

## **Technical Advisory Committee Meeting**

Wednesday, March 18, 2026

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

*This meeting will be held in person and livestreamed via YouTube.*

### **AGENDA**

- 1. Call to Order** Chair Boice

#### **Action Items**

- 2. Summary Notes of the February 18, 2026, Meeting** Chair Boice

*Recommended Action: Approve Meeting Notes*

#### **Discussion / Information Items**

- 3. FY2026-2031 Six Year Program Update:  
Evaluation Results** Dr. Nampoothiri, Senior Manager
- 4. NVTA Update** Ms. Backmon, CEO
- 5. Adjournment** Chair Boice

#### **Next Meeting:**

Wednesday, April 22, 2026

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

## TECHNICAL ADVISORY COMMITTEE

Wednesday, February 18, 2026

7:00 p.m. EDT

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

*This meeting was held in person and virtually via Zoom and livestreamed via YouTube.*

### MEETING SUMMARY

#### 1. Call to Order/Welcome

- ✓ The meeting was held in person and virtually via Zoom. Chair Boice called the meeting to order at 7:00 p.m.
- ✓ **Attendees:**
  - i. **Technical Advisory Committee (TAC) Members:** Chair Randy Boice, Karen Campblin (virtual due to illness); Armand Ciccarelli; Amy Morris; Frank Spielberg; Shanjiang Zhu.
  - ii. **Northern Virginia Transportation Authority (NVTA) Staff:** Sree Nampoothiri, Senior Manager, Transportation Planning & Programming; Alyssa Beyer, Regional Transportation Planner
  - iii. **Others:** None

#### 2. Summary Notes of October 15, 2025, Meeting

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

#### 3. 2026 Meeting Calendar

- ✓ Dr. Nampoothiri highlighted that the proposed May 27 meeting is one week later than the usual TAC schedule, as the tentative end date for public comments for the Six Year Program (SYP) is on May 17. Moving the meeting will allow NVTA staff time to review and analyze the comments before sharing findings with the committee.
- ✓ A motion to approve the 2026 meeting schedule was made by Ms. Morris and seconded by Mr. Ciccarelli. The motion passed unanimously.

#### 4. FY2026-2031 Six Year Program Update: The Process

- ✓ Dr. Nampoothiri refreshed TAC members on the process of the SYP in advance of bringing the evaluation results to the committee next month. He described NVTA's primary responsibilities to plan and fund regional transportation projects and explained that the SYP allocates out-year funding for two years. He explained this cycle is expected to include approximately \$700 million in revenues for allocating to projects.
- ✓ For projects to be eligible for SYP funding, the project must be listed within the long-range plan, TransAction. Dr. Nampoothiri described the 10 performance measures

included in the current TransAction plan to ensure that projects align with NVTA's goals, objectives, and core values.

- ✓ The project selection process includes four components:
  - i. Eligibility includes verification of the related TransAction ID numbers and project descriptions, confirmation of project location, and receipt of governing body resolutions. All 27 applications from this round passed eligibility screening.
  - ii. Quantitative Analyses include consideration of Congestion Reduction Relative to Cost (CRR), TransAction project ratings (formerly HB 599 (2012), and Long-Term Benefit (LTB).
    - 1. NVTA is legislatively mandated to prioritize projects based on CRR, which is calculated as cumulative person hours of delay divided by total project cost. Benefits are determined for model runs in two years, 2030 and 2045, with both a no-build and a build network. Reduction values are extrapolated from the expected project completion year to the horizon year 2045 and summed for each year.
      - a. Mr. Spielberg asked how bicycle and pedestrian projects, which do not easily translate into congestion reduction, are considered. Dr. Nampoothiri responded that, as models do not often explicitly consider bicycle and pedestrian impacts on congestion, NVTA considers the surrounding environment and trips in a project area's walkshed or bikeshed, compares it with national trends, and determines a rate of use and potential vehicle reduction from those data.
      - b. Mr. Spielberg asked how CRR is calculated for technological improvements like transit real-time information (RTI) systems. Dr. Nampoothiri stated that RTI system improvements are expected to increase ridership through decreasing wait times and improving trip planning for passengers.
    - 2. Dr. Nampoothiri explained that eligible projects are evaluated through a single model run for 2045 for TransAction rating. Values for the 10 performance measures are calculated and normalized with scores from 0 (lowest) to 100 (highest) and all intermediary projects scores are weighted between those values.
    - 3. Next Dr. Nampoothiri described Long-Term Benefit (LTB). The Code of Virginia requires that, over the long term, the allocation of benefit to member jurisdictions must be approximately equal to the share of the revenues attributed to each of the nine member jurisdictions. Principles for the LTB determination strategy were approved by the Authority in 2014 from the recommendations of a dedicated working group.
      - a. Historic and projected revenue shares are balanced with the two benefit components, based on the physical location of each funded project and on the geographic distribution of each project's transportation impact in person hours of delay.

- b. There is no guarantee that LTB imbalances will be eliminated in any single SYP update cycle, as NVTA must consider total project impact on the region and provide funding accordingly. NVTA will not necessarily fund a low-performing project simply because it is from a jurisdiction with a below-share value of LTB.
  - c. Qualitative considerations include past performance, previous NVTA allocation, funding gaps, committed sources of external funding, alignment with core values, and geographic/modal balance. Results for each item are placed into general categories of low, medium, or high. In the current SYP cycle, NVTA required applicants to submit statements on how projects relate to NVTA's core values.
  - d. Lastly, NVTA staff consider the results of public comment before developing funding recommendations.
- ✓ NVTA has finished the first three steps of evaluation. Project descriptions and analytical results along with public comments will be provided at a later date, but Dr. Nampoothiri provided a summary of the 27 applications received by NVTA.
  - i. Mr. Spielberg asked if the funding amount for this cycle is finalized. Dr. Nampoothiri stated that it is not finalized but is expected to be around \$700 million. The total request is \$1.26 billion so not all projects can be funded through this SYP.
  - ii. Three of the projects are continuation projects, which are projects that have previously been awarded funds through the SYP.
  - iii. Arlington County has submitted 13 applications which account for nearly half the applications, but less than 10% of the total funding request.
  - iv. This application cycle includes a more diverse modal mix than previous cycles, especially in Bus/Bus Rapid Transit (BRT) and bike/pedestrian projects.
- ✓ Regarding next steps, NVTA will finish finalizing evaluations this month and will bring those evaluations to the TAC, the Planning Coordination Advisory Committee, and the Planning and Programming Committee during their March meetings. After approval by the Authority, NVTA will release the candidate project list and evaluations for public comment in April. NVTA will release project recommendations for review and endorsement to the committees in June and to the Authority for final approval in July.
- ✓ The Committee entered discussion on the briefing.
  - i. Dr. Zhu requested that axis titles be added to the graph depicting example LTBs for clarity. Dr. Nampoothiri stated that he would look into it but asked the TAC to keep in mind that this graphic is an illustrative example of how LTB is calculated.
  - ii. Dr. Zhu asked how small trips within a Trip Analysis Zone (TAZ) are calculated, as they are not in the Transportation Planning Board's (TPB) previous planning model. Mr. Spielberg stated that intrazonal numbers were probably generated by the model but not assigned to a jurisdiction. Dr. Zhu stated that if the

numbers were not assigned, they could not be attributed to a jurisdiction's LTB. Mr. Spielberg stated that some other MPOs include intrazonal travel time based on the size of a TAZ but those are also not assigned to the network. Dr. Nampoothiri responded that he would check on how these trips are assigned and get back to the Committee.

- iii. Dr. Zhu also stated that the TPB's new activity-based model would be very different than the trip-based planning model currently utilized by NVTA. Dr. Nampoothiri clarified that NVTA is aware that TPB is finishing beta testing on the activity-based model within the next few months. Using the activity-based model would take substantially more resources (including hardware, software, and staff time), which NVTA currently does not have. TPB will continue to support the trip-based model for several years, but NVTA will consider building capacity for when support for the trip-based model is discontinued. NVTA must evaluate project impacts at the link level to determine congestion reduction, which is not adequately covered by a trip-based model like CUBE. As such, NVTA currently uses the mesoscopic model DTALite in combination with CUBE. NVTA is monitoring the development of model availability and determining a strategy to meet emerging needs.

## 5. NVTA Update

- ✓ Dr. Nampoothiri provided the NVTA update. The last Authority meeting on February 12 included the awarding of the TransAction and SYP update contract to ICF. Mr. Spielberg asked which other lead firms submitted proposals, and Dr. Nampoothiri responded that other lead firms included Kimley-Horn, Cambridge Systematics, and ATCS. The project kickoff will start in March. As part of this contract, NVTA is also advancing further work on the BRT Action Plan, including refining routes, funding, and operations.
  - i. Dr. Zhu asked how the current BRT segments are performing compared to the estimations in the BRT Action Plan. Dr. Nampoothiri stated that Metroway is currently the only operational route and is working on an extension. NVTA cannot compare actual and model performance until that extension is operational. The other routes supported by NVTA are performing well in the model-based analysis.
- ✓ Upcoming Authority items next month include approval of the SYP public hearing date and recommendation of draft allocations for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds to the CTB.
- ✓ NVTA's Transportation Technology Roundtable is on March 25. Dr. Nampoothiri reviewed the program and encouraged TAC members to register if they wish to attend.

## 6. Adjourn

- ✓ The meeting was adjourned at 7:52 p.m.
- ✓ The next meeting is scheduled for March 18, 2026, at 7:00 p.m. in person at the NVTA Offices.