

TRANSPORTATION TECHNOLOGY COMMITTEE

Tuesday, January 27, 2026 at 9:00 a.m.

Due to inclement weather, this meeting was held virtually on Zoom and livestreamed via [YouTube](#).

MEETING SUMMARY

1. Call to Order/Welcome

- ✓ The meeting was conducted on Zoom only. Chair Snyder called the meeting to order at 9:01 a.m.
- ✓ **Attendees:**
 - **TTC Members:** Chair David Snyder (City of Falls Church Councilmember); Del. Margaret Franklin (Virginia House of Delegates); Ann McGrane (Northern Virginia Transportation Commission); Bob Schneider (OmniRide); Hillary Orr (City of Alexandria); Matt Nice (Virginia Tech Transportation Institute); Angie De La Barrera (Arlington County); Brad Stertz (Audi / VW Group & PAVE) and Hari Sripathi (Virginia Department of Transportation) attended.
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Senior Manager, Transportation Planning and Programming); Griffin Frank (Regional Transportation Planner); Starla Couso (Manager, Transportation Planning & Programming); and Tara Dunion (Executive Assistant) attended.

2. Summary Notes of September 30, 2025 Meeting

- ✓ The committee approved the summary notes of the September 30, 2025 meeting.

3. Confirmation of the CY2026 Meeting Calendar

- ✓ The committee approved the 2026 meeting calendar after there were no conflicts among members.

4. Member Introductions

- ✓ Participants introduced themselves, representing private industry, local jurisdictions, academia, regional and state agencies.
- ✓ Committee members emphasized the importance of regional coordination, minimizing duplicative efforts, and ensuring technology interoperability.

5. Transportation Technology Committee (TTC) Focus Areas

a) Quick Review of Previous TTC Guidance

- ✓ Mr. Jasper provided a recap of prior TTC efforts, noting that NVTA previously developed a Transportation Technology Strategic Plan (TTSP) and identified roles for NVTA staff and the Authority to help advance its implementation. Technology initiatives should be evaluated based on how well they support NVTA's vision and goals for the region.
- ✓ Nine Focus Areas were identified. NVTA will lead the following four areas:
 1. Regional Technology Coordination and Procurement Strategies
 2. Active Transportation
 3. Smart Signals
 4. Automated Traffic Enforcement (ATE)
- ✓ The other five areas where NVTA will support and collaborate with ongoing efforts led by others include:
 5. Transit Technology Integration
 6. Predictive Safety Analytics
 7. Autonomous Vehicle (AV) Regional Readiness and Coordination
 8. Dynamic Curbside Management and Parking
 9. Artificial Intelligence and Cybersecurity Education
- ✓ NVTA's role will be to provide a regional perspective, helping to identify opportunities for coordination and compounding benefits across jurisdictions, while respecting ongoing local and state initiatives.

b) Proposed Development Approach

- ✓ Mr. Jasper described the development approach that NVTA staff will use across its Focus Areas, recognizing that details will vary by Focus Area. The approach includes four main phases:
 - Discovery
 - Data Collection and Analysis
 - Development of Deliverables
 - Action and Integration
- ✓ This approach will produce actionable outcomes from each of the Focus Areas. There are clear roles for both NVTA staff and TTC members throughout the process. Specific deliverables and actions will be defined and informed by ongoing input and feedback from TTC members.

c) Discussion on Focus Area #1: Regional Technology Coordination and Procurement Strategies

- ✓ Mr. Frank introduced the Regional Technology Inventory (RTI) map as a working tool developed to support the committee by capturing and visualizing transportation technology projects across the region. Mr. Frank walked through the map and its contents. At its current stage, the map

includes NVTAF-funded projects through both Regional Revenue (70%) and Local Distribution (30%) funds. It serves as a baseline for what will eventually be a complete inventory when more data is collected.

- ✓ The intent is to build on prior efforts, such as the Transportation Planning Board's (TPB's) Technology Inventory Survey, by providing a more dynamic, geographic, and project-level view that can be updated over time. As additional data is collected from jurisdictions, the map will become more useful in identifying patterns, gaps, overlaps, and opportunities for regional coordination.
- ✓ Ms. Orr suggested adding brief project descriptions, incorporating filtering by technology type (e.g., parking, transit), and refining data fields for user-friendliness. She also raised the potential to coordinate with existing jurisdictional data layers and asked what the appropriate level of detail for mapping projects is.
 - Mr. Frank responded that he would accept any jurisdictional data that they can share. It can be narrowed down later as needed to be user-friendly.
- ✓ Mr. Stertz asked if the map is publicly available and expressed his desire for it to eventually be public. Mr. Frank responded that at this time, it is internal to only NVTAF staff with hopes to be accessible by the TTC and then eventually to the public if the committee agrees to that.
 - Mr. Frank shared that he would be sending members the RTI map data collection spreadsheet for them to fill in their own transportation technology project information soon.
- ✓ Mr. Jasper noted that NVTAF currently has limited visibility into how transportation technologies are procured across jurisdictions. He stated the importance of understanding existing procurement practices. This information would help identify opportunities for coordination or clarify constraints that limit shared procurement approaches.
- ✓ Ms. Orr added that procurement should be treated as a separate effort from the RTI map, suggesting the development of a resource or document outlining technologies, contract mechanisms, and vendor information. She noted that many jurisdictions rely on cooperative contracts and expressed interest in creating standardized procurement language and potentially an internal resource for sharing vendor assessments and experiences.
- ✓ Dr. Schneider explained that different funding and replacement timelines across agencies make it difficult to coordinate procurement, since agencies often need to purchase technology at different times. He noted that regional

coordination works best when funding is aligned so agencies can procure together. He also emphasized the need for flexibility, as agencies vary in size, needs, and budgets, so a one-size-fits-all solution is difficult.

- ✓ Ms. McGrane noted that while coordination efforts like shared contracts (e.g., for fareboxes) have been successful, most transit agencies rely on statewide or cooperative contracts. She agreed that differences in agency needs and technical specifications make coordination challenging.
- ✓ Dr. Schneider explained that varying equipment lifecycles and federal requirements make it difficult to align procurement timing, which can limit opportunities for coordinated investments. He also noted that contract structures, not the technology itself, can be the primary barrier to advancing transit technology.
- ✓ Ms. Backmon agreed with Ms. Orr that procurement discussions should be treated separately from the RTI map. She noted the importance of keeping the map public-friendly by avoiding overly detailed information. She informed the committee that regional staff should be thinking about technology projects to include in TransAction. She emphasized VDOT's role in transportation technology and the need to ensure coordination across agencies and jurisdictions.
- ✓ Mr. Jasper brought up discussion questions regarding regional technology coordination within the next few years.
- ✓ Ms. Orr highlighted ongoing projects in Alexandria, including transit signal priority (TSP) upgrades, smart intersections, adaptive signal corridors and parking technologies that include a digital curb inventory. She shared Alexandria's use of near-hit data from smart intersection technologies to analyze opportunities for improved safety. She said that roadway characteristics like design, volumes and injury data are critical for identifying where to prioritize safety improvements.
- ✓ Ms. De La Barrera highlighted several projects in Arlington, including a performance parking pilot with real-time occupancy and variable pricing, a personal delivery device pilot, automated speed enforcement in school zones, a cloud-based transit signal priority project along Langston Boulevard, and real-time transit information signs at ART (Arlington Transit) bus stops.
- ✓ Dr. Schneider highlighted OmniRide's focus on partnering with other agencies to advance technological deployments, including shared procurements, microtransit services, and mobile ticketing solutions that improve customer experience.

- He noted challenges with integrating transit technologies on roadways controlled by VDOT, particularly with signal timing, and emphasized the need for better coordination between roadway and transit systems.
- He mentioned that statewide contracts provided by DRPT and VDOT help streamline procurement and can naturally encourage regional coordination.
- ✓ Mr. Sripathi highlighted that State contracts include cooperative procurement clauses, allowing any Virginia jurisdiction to purchase the same traffic signal controllers and central systems. Going through VDOT's state contract is beneficial for future upgrades to these devices as they would not require additional costs from localities. He also emphasized the ongoing highly collaborative Regional Multimodal Mobility Program (RM3P) that includes data-exchange platform, AI-based decision support systems, commuter parking information services, and dynamic incentivization.
 - He shared that VDOT is working with federal partners to standardize data sharing for automated vehicles and is actively deploying and testing emerging technologies. He mentioned the importance of evaluating technologies like AI and cybersecurity to understand how data is used and to establish safeguards. He encouraged agencies to define clear guardrails and policies to ensure responsible and secure technology deployment.
- ✓ Mr. Jasper concluded that NVTA will begin the discovery and data collection phase and plans to share a summary of findings at the next meeting for further input before advancing. NVTA staff will be corresponding with members soon on their input regarding Focus Area #1. He noted that NVTA will coordinate with the regional jurisdiction and agency coordination (RJACC) group for relevant information as needed and return in April with a summary of findings for review and refinement.

6. NVTA Updates

- ✓ Ms. Backmon reiterated the TransAction project list update will be starting soon and NVTA staff will be in contact with jurisdictional staff to acquire project information.

7. Adjourn

- ✓ The meeting was adjourned at 10:31 a.m.
- ✓ The next meeting will be held on Tuesday, April 28, 2026, at 9:00 a.m. at NVTA's office.