

**TPB TECHNICAL COMMITTEE  
MEETING SUMMARY**

February 6, 2026

**1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL**

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

**2. APPROVAL OF MEETING RECAP FROM THE JANUARY 9, 2026, TECHNICAL COMMITTEE MEETING**

There were no questions or comments regarding the January Technical Committee meeting. The summary was accepted as final.

**ITEMS FOR THE BOARD AGENDA**

**3. APPROVAL OF FY 2027 AND FY 2028 TAP FUNDING FOR PROJECTS IN VIRGINIA**

Ms. Janie Nham briefed the Committee on the projects recommended by the TPB's Technical Selection Committee to receive funding under the fiscal year 2027 - 2028 cycle of the Virginia Transportation Alternatives Set-Aside (VA TAP) Program. The federal Transportation Alternatives Set-Aside Program was set up in 2012 to provide funding to projects considered "alternatives" to traditional highway construction, and the TPB receives a portion of the program's Virginia funding allocation to distribute to projects in Northern Virginia. This year, 16 projects requesting \$27,592,756 in funding were received. The TPB's TA Set-Aside sub-allocation was \$12.5 million.

A selection panel consisting of staff from DDOT, MDOT, and the TPB convened in January to recommend that the TPB approve the following seven projects at its February 18 meeting:

- City of Alexandria, Safe Routes to School Crossing Improvements Phase II (\$2,172,769)
- Fairfax County, Columbia Pike Complete Streets (\$534,583)
- Loudoun County, Safe Pedestrian Passages to School (\$924,795)
- City of Manassas, Centreville Road Sidewalk (\$2,500,000)
- City of Manassas Park, Manassas Drive Shared Use Path (\$2,388,529)
- Prince William County, Old Carolina/Jefferson Street Sidewalk (\$2,470,256)
- Town of Vienna, Ayr Hill Avenue Sidewalk Improvements (\$1,488,564)

Following the board's action, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six-Year Improvement Program (SYIP) for Transportation.

Chair Dan Malouff asked whether there was any reason to believe or anticipate that the TAP program would dramatically change with the next federal reauthorization, whether there would be more funding, less funding, or if they were in "wait and see mode." Ms. Lyn Erickson responded that the National Association of MPOs is pushing for increased PL and STBG allocations (TAP is a sub-allocation of STBG), though they are "treading lightly" and not asking for too much. The outcome will depend on how well states and MPOs have spent allocated money, with bill language expected possibly in March (likely April). Ms. Erickson noted that TAP received a significant funding bump in the Infrastructure Investment and Jobs Act, and in this round they received more than twice the amount of funding requested (\$27 million in requests vs. \$12.5 million available). There's no

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indication the program will go away, and they will "proceed as usual" with FY 27-28 funding. Ms. Erickson added that there's a Republican push to "get money to the locals" for local projects, and the key is not just getting allocated money but actually spending it. Virginia's TAP program does "a really great job" of this, which is why the program is unlikely to disappear. Ms. Nham noted she had not been given any updates on potential changes but would share information if received.

Mr. Sree Nampoothiri observed that NVTA also does a similar solicitation process and keeps looking for what changes are coming because they program allocations for six years into the future, then revise every other year when numbers change. Sree Nampoothiri emphasized that the TAP program is valuable because it takes projects from conceptual level to project-ready status, and many TAP projects have subsequently come to NVTA for funding, so NVTA has an interest in seeing these projects move forward. Mr. Nampoothiri asked for clarification about whether the projects TPB is recommending are separate from what the CTB (Commonwealth Transportation Board) member will recommend. Ms. Erickson confirmed that each state has separate allocations, and non-winning TPB projects can still apply to the statewide pool and to the CTB's district allocation (an additional \$4 million for Northern Virginia). Total for Northern Virginia is TPB's \$12.4 million plus CTB member's \$4 million, equaling \$16.4 million, which still leaves about \$9 million in unfunded requests from Northern Virginia that could apply for statewide allocation. Mr. Dan Malouff acknowledged that the commission has "interesting feelings" about this program and has "sometimes relied on really heavily and sometimes not," so it's interesting to see how it evolves.

#### **4. BRIEFING ON THE DRAFT FY 2027 UNIFIED PLANNING WORK PROGRAM**

Ms. Lyn Erickson briefed the committee on the draft FY 2027 Unified Planning Work Program. She outlined the MPO Revenues stating that the preliminary revenues are estimated to be \$27 million, which is 80% federal, 10% state DOTs, and 10% local from COG dues. She shared that there are three categories for MPO funds, "New" funds for the fiscal year, "Old" funds unexpended from previous years, and "Carryover" funds from current year UPWP, which are anticipated that TPB will not be able to spend by June 30, 2026. She shared that other funds include the Continuous Airport System Planning and the State Planning & Research.

Mr. Erickson shared that there are new activities in store for the FY 2027, some of include an economic analysis of safety activities, freight plan, bike and pedestrian plan, participation plan, human service transportation plan, leadership institute, scenario planning to support resiliency work, Gen3 Travel model and new strategic plan, and much more. She outlined some interesting topics that the Transportation Research and Data Programs will be working on, for example conducting travel monitoring updates, providing cross-program geospatial data analysis, data management services, and visualizations. She said that the next steps include finalizing the "new funds" estimates and confirming the unexpended funds amount, as well as finalizing the "carry over" funds that won't be spent in current FY 2026. She said that they will balance the revenues and expenditures and will finalize the document for March 18 Transportation Planning Board approval.

Mr. David Edmondson asked about oversample opportunities for the regional travel survey. Mr. Tim Canan responded that while the spring wave deadline has passed, fall data collection is still available, and they should reach out to staff.

#### **5. BRIEFING ON THE DRAFT FY 2027 COMMUTER CONNECTIONS WORK PROGRAM**

Mr. Dan Sheehan presented the Commuter Connections FY2027 Work Program to the TPB Technical Committee. He said that Commuter Connections is a network of nearly 30 transportation organizations working to reduce single-occupant vehicle use in the metropolitan Washington region

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through Transportation Demand Management (TDM) strategies. The program offers core services including free ridematching, Guaranteed Ride Home, regional events like Bike to Work Day and the goDMV Commuter Competition, and comprehensive employer outreach. Daily program impacts demonstrate significant effectiveness, reducing 119,500 vehicle trips and 2.17 million vehicle miles of travel while generating \$519,807 in daily societal benefits from reduced congestion, emissions, and improved health and safety. He said that following the post-pandemic recovery, program participation has surged dramatically, with website sessions reaching 241% of pre-pandemic levels and match list generation recovering to 92% capacity in FY2025.

Mr. Sheehan said that the proposed FY2027 budget totals \$8,384,962, representing a 1.2% decrease from FY2026, with funding from DDOT, MDOT, MTA, and VDOT allocated across four key areas: Commuter Program Operations, Marketing, Monitoring & Evaluation, and Employer Outreach. Primary focus areas for FY2027 include expanding the successful CommuterCash incentive program (which nearly tripled participation year-over-year), enhancing marketing strategies aligned with emerging commuter priorities, doubling vanpool program capacity, and conducting comprehensive monitoring studies including a Triennial TDM Analysis. He said that the approval timeline calls for TPB to receive the draft work program on February 18, 2026, with final approval expected on March 18, 2026, securing funding commitments by June for the program year beginning July 1, 2026.

There were no follow-up questions.

## **ITEMS FOR INFORMATION**

### **6. NORTHERN VIRGINIA BRT ACTION PLAN**

Mr. Sree Nampoothiri from the Northern Virginia Transportation Authority (NVTA) presented the Northern Virginia BRT Action Plan, a regional blueprint for an integrated bus rapid transit system adopted in July 2025. He said that the NVTA is a regional transportation planning and funding agency created by the Virginia General Assembly in 2002, receiving dedicated revenues since 2013, and has already invested more than \$880 million in five BRT lines currently under development in Northern Virginia. He said that the action plan, developed from October 2023 through three phases (needs assessment, corridor analysis, and finalization), identifies 28 potential BRT routes that would work as an integrated system similar to Metro rail lines, allowing people to travel throughout the region via bus with seamless transfers. The philosophy is think big, start small, build momentum. He said that the 28-route vision is the think big part, while the five already-funded projects represent start small, with the goal of building momentum over time to create a connected regional network that provides a meaningful alternative to driving.

Mr. Nampoothiri said that the analysis showed substantial benefits once the system is built: approximately 47 million riders annually by 2045, 27,000 daily trip shifts from driving to transit, significant reductions in congestion and emissions, improved safety, increased transit accessibility, and reasonable fare revenues. He said that the estimated cost to build all 28 lines is more than \$4 billion at a sketch level, requiring federal, state, regional, and other funding sources beyond NVTA's capacity. He said that public engagement revealed very positive support from both current transit riders and non-riders, though more detailed development and public-facing outreach is needed. The plan extends beyond Northern Virginia into DC and Maryland (including National Harbor) to acknowledge that the greater DC community moves across jurisdictional and state lines. He said that the next steps include detailed deployment planning, identifying funding for additional routes beyond the five already underway, knowledge transfer and best practices development, consensus building across jurisdictional boundaries, and continued engagement with regional partners through the BRT Planning Working Group, which now includes DC DDOT, Maryland SHA, and Prince George's County

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alongside Northern Virginia jurisdictions and agencies.

Mr. Mark Phillips from WMATA asked about NVTAs vision for helping projects move faster beyond just providing funding, specifically addressing the challenges of jurisdictional coordination and projects crossing multiple jurisdictional boundaries with multiple road owners. Mr. Sree Nampootheri answered the question by acknowledging this as a key issue, explaining that most BRT projects NVTAs has funded or received requests for are within single jurisdictions, which led to the realization that they were funding standalone projects rather than a connected system. This recognition prompted the creation of the regional blueprint to facilitate cross-border discussions, coordination, and collaboration. Mr. Sree Nampootheri confirmed that through their next steps, they will spend time bringing together multiple jurisdictions and agencies to ensure coordinated planning, which is central to their upcoming work.

Mr. Dan Malouff raised the issue of project affordability and cost control in the current inflationary era, noting that with \$4 billion needed but unavailable, the region will need to either decrease costs through value engineering, which reduces transportation value, or not build projects. Mr. Dan Malouff said that regional discussions about cost control strategies are becoming increasingly important and should be pursued as planning continues, including opportunities for shared procurements, streamlined processes, and advocating for NEPA reform to prevent relatively easy projects from becoming decade-long mega-projects that are difficult to implement.

Mr. Mark Phillips from WMATA followed up by encouraging everyone to always emphasize the operating cost efficiency benefits of BRT capital investments, noting that while capital costs may be higher, these projects can significantly draw down operating costs over time or allow better reinvestment of resources. He said that WMATA has found this approach successful in convincing stakeholders through their DMVMoves work, and believes this message needs to be delivered harder and louder, so people don't see BRT as just a negative budget impact but rather as an offset investment. Mr. Nampootheri agreed and thanked all partners for their collaboration, particularly acknowledging the excellent coordination with DMVMoves where the priority networks overlap significantly because ideas were shared and bounced between teams.

## **7. OTHER BUSINESS**

Ms. Amanda Lau presented the subcommittee report sharing updates on what subcommittees were working on for the month of January.

Ms. Janie Nham shared the solicitation period for the Transportation Land Connections Program and Regional Roadway Safety Program project from January 2, 2026 to February 27, 2026.

Mr. Michael Farrell shared updated on the kickoff of the TPB Bicycle and Pedestrian Plan.

Mr. Tim Canan shared that COG is hosting Data Center forums focused on strengthening local governments' understanding of the data center and AI sectors. He said that the Energy Forum is on February 25 at 10am and the Water Forum is on March 2.

Mr. Robert Christopher shared a recap of the Auto Show on January 22, saying that it was a success with multiple local jurisdictions staff joining and learning about electric vehicles.

Mr. Tom Harrington shared that he has been going to councils across the metropolitan Washington region presenting the DMVMoves initiative and receiving endorsements from various councils.

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**ATTENDANCE**

<b>MEMBERS AND ALTERNATES PRESENT</b>	
W. Jacarl Melton – Fairfax County Nick Ruiz – VRE Corey Pitts – Montgomery County Dan Malouff – Arlington County Amy Garbarini – DRPT Chloe Delhomme – City of Manassas Christine Fix – VPRA David Edmondson – City of Frederick Leo Pineda – VDOT David Rodgers – MDOT Kari Snyder – MDOT Kim McCool – VDOT Christine Hoeffner – VRE	Mark Rawlings – District of Columbia Douglas Smith – City of Gaithersburg Victor Weissberg – Prince George’s County Evandro Santos – Prince William County Janine Ashe – FHWA Meagan Landis – Prince William County Regina Moore – VDOT Shannon Bacon – NVTC Brittany Sumpter – VRE Carson Lucarelli – City of Alexandria Glen Warren – MWAA Mark Phillips – WMATA
<b>OTHERS / MWCOC STAFF PRESENT</b>	
Lyn Erickson Kanti Srikanth Andrew Austin Sergio Ritacco Sara Brown Tim Canan Laura Bachle Rachel Beyerle Tom Harrington Marc Moser Daniel Sheehan Greg Goodwin Charlene Howard Dusan Vuksan Katherine Rainone Kaelem Mohabir Wanda Owens JC Park	Mark Moran Janie Nham Cherice Sansbury Cristina Finch Jamie Bufkin Robert d’Abadie Eric Randall Feng Xie Ken Joh Amanda Lau Anant Choudhary Robert Christopher Amanda Sink – NVTA Sree Nampoothiri – NVTA