

## **TRANSPORTATION TECHNOLOGY COMMITTEE**

Tuesday, June 17, 2025

9:00 a.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

*This meeting was held in person, virtually on Zoom and livestreamed via [YouTube](#).*

### **MEETING SUMMARY**

#### **1. Call to Order/Welcome**

- ✓ The meeting was conducted in-person. Chair Snyder called the meeting to order at 9:03 a.m.
- ✓ **Attendees:**
  - **TTC Members:** Chair David Snyder (City of Falls Church Councilmember); Richard Mudge (Compass Transport and Tech); Reginald Viray (Virginia Tech Transportation Institute [VTI]); Michael Garcia (Fairfax County Department of Transportation); and Mike Fontaine (Virginia Transportation Research Council [VTRC]) participated virtually. Supervisor Walter Alcorn (Fairfax County Board of Supervisors); Hari Sripathi (Virginia Department of Transportation [VDOT]); Andrew Burke (Metropolitan Washington Council of Governments/Transportation Planning Board [MWCOT/TPB]); Angie De La Barrera (Arlington County); Hillary Orr (City of Alexandria); and Brad Stertz (Audi/Wolkswagen) attended in-person.
  - **NVRTA 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 (Regional Transportation Planner); and Alyssa Beyer (Regional Transportation Planner) attended in-person.

#### **2. Summary Notes of September 27, 2023, Meeting**

- ✓ A motion to accept the summary notes of the September 27, 2023, meeting was passed unanimously.

#### **3. Member Introductions**

- ✓ Participants introduced themselves, representing regional and state agencies, local jurisdictions. and private industries.

- ✓ Two new members were introduced: Ms. Orr from Alexandria and Ms. De La Barrera from Arlington.

#### **4. NVTA's Role in Transportation Technology**

- ✓ Mr. Jasper provided a historical overview of the Transportation Technology Committee's (TTC) formation and accomplishments, including the original charge of the TTC: to prepare a Transportation Technology Strategic Plan (TTSP) for Northern Virginia.
  - The TTSP, composed of eight strategies, was originally approved by the Authority in May of 2021. In September of 2023, modifications were made to two strategies and added a ninth strategy (Enhance Mobility in the Region through Innovation and Emerging Technologies in Transit).
  - Mr. Jasper remarked on NVTA's role in the TTSP of outreach and education. Through virtual Lunch & Learn sessions and the NoVA Transportation Roundtable, staff host virtual and in-person events that highlight emerging technologies in the region. Staff also produce a technology-focused newsletter called Driven By InNoVation.
- ✓ Mr. Jasper noted key topics from the last TTC meeting, including the cybersecurity-focused presentation items, Federal Bureau of Investigation (FBI) and the Cybersecurity Infrastructure Security Agency (CISA), and artificial intelligence discussion. He mentioned the need to revisit these items for the TTSP.
- ✓ NVTA's commitment to advancing innovation was highlighted through regional and local funding programs, and coordination across jurisdictions. As of June 2025, NVTA has funded 10 technology-focused projects totaling \$36 million of Regional Revenue Funds, and continues to provide staff support for the Regional Multi-Modal Mobility Program (RM3P) and its AI-enabled components, including the GoMyWayVA app.

#### **5. Action Plan for the Transportation Technology Committee**

- ✓ Mr. Jasper allowed committee members to weigh in on what gaps may exist for their respective agencies/jurisdictions that NVTA could help to fill as a regional entity.
- ✓ Chair Snyder mentioned the Northern Virginia Transportation Commission's (NVTC) work with transit technology.
- ✓ Mr. Stertz shared recent technological initiatives from the private sector, including road risk scores, which use historical crash and weather data to

assign certain roadways with scores to better inform drivers to be more aware and what to look out for. He also shared that Waymo's expansion into Washington DC which presents an opportunity for Virginia to also explore connected and autonomous vehicle (CAV) capabilities.

- ✓ Work zone alerts, notifying drivers through real time network communications via direct connections to worker's wearable devices, are effective and recognized as a valuable safety use case by states and USDOT.
  - Mr. Sripathi mentioned that the US-50 test proved that transitioning between cellular, local, and 5G ultra-wideband connections for work zone communications is technically feasible, but scaling it statewide raises challenges around spectrum and rural coverage.
  - Mr. Fontaine highlighted more near-term solutions such as Hos Alert systems, wearables, and speed sensors that improve work zone safety without requiring highly equipped vehicles.
  - Mr. Viray noted that VTTI is improving GPS accuracy for precise work zone alerts and is also testing automated truck-mounted attenuators in Northern Virginia to enhance worker safety.
- ✓ During introductions, Ms. Orr mentioned the need for regional coordination and information sharing especially when coordinating procurements. Jurisdictions may have similar problems they are trying to address. A regional coordination system would allow other localities to be more efficient in identifying those similarities.
  - Suggestion for a consolidated version of the TTSP that is in a more digestible format and cited Alexandria's Smart Mobility Framework as an example.
  - A region-wide map/inventory to look at what types of projects are being planned and constructed would be helpful for inter-jurisdictional information sharing on a project-by-project level. A consolidated inventory would support both policy development and cooperative procurement opportunities (e.g., shared transit signal priority (TSP) or automated enforcement systems).
  - Curbside Management Technology is evolving as curb space is more highly valued and competing uses emerge. Parking Technology vendors are actively entering this space, so a regional perspective would be valuable. Automated traffic enforcement could be a legislative ask for NVTa to consider.

- ✓ Dr. Mudge informed the committee that Waymo is taking market shares from Uber and Lyft and could potentially be taking away transit users also.
- ✓ Ms. De la Barrera added that autonomous vehicles (AVs) can be an asset to many types of travelers and can be an equitable solution for vulnerable populations. Waymo will be parking their vehicles in Arlington. Waymo should be part of the discussion moving forward as their influence will increase with time. She noted that the private sector needs the buy in from the jurisdiction and more importantly the public.
- ✓ Both Ms. De La Barrera and Ms. Orr emphasized the importance of ensuring Northern Virginia has a seat at the table in shaping legislation and agreements as Waymo expands into the region.
  - Ms. De La Barrera noted that she has worked on HB 2627 and Arlington County legislation efforts. She shared the need for a public-sector-led framework or pilot where local jurisdictions oversee AV operations, and share public interests (safety, routing restrictions during emergencies) with private sector innovation. She cautioned that if the public sector does not engage early, lobbyists will shape legislation without local input, potentially overlooking community needs.
  - Ms. De La Barrera suggested creating a pilot program or framework in Northern Virginia where jurisdictions can guide where and how AVs operate, while gaining transparency into the technology levels and capabilities of different companies.
- ✓ Mr. Fontaine provided insights into Virginia's House Bill 2627, which was passed earlier this year and establishes a working group to create automated vehicle legislation for Virginia. There is a two-year window for the legislation to be developed. With Waymo's operations coming to DC soon, this puts additional spotlight on Virginia's approach, creating opportunities to shape the legislative framework for AVs while highlighting the importance of state and local coordination as the working group begins its activities.
- ✓ Mr. Sripathi said that efforts working with Artificial Intelligence (AI) should be coordinated regionally so that jurisdictions can work together to connect technologies across county boundaries. He also placed importance on cybersecurity education for jurisdictional staff.
- ✓ Open discussion centered on priority focus areas for the Committee:
  - Active transportation: Applications of connected active transportation tech for Vision Zero.

- Automated traffic enforcement (ATE): ATE involves installing cameras to reduce speeding, running red-lights, and other traffic violations to deter unsafe driving patterns, change driver behavior, and supplement enforcement.
- Artificial Intelligence and Cybersecurity: Regional AI coordination and education of cyber risks and opportunities requiring regional frameworks.
- Autonomous Vehicle legislative coordination: Ensuring Northern Virginia jurisdictions are represented in shaping state legislation and pilot frameworks as AVs enter the Metro region.
- Dynamic curbside management and parking: Addressing growing competition for curb space (delivery, ride-hailing, shared mobility devices, parking, transit).
- Predictive safety analytics: Smarter signalization and predictive roadway risk assessment tools.
- Regional technology coordination and procurement strategies: A shared inventory of local technologies across jurisdictions to identify alignment and support efficient procurement.
- Transit technology integration: Zero emission buses (ZEB), charging infrastructure, shared inventories, fare payment, and bus priority systems.

## **6. Summary of Transportation Planning Board's (TPB) Technology Inventory Summary**

- ✓ Due to time constraints, Mr. Burke was unable to present TPB's Technology Inventory Summary and this item was deferred to a later meeting.

## **7. NVTU Updates**

- ✓ Due to time constraints, there were no NVTU updates.

## **8. Adjourn**

- ✓ The meeting was adjourned at 10:34 a.m.
- ✓ The next meeting has not yet been scheduled but is anticipated for late September.