportation Commission (NVTC). Board Member de Ferranti asked which Arlington County staff were members of Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the BRT WG. Mr. Jasper informed that Rich Roisman is the representative of Arlington County and leads RJACC. He also informed that Dan Malouf and several other members represent Arlington County within the BRT PWG.
- Ms. Hynes suggested a few individuals such as Jennifer DeBruhl, who is retiring from the Virginia Department of Rail and Public Transport (DRPT), that would be a good resource for NVTA to learn from regarding their involvement in BRT developments across the region and Commonwealth.
- Mayor Wilson discussed being careful of language used when discussing and advertising BRT. NVTA should keep in mind to not suggest that the only way BRT is successful is to connect within a network or a system of BRT. One BRT line does not have to connect to another BRT line, but it should connect to an area. The City of Alexandria has the first BRT line within the region, which connects to Arlington County. Mayor Wilson noted that it is an effective use of time for people to think of BRT within planning and acknowledged the benefits of investing in BRT.
- Ms. Hynes brought up a point regarding state funding and dedicated lanes for BRT. She discussed that BRT should respect already developed areas, historic towns and existing environments, and that BRT does not have to include dedicated bus lanes for every route. Mayor Wilson discussed that if dedicated lanes were required for BRT everywhere within the region, including those in the City of Alexandria, it could not be implemented.

IV.   NVTA Update:

- Ms. Backmon mentioned 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 on the first floor. Once NVTA's permanent office space is built, the meetings will be moved to the sixth floor. Ms. Backmon reminded the PPC members that NVTA's FY2025 budgets adoption is anticipated at the April 11, 2024, Authority meeting.

V.   Adjourn:

- The next meeting will be on May 6th, 2024, at 5:00 p.m. in person at NVTA Offices, 2600 Park Tower Drive, Vienna, VA.
- The meeting was adjourned at 6:00 p.m.

FY2024-2029 Six Year Program

Sree Nampoothiri, Senior Manager, NVTA

Planning and Programming Committee
May 6, 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	Other	TransAction project rating (incl. HB 599)	TransAction project rating rank (incl. HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in $1000's)	CRRC rank
CFC-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 (Phases for which there is still a funding gap: 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-66)	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

Additional column headers: 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) / Continuation Jurisdiction Projects /Agency; 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 (Equity, Safety, Sustainability); Long Term Benefit.

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	🌱 (Sustainability)
		A2. Total Person-Hours of Delay on Transit	10	⚖ (Equity)
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	🌱 (Sustainability) 👷 (Safety)
		B2. Transit person-miles in dedicated/priority ROW	10	⚖ (Equity) 🌱 (Sustainability)
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	🌱 (Sustainability)
		C2. Access to jobs by car, transit, and bike for EEA populations	10	⚖ (Equity)
	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	⚖ (Equity) 🌱 (Sustainability) 👷 (Safety)
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	👷 (Safety)
	F. Reduce transportation related emissions	F1. Vehicle Emissions	10	⚖ (Equity) 🌱 (Sustainability)
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	⚖ (Equity) 👷 (Safety)

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 <u>minimizes fatalities and severe injuries</u>, while <u>increasing safe, healthy, and equitable mobility</u> for all. It also addresses community <u>perceptions of safety</u>.

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 <u>economic, environmental, and social impacts</u>, 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)

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

Legend:
- High (green)
- Medium (yellow)
- Low (orange)

Note: No application is scored low

Example

VRE Backlick Road Station Improvements
- Extend VRE platform to accommodate 8-car trains

Equity	Safety	Sustainability
- 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	- Addresses some aspects of SMART - Consistent with definition - Scope is synergistic among Core Values - Could have provided quantitative data on safety	- 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
- 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	- Addresses some components of SMART - Consistent with definition; some areas missing - Implicit benefits - Could have provided quantitative data on safety	- 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
- 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	- Addresses some components of SMART - Consistent with definition - Scope directly addresses several safety features - Existing crash hot spot - Provided data	- 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!
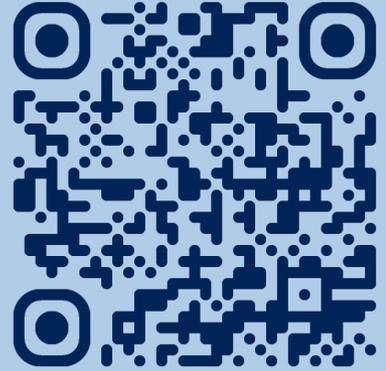
Scan the QR code to connect with us

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.[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.

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[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.