



TECHNICAL ADVISORY COMMITTEE

Wednesday, October 20, 2021, 7:00 pm

Live-streamed on [YouTube](#)

MEETING SUMMARY

I. Call to Order/Welcome

- Chairman Boice called the meeting to order at 7:01 pm at the NVTA Office.
- Attendees:
 - **Members:** Randy Boice, Karen Campblin, Armand Ciccarelli, Amy Morris, Frank Spielberg, Pat Turner, Dr. Shanjiang Zhu.
 - **NVTA Staff:** Monica Backmon, CEO; Dr. Sree Nampoothiri, Senior Transportation Planner; Mackenzie Love, Regional Transportation Planner
 - **Consultants:** Tom Harrington & Dalia Leven (Cambridge Systematics)
 - **Others:** On YouTube live stream.

II. Summary of September 29, 2021, Meeting

- The motion to accept the meeting summary was approved unanimously.

III. TransAction: Goals, Objectives and Performance Measures

- Dr. Nampoothiri opened this discussion with an overview of work the Committee and NVTA have undertaken on TransAction thus far. He noted that the content presented in this meeting represents a combination of all of these efforts, but that Committee members are welcome to continue to make suggestions or recommendations for changes.
- Ms. Leven presented the suggested goals, objectives and performance measures, highlighting any changes made per feedback from NVTA committees:
 - i. Goals
 1. She highlighted a need to more clearly distinguish between goals and core values. For this reason, she explained goals as “what we want to achieve” and core values as “how we want to achieve them”.
 - ii. Objectives and Performance Measures
 1. Most changes suggested focuses on the measures, not the objectives themselves. Several suggested changes were considered, but not all were incorporated, and in these cases justification for that decision was provided. The most significant incorporated changes include:



- a. Relocating the emissions reduction objective from the Mobility goal, to the Resiliency goal.
 - b. Slight changes to the language used to describe measures, to make the content more understandable.
 - c. Adding bicycle accessibility to objective C, Improve Access to Jobs.
 - d. Adding a method of analyzing non-motorized projects, or aspects of projects, to the Mobility goal.
- Ms. Leven also reported on how the goals, objectives and performance measures, as suggested, align with NVTA's core values of equity, sustainability and safety. She noted that each core value is represented in each of the goals.
 - After the conclusion of the presentation, Ms. Turner made a motion to recommend the Authority adopt the goals, objectives and performance measures. Ms. Morris seconded the motion, and it was then passed unanimously by the Committee.

IV. TransAction: Interim Findings from the Online Survey

- Mr. Harrington provided a summary of the 2021 TransAction Survey. He highlighted that there were 2,318 participants and that the survey was available and completed in English, Korean and Spanish. (He did note that the survey did not apply a random sample recruitment method, and thus the sample is not statistically representative of the NVTA region.)
 - i. Survey participation was encouraged through the NVTA website and social media outlets, pop-up events, geofenced ads and stakeholder outreach.
 - ii. Mr. Harrington indicated that the core of the NVTA region (Arlington County and the Cities of Alexandria and Falls Church) was overly represented in the survey sample, while the outer areas (Counties of Loudoun and Prince William; Cities of Manassas and Manassas Park) were undersampled and noted that some responses were also received from outside the region. Low-income individuals and minorities were also underrepresented, but the elderly were overrepresented.
 1. Ms. Turner asked how responses from outside the region differed from those inside the region, noting that many people commute to this area from Fredericksburg and West Virginia.
 2. Mr. Harrington said it may be possible to compare survey responses to understand this topic.
 - iii. Mr. Harrington then briefly explained each of the following results of the survey:



1. Approximately one third of respondents anticipate changing their travel behavior after the pandemic. This was least likely among persons who bike or walk to commute.
2. Trip distance (76%), travel time reliability (60%), traffic congestion (51%), and access to frequent transit (49%) were the factors most likely to influence mode choice. Additionally, only 12% of respondents reported that they were not interested in trying transit.
3. Respondents were more likely to consider using an Electric Vehicle (EV) once there is more readily available infrastructure (64%) and once the price is similar or lower than the price of a gasoline-powered car (58%). Separately, they were more likely to use an Automated Vehicle (AV) once they had confidence that AVs were safe (61%).
4. Respondents were asked about their transportation priorities and how they would recommend allocating resources. Both of these sets of responses were influenced by where the individual lived.
 - a. Overall, “more transit, walking and biking options” was ranked as the top priority. This was also the top priority for the inner jurisdictions, but those in the outer jurisdiction identified “reduce traffic congestion” as their top priority.
 - b. Overall, rail projects received the most suggestions for resource allocation. This was also the top priority for the inner jurisdictions. Fairfax County and Fairfax City respondents allocated resources evenly between roadway and rail, and respondents from outer jurisdictions allocated the most resources to roadway construction and improvement.

V. TransAction: Preliminary Discussion on Weightings for Performance

- Dr. Nampoothiri described the process that will be undertaken to establish weightings for performance measures:
 - i. The weights suggested by each committee in November will be averaged and rounded to the nearest 5%. The averaged weights, along with sums of these for each core value, will be presented to the NVTA Authority in December. The Authority may accept or modify these recommendations prior to approval.



- Dr. Nampoothiri then shared a chart that illustrated how results from the TransAction survey could inform considerations of performance measure weightings.
 - i. Dr. Zhu asked how these would be applied to the Committee’s decision process?
 1. Dr. Nampoothiri said that this information was provided as a point of reference, to consider alignment with public sentiment, but that this committee’s recommendations should be primarily based on their technical expertise.
 - ii. Mr. Frank Spielberg asked if it would be possible to use different weights for different areas of the region, given the discrepancies in their indicated priorities?
 1. Ms. Leven indicated that these were system-wide metrics.
 2. Ms. Backmon added that NVTA’s charge is to go beyond boundaries and pursue a regionally consistent approach, a sentiment that Chair Boice agreed.
 - iii. Mr. Spielberg requested that the Committee members be provided with weights from the preceding TransAction, to inform their considerations, and Dr. Nampoothiri committed to share that information.
 - iv. Chair Boice reminded the Committee that NVTA’s enabling legislation places great emphasis on congestion reduction and suggested that priority be reflected in weighting.

VI. NVTA Update

- Ms. Backmon announced that Chairman Boice would be presenting a Committee update to the Authority during their November meeting, and that the Chair of the Planning Coordination Advisory Committee would do the same in December.
- She also informed the Committee that a call for projects for the last Six Year Program to be conducted before the adoption of TransAction update, closed on October 1st. NVTA Staff are currently reviewing the submissions, which totaled \$1.3 billion in requests.
- Mr. Backmon indicated that NVTA’s Legislative Program for the coming year is under development. Restoration of \$38.5 million dollars of funding will be the top priority.

VII. Adjournment

- The meeting adjourned at 8:10 pm. The next meeting date is November 22, 2021.