

TECHNICAL ADVISORY COMMITTEE

Wednesday, September 17, 2025

7:00 p.m. EDT

This meeting was held virtually through Zoom and livestreamed via YouTube

MEETING SUMMARY

1. Call to Order/Welcome

- ✓ The meeting was conducted virtually. Chair Boice called the meeting to order at 7:01 p.m.
- ✓ **Attendees:**
 - **TAC Members:** Chair Randy Boice, Karen Campblin; Michelle Cavucci; Armand Ciccarelli; Kariann Masters; Amy Morris; Frank Spielberg; Shanjiang Zhu.
 - **NVTA Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Amanda Sink, Project Delivery / Grants Manager; Alyssa Beyer, Regional Transportation Planner.
 - **Others:** No others attended this meeting.

2. Summary Notes of June 18, 2025, Meeting

- ✓ A motion to approve the summary notes of the January 15, 2025, meeting was made by Ms. Morris and seconded by Dr. Zhu. The motion passed unanimously.

3. NVTA's Five-Year Strategic Plan Update

- ✓ Ms. Sink stated that the Strategic Plan will take the overarching strategy to maintain and enhance performance of NVTA's primary responsibilities while addressing other urgent and unmet regional transportation needs. She reminded the TAC that the NVTA Vision, Mission, Core Values, and four Goals for the 2025 Five-Year Strategic Plan were approved by the Authority on May 8, 2025.
- ✓ She covered draft Strategies for each of the four Goals and explained their relevance to NVTA's current and planned initiatives.
- ✓ Ms. Sink explained that Strategies are very high-level to provide flexibility over the next five years. The Metrics will be provided during annual updates in order to quantify NVTA's work toward each Strategy and Goal.

- ✓ Full NVTA adoption of the Five-Year Strategic Plan is tentatively planned for the fall.
- ✓ Ms. Cavucci asked if NVTA had not yet been involved in federal grants, and if those would only be for regional projects or broader projects. Ms. Sink responded that federal grants are a new space for NVTA. The strategy is intentionally broad to allow NVTA to respond toward applying to state and federal grants as needed and to not be in competition with other jurisdictions.
- ✓ Ms. Campblin asked if there was a plan to inform localities of NVTA's support during grant applications and for technical assistance. Ms. Sink stated that these strategies have already been briefed at the Regional Jurisdiction and Agency Coordination Committee (RJACC) meeting and that NVTA staff work consistently with RJACC and jurisdictions to offer assistance as needed.
- ✓ Dr. Zhu asked if the increased capacity for developing data analytic capabilities would be in-house or external. Ms. Sink responded that there would be significant collaboration with other agencies as needed, such as the Virginia Department of Transportation (VDOT) and Transportation Planning Board (TPB), but anticipates continuing to build NVTA's in-house capabilities to bridge the gap in providing more Northern Virginia specific or jurisdictional support. Mr. Jasper indicated that NVTA has had slow growth in this area, and that NVTA is looking to grow staff capabilities in data analytics and modeling.

4. Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure

- ✓ Mr. Jasper shared that in March, NVTA received a formal request from the Chairs of the Virginia House and Senate Transportation Committees to review the findings of the 2024 VDOT Northern Virginia Bicycle and Pedestrian Network Study and to make recommendations on regional funding options.
- ✓ He provided information on project goals, methods, scope, timeline, and stakeholders involved. Mr. Jasper also described work to date, including two regional coordination meetings, review of existing funding sources, and exploration of potential funding strategies. Findings to date include the difficulty of both identifying funding for construction and maintenance and securing funding for maintenance. Stakeholders shared that revenue

magnitude and pathway to implementation were the most important evaluation criteria.

- ✓ Mr. Jasper shared that consideration for approval by the Authority is anticipated for November, with final submission to the House and Senate Transportation Chairs in January. The TAC should expect NVTA staff to seek endorsement on a document outlining NVTA's process and recommendations at the October meeting.
- ✓ Ms. Cavucci expressed support for the project and asked if the 2024 VDOT study included a map of the missing links in the bike/ped network. Mr. Jasper confirmed that it did. Ms. Cavucci asked how the 2024 study was connected to the current project, and Mr. Jasper said it served as a springboard and a tool for setting parameters on scope, context on the need, and more. In addition, the background technical work is helpful in NVTA's analysis.
- ✓ Mr. Spielberg asked if "transit occupancy tax" on the funding sources slide should perhaps read "transient occupancy tax". Mr. Jasper said he would check.
- ✓ Dr. Zhu asked if the study would impact NVTA's approach in project evaluation, as there is not currently a bike/ped modeling aspect. Mr. Jasper clarified that it is not going to impact the ongoing Six Year Program evaluation process. While some findings may be relevant to future rounds of the SYP, that is not the intent of this study and is outside the scope of the current project.

5. Six Year Program Update

- ✓ Mr. Jasper shared that the deadline for the FY2026-2031 SYP application process was August 1, 2025. NVTA received 27 applications from 8 applicants, with 13 of the applications requesting support for bike/ped projects, 6 for roadway projects, 3 for interchange/intersection, 3 for bus/Bus Rapid Transit (BRT), and 1 each for rail and technology projects. The total request is for approximately \$1.3 billion, and the total project cost associated with the request is \$2.3 billion.
- ✓ Staff members are currently confirming eligibility and understanding of the projects before further evaluation and modeling occur.
- ✓ Ms. Morris asked if applications were closed, which Mr. Jasper confirmed. Applicants must submit governing body resolutions by October 31, 2025. Any project without a governing body resolution by that date will be excluded from further consideration.

- ✓ Ms. Morris wondered if the funding request is higher than usual. Mr. Jasper said that the funding request seems large this year, and NVTA has yet to see what revenue will be available to allocate to those requests, noting it is likely to be a competitive program.

6. NVTA Update

- ✓ Mr. Jasper invited the Committee to the NVTA's second annual State of the Region's Transportation event on October 22, 2025. He recommended that members register soon, and Ms. Beyer shared that the event registration is already half full.

7. Adjourn

- ✓ Mr. Jasper reminded committee members that because this meeting was held virtually, in order to remain in compliance, the October meeting must be held in person.
- ✓ The meeting was adjourned at 7:57 p.m.
- ✓ The next meeting is scheduled for October 15, 2025, at 7:00 p.m. in person at the NVTA Offices.