

## Technical Advisory Committee Meeting

Wednesday, May 27, 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 March 18, 2026, Meeting Chair Boice

*Recommended Action: Approve Meeting Notes*

#### Discussion / Information Items

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

#### **Next Meeting:**

Wednesday, June 17, 2026

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

## TECHNICAL ADVISORY COMMITTEE

Wednesday, March 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 7:03 p.m.
- ✓ **Attendees:**
  - i. **Technical Advisory Committee (TAC) Members:** Chair Randy Boice, Karen Campblin; Michelle Cavucci (virtual due to a competing meeting); Armand Ciccarelli (virtual due to childcare); Amy Morris; Frank Spielberg; Shanjiang Zhu.
  - ii. **Northern Virginia Transportation Authority (NVTA) Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Sree Nampoothiri, Senior Manager, Transportation Planning & Programming; Alyssa Beyer, Regional Transportation Planner; Ashkan Gholamialam, Regional Transportation Modeler
  - iii. **Others:** None

#### 2. Summary Notes of February 18, 2026, Meeting

- ✓ Mr. Spielberg noted that, at the bottom of page 3, it says “Mr. Spielberg stated that intrazonal numbers were probably generated by the model but not assigned to a jurisdiction.” He clarified that it should state that the trips would not have been assigned to the network and requested that this language be adjusted.
- ✓ A motion to approve the summary notes of the February 18, 2026, meeting, contingent on the requested change, was made by Mr. Spielberg and seconded by Ms. Cambell. The motion passed unanimously.

#### 3. FY2026-2031 Six Year Program Update: Evaluation Results

- ✓ Dr. Nampoothiri informed the TAC that NVTA staff have finished the regional analysis for the project selection process. The candidate projects are multimodal and distributed across the region, with a concentration in Arlington.
- ✓ Next, Dr. Nampoothiri reviewed the projects’ Congestion Reduction Relative to Cost (CRRC) rankings, explaining the projects briefly and noted that the full project details will be available during public comment.
  - i. The committee remarked on how well the technology projects were scored. Dr. Nampoothiri explained that the high scores associated with technology projects are often due to the affordability of these projects. The project with

- the highest CRRC score, Arlington County’s Next Generation Bus Rider Info, is a project that is expected to increase ridership due to improved communication, resulting in more efficient rider experiences.
- ii. Dr. Zhu confirmed if the CRRC is based only on capital costs, or if it also includes consideration of maintenance and operational costs. Dr. Nampoothiri confirmed that it is based on capital costs.
  - iii. Chair Boice asked if the Route 50 North Collector Road Project from Loudoun County is still planned to go through the airport property. Dr. Nampoothiri confirmed that it is touching the boundary at the border, and an intersection with the road from the airport to the museum is still planned.
  - iv. Mr. Spielberg stated that the wording “improvement” in some of the project titles may indicate a bias and recommended using the word “modification” instead. Ms. Morris stated that if there is a benefit, the word improvement is fitting.
- ✓ Dr. Nampoothiri then explained the components that are included in TransAction Rating calculations. Some of these evaluation measures are included in NVTA’s legal requirements, and others have been included by NVTA. Measures that the TransAction Rating is based on include reduction in Person Hours of Delay (PHD) and other congestion factors, accessibility improvements, safety, emissions reductions, and more.
    - i. Mr. Spielberg asked if the sharp decline in the TransAction Rating is normal, and Dr. Nampoothiri responded that it depends on the year, but because the projects are scaled relative to each other and one mega project can skew the scale, it is not abnormal.
    - ii. Chair Boice commented that the evaluation process is much more nuanced than it used to be.
  - ✓ Dr. Nampoothiri reviewed Long Term Benefit (LTB) again and explained that, in some cases, LTB considerations might impact which projects are recommended. However, LTB is not expected to be balanced in a single cycle, as it depends on a variety of factors including the number and type of projects that are applied for, project costs, the project sponsors, as well as available funding.
  - ✓ Next, Dr. Nampoothiri reviewed the findings of the qualitative evaluation. He explained which criteria staff evaluate and how they are ranked and then simplified. The criteria include past performance, policy compliance, reimbursement status, alignment with NVTA Core Values, and more.
    - i. Mr. Spielberg asked if the color coding represents green as desirable and brown as non-desirable, and Dr. Nampoothiri confirmed that is the case.
    - ii. When Dr. Nampoothiri reviewed the LTB rating on this table, he reiterated that an imbalance in LTB is not expected to be resolved in a single cycle, but it can influence selection between two projects which are otherwise similar in benefit. Mr. Jasper shared that LTB has influenced project recommendation during one cycle in the past.
    - iii. Mr. Spielberg commented on how project costs vary substantially in their specificity and recommended that applicants round to the nearest thousand.

Dr. Nampoothiri agreed that it would be good to simplify the numbers this way.

- ✓ Dr. Nampoothiri then showed an example of a project description form, indicating that all this information is available on the website if the TAC members wish to review them. They will also be available to reference during public engagement.
- ✓ Lastly, Dr. Nampoothiri reviewed the SYP schedule again, highlighting that the TAC would be provided with an overview of public comment at their May meeting, which is why that meeting was pushed back a week from the usual schedule. At that point, staff will request TAC to review and potentially endorse their funding recommendations at the June Meeting.

#### **4. NVTA Update**

- ✓ Mr. Jasper provided the NVTA update. He shared that the TransAction Kickoff Meeting with ICF occurred on March 12, 2026, and the TAC will see TransAction content for information and action in the autumn.
- ✓ He also shared that NVTA's Transportation Technology Roundtable is on March 25, 2026. Registration is full, so he asked TAC members to reach out if they want to attend the event. He shared that NVTA is excited to offer AICP CM credits through the event.
  - i. Mr. Spielberg mentioned that it would be nice to get professional engineering professional development hours (PDH) as well. Mr. Jasper said that NVTA would consider pursuing that for next year's event. Mr. Gholamialam offered that the Institute of Transportation Engineers (ITE) often provides events with these credits, and Ms. Cavucci stated that the events do require accreditation.
- ✓ Mr. Jasper told the TAC that the next Authority meeting is April 9, 2026, which is not expected to have a very full agenda. The SYP public hearing will be held during the May meeting.
- ✓ Lastly, Mr. Jasper shared that NVTA staff will be attending the Tysons Community Alliance's Transportation Open House on April 30, 2026. While this is not a public engagement event for the SYP, it will occur during that public comment period. Dr. Nampoothiri also shared that the annual VDOT Joint Agency Meeting, typically held in the spring, may also occur during the public comment period. NVTA staff will also have a table at a Bike to Work Day event, likely in Arlington.

#### **5. Adjourn**

- ✓ The meeting was adjourned at 7:50 p.m.
- ✓ The next meeting is scheduled for April 15, 2026, at 7:00 p.m. in person at the NVTA Offices.



# **FY2026-2031 Six Year Program**

**Sree Nampoothiri, Senior Manager, NVTA**

**Technical Advisory Committee**

**May 27, 2026**

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# Project Selection Process

## Multiple Components

### 1. Eligibility

- TransAction ID; project descriptions will be verified
- Project location
- Governing Body resolution(s)

### 2. Quantitative Analyses

- Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
- TransAction Project Ratings, formerly HB 599 (2012)
- Long Term Benefit (LTB)

### 3. Qualitative Considerations

- Past performance
- Previous NVTAs allocation
- Funding gaps
- External funding (committed sources only)
- Alignment with Core Values
- Geographic/modal balance




























































### 4. Public Comment










# Summary of Applications

 Northern Virginia Transportation Authority  
Summary of FY2026-2031 Six Year Program Candidate Projects

11/20/2025

Sr No.	Application #	Jurisdiction	Project Title	Total Project Cost	Requested NVTA Funds	Phases for Which Funds are Requested	Primary and Supporting Modal Components
1	ARL-024	Arlington County	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	\$ 29,338,000	\$ 5,000,000	PE	 
2	ARL-026	Arlington County	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie Street	\$ 36,000,000	\$ 36,000,000	PE, ROW, CN	 
3	ARL-027	Arlington County	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	\$ 64,375,000	\$ 8,500,000	PE	  
4	ARL-028	Arlington County	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	\$ 17,500,000	\$ 10,000,000	PE, ROW	 
5	ARL-029	Arlington County	South Glebe Road and West Glebe Road Intersection Improvements	\$ 10,000,000	\$ 10,000,000	PE, ROW, CN	  
6	ARL-030	Arlington County	Court House Metro Station Access Improvements	\$ 67,127,000	\$ 11,655,000	PE	 
7	ARL-031	Arlington County	Next Generation Bus Rider Info	\$ 2,500,000	\$ 2,500,000	CN, Asset Acq	 
8	ARL-032	Arlington County	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street	\$ 15,000,000	\$ 15,000,000	PE, ROW, CN	
9	ARL-033	Arlington County	South Glebe Road and 7th Street South Intersection Improvements	\$ 10,000,000	\$ 3,000,000	PE, ROW	 
10	ARL-034	Arlington County	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	\$ 15,000,000	\$ 5,000,000	PE, ROW	  
11	ARL-035	Arlington County	Performance Parking Initiative Phases 2 and 3	\$ 4,587,747	\$ 4,587,747	CN, Asset Acq	    
12	ARL-036	Arlington County	Custis Trail Widening and Modernization	\$ 29,900,000	\$ 2,400,000	PE	
13	ARL-037	Arlington County	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	\$ 18,300,000	\$ 2,000,000	PE	  
14	FFX-141	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II*	\$ 987,290,200	\$ 463,000,000	PE, ROW, CN, Asset Acq	 
15	LDN-040	Loudoun County	Route 50 North Collector Road - Tall Cedars Parkway to Route 28	\$ 400,716,000	\$ 200,000,000	PE, ROW, CN	
16	LDN-041	Loudoun County	Colonial Highway Pedestrian Safety Improvements Project	\$ 8,488,000	\$ 8,488,000	PE, ROW, CN	 
17	PWC-046	Prince William County	Van Buren Road North Extension: Route 234 to Cardinal Drive*	\$ 191,005,800	\$ 179,005,800	ROW, CN	 
18	PWC-047	Prince William County	Old Bridge/Gordon Boulevard Intersection Improvements	\$ 94,456,481	\$ 56,000,000	ROW, CN	  
19	PWC-048	Prince William County	Route 15 Railroad Overpass and Improvements Project	\$ 80,000,000	\$ 65,000,000	PE, ROW, CN	 
20	PWC-049	Prince William County	Route 234 Trail at Innovation Park	\$ 45,000,000	\$ 45,000,000	PE, ROW, CN	
21	PWC-050	Prince William County	Dale City Transit Priority Project	\$ 50,080,000	\$ 6,000,000	PE	
22	ALX-039	City of Alexandria	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	\$ 21,856,219	\$ 21,856,219	PE, ROW, CN	 
23	ALX-040	City of Alexandria	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements*	\$ 102,555,000	\$ 15,000,000	ROW, CN	  
24	CFC-012	City of Falls Church	Haycock Road Shared Use Path	\$ 15,000,000	\$ 15,000,000	CN	  
25	CFC-013	City of Falls Church	Annandale Road Multimodal Improvements	\$ 30,000,000	\$ 30,000,000	PE, ROW, CN	 
26	MAN-004	City of Manassas	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)	\$ 30,534,594	\$ 30,265,994	PE, ROW, CN	 
27	HND-016	Town of Herndon	South Elden Street Corridor Improvements	\$ 31,572,514	\$ 15,572,514	CN	 
<b>TOTAL</b>				<b>\$ 2,408,182,555</b>	<b>\$ 1,265,831,274</b>		

## Modal Components

-  New or improved roadway capacity and/or alignment
-  New or improved intersection/interchange
-  Improvement/access to Metrorail/VRE commuter rail
-  New or improved bus/BRT facility
-  New or improved bicycle facility
-  New or improved pedestrian facility
-  Transportation Technology
-  Parking

## Phases

- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- Asset Acq Asset Acquisition

First symbol reflects the primary modal component, other symbols denote supporting modal components



# Summary of Applications

## By Jurisdiction

Jurisdiction	No. of Applications	% of Total	Total Project Cost	Requested NVTA Funds	% of Total Request
Arlington County	13	48%	\$ 319,627,747	\$ 115,642,747	9%
Fairfax County	1	4%	\$ 987,290,200	\$ 463,000,000	37%
Loudoun County	2	7%	\$ 409,204,000	\$ 208,488,000	16%
Prince William County	5	19%	\$ 460,542,281	\$ 351,005,800	28%
City of Alexandria	2	7%	\$ 124,411,219	\$ 36,856,219	3%
City of Falls Church	2	7%	\$ 45,000,000	\$ 45,000,000	4%
City of Manassas	1	4%	\$ 30,534,594	\$ 30,265,994	2%
Town of Herndon	1	4%	\$ 31,572,514	\$ 15,572,514	1%
<b>TOTAL</b>	<b>27</b>	<b>100%</b>	<b>\$ 2,408,182,555</b>	<b>\$ 1,265,831,274</b>	<b>100%</b>

## By Mode

Mode	No. of Applications	% of Total	Total Project Cost	Requested NVTA Funds	% of Total Request
Roadway	5	19%	\$ 713,294,314	\$ 462,578,314	37%
Interchange/Intersection	4	15%	\$ 183,831,481	\$ 79,500,000	6%
Rail	1	4%	\$ 67,127,000	\$ 11,655,000	1%
Bus/BRT	3	11%	\$ 1,139,925,200	\$ 484,000,000	38%
Bike-ped	12	44%	\$ 296,916,813	\$ 221,010,213	17%
Technology	2	7%	\$ 7,087,747	\$ 7,087,747	1%
<b>TOTAL</b>	<b>27</b>	<b>100%</b>	<b>\$ 2,408,182,555</b>	<b>\$ 1,265,831,274</b>	<b>100%</b>



# Summary of Evaluation Results

Application ID	Jurisdiction	Project Title	Requested NVTA Funds	Phases for Which Funds are Requested	Previously Approved NVTA Regional Funds	Other Committed Funds	Funding Gap	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2026 Q2)		Past performance (% of allocated funds reimbursed by FY2026 Q2)		Policy 29 non-compliance: # of projects - 18-month substantive progress	Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Long Term Benefit	TransAction Project Rating (incl. HB 599)	TransAction Project Rating Rank (incl. HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC Rank
											Continuation Projects	Jurisdiction /Agency	Continuation Projects	Jurisdiction /Agency						Equity	Safety	Sustainability					
ARL-031	Arlington County	Next Generation Bus Rider Info	\$ 2,500,000	CN, Asset Acq																			19.21	6	60.50	1	
ARL-035	Arlington County	Performance Parking Initiative Phases 2 and 3	\$ 4,587,747	CN, Asset Acq																			12.22	12	19.76	2	
PWC-046	Prince William County	Van Buren Road North Extension: Route 234 to Cardinal Drive*	\$ 179,005,800	ROW, CN	\$ 8,000,000	\$ 4,000,000																	18.78	7	16.42	3	
PWC-048	Prince William County	Route 15 Railroad Overpass and Improvements Project	\$ 65,000,000	PE, ROW, CN		\$ 15,000,000																	7.10	18	10.87	4	
LDN-040	Loudoun County	Route 50 North Collector Road - Tall Cedars Parkway to Route 28	\$ 200,000,000	ROW, CN		\$ 200,716,000																	30.87	2	10.10	5	
ARL-036	Arlington County	Custis Trail Widening and Modernization	\$ 2,400,000				\$27,500,000	ROW, CN															6.08	23	9.15	6	
FFX-141	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II*	\$ 463,000,000	PE, ROW, CN, Asset A	\$ 330,000,000	\$ 194,290,200																	70.36	1	8.73	7	
PWC-050	Prince William County	Dale City Transit Priority Project	\$ 6,000,000	PE		\$ 80,000	\$44,000,000	ROW, CN															21.05	5	8.02	8	
ARL-029	Arlington County	South Glebe Road and West Glebe Road Intersection Improvements	\$ 10,000,000	PE, ROW, CN																			6.72	20	7.96	9	
ARL-033	Arlington County	South Glebe Road and 7th Street South Intersection Improvements	\$ 3,000,000	PE, ROW			\$7,000,000	CN															6.18	22	5.79	10	
PWC-047	Prince William County	Old Bridge/Gordon Boulevard Intersection Improvements	\$ 56,000,000	ROW, CN		\$ 38,456,481																	9.77	14	5.24	11	
ALX-040	City of Alexandria	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements*	\$ 15,000,000	ROW, CN	\$ 87,000,000	\$ 555,000																	23.64	3	4.76	12	
PWC-049	Prince William County	Route 234 Trail at Innovation Park	\$ 45,000,000	PE, ROW, CN																			4.95	25	4.12	13	
ARL-032	Arlington County	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street	\$ 15,000,000	PE, ROW, CN																			3.77	27	3.73	14	
ARL-034	Arlington County	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	\$ 5,000,000	PE, ROW			\$10,000,000	CN															12.95	10	2.98	15	
ARL-028	Arlington County	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	\$ 10,000,000	PE, ROW			\$7,500,000	CN															7.08	19	2.18	16	
CFC-013	City of Falls Church	Annandale Road Multimodal Improvements	\$ 30,000,000	PE, ROW, CN																			12.84	11	2.17	17	
ARL-037	Arlington County	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	\$ 2,000,000	PE			\$16,300,000	ROW, CN															23.20	4	1.57	18	
ARL-026	Arlington County	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie St	\$ 36,000,000	PE, ROW, CN																			10.93	13	1.50	19	
CFC-012	City of Falls Church	Haycock Road Shared Use Path	\$ 15,000,000	PE, ROW, CN		\$ 87,696																	4.32	26	1.22	20	
ARL-024	Arlington County	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	\$ 5,000,000	PE		\$ 838,000	\$23,500,000	ROW, CN															5.03	24	0.86	21	
MAN-004	City of Manassas	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)	\$ 30,265,994	PE, ROW, CN		\$ 268,600																	8.32	15	0.81	22	
ARL-027	Arlington County	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	\$ 8,500,000	PE			\$55,875,000	ROW, CN															7.87	17	0.49	23	
LDN-041	Loudoun County	Colonial Highway Pedestrian Safety Improvements Project	\$ 8,488,000	PE, ROW, CN																			6.42	21	0.48	24	
HND-016	Town of Herndon	South Elden Street Corridor Improvements	\$ 15,572,514	CN		\$ 16,000,000																	14.34	9	0.47	25	
ALX-039	City of Alexandria	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	\$ 21,856,219	PE, ROW, CN																			14.51	8	0.11	26	
ARL-030	Arlington County	Court House Metro Station Access Improvements	\$ 11,655,000	PE			\$55,472,000	ROW, CN															7.99	16	0.05	27	
<b>TOTAL</b>			<b>\$1,265,831,274</b>		<b>\$425,000,000</b>	<b>\$470,291,977</b>	<b>\$247,147,000</b>																				
			* Continuation project (previously received NVTA regional revenue)																								

ROW: Right of Way  
CN: Construction



# Public Engagement

**Comment period: April 2 – May 17**

**Public Hearing: May 14**



## FY2026 - 2031 SYP Timeline

NVTA kicked off the FY 2026-2031 Six Year Program process in the Spring of 2025, inviting project applicants across Northern Virginia to apply for Regional Revenue funding consideration.



### 1. Application

NVTA invites project sponsors to apply for Regional Revenue funding.



### 2. Verification

NVTA confirms each application meets funding eligibility criteria.



### 3. Evaluation

NVTA conducts quantitative and qualitative analyses and presents findings to committees.



### 4. Public Engagement

NVTA invites the public to provide feedback on candidate projects.



### 5. Recommendations

NVTA staff present recommendations to NVTA committees and make updates based on feedback.



### 6. Adoption

NVTA presents staff and committee recommendations to the Authority for adoption.



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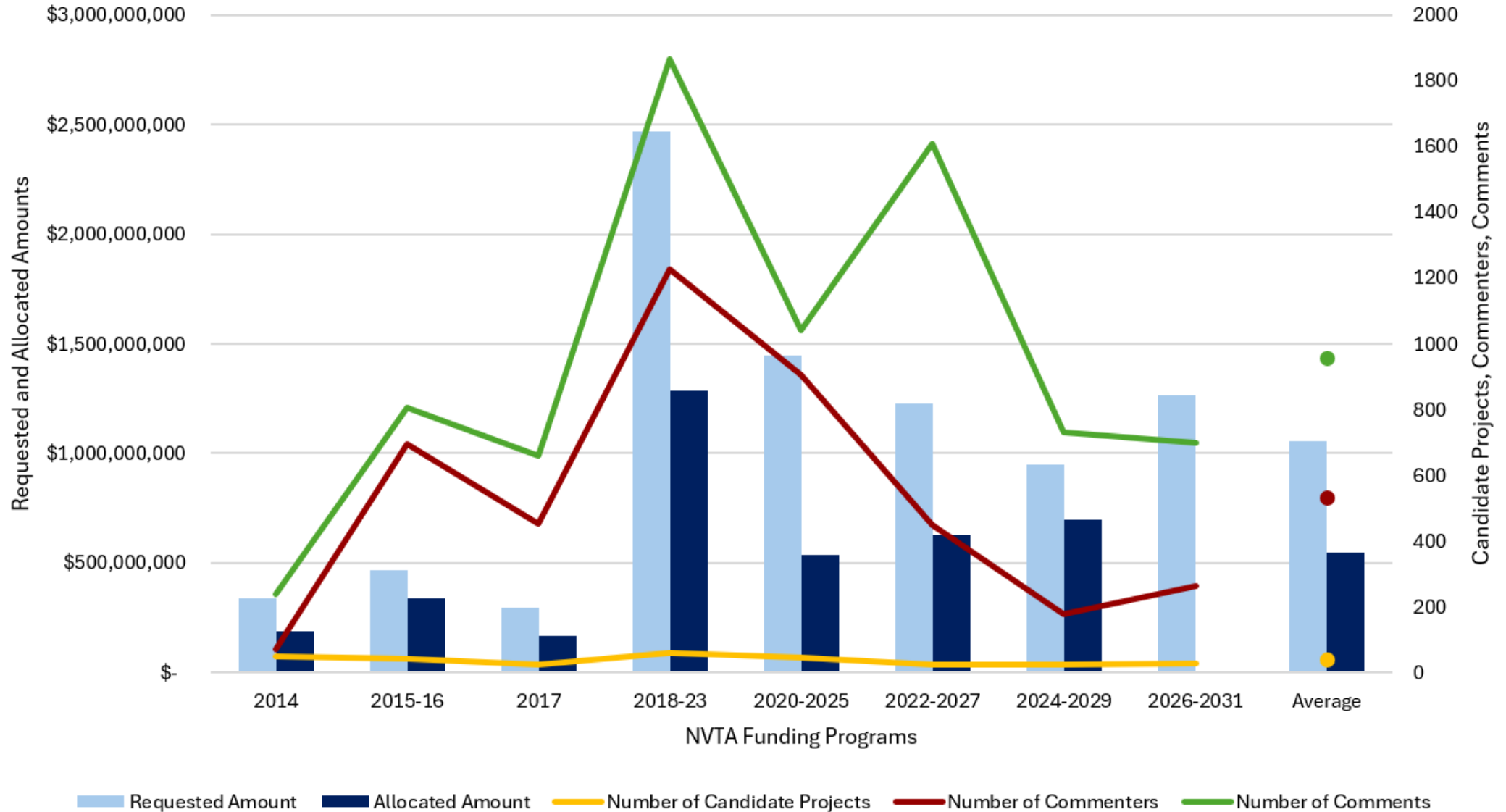
# Public Comments Summary

Method	Number of commenters	Number of project level comments
Website feedback form	245	638
Public Hearing	20	57
Mail	5	5
<b>Total</b>	<b>265*</b>	<b>700</b>

*Note: The numbers may not add up due to same people commenting through multiple methods and/or sending same comments multiple times*



# Public Comments: Trend

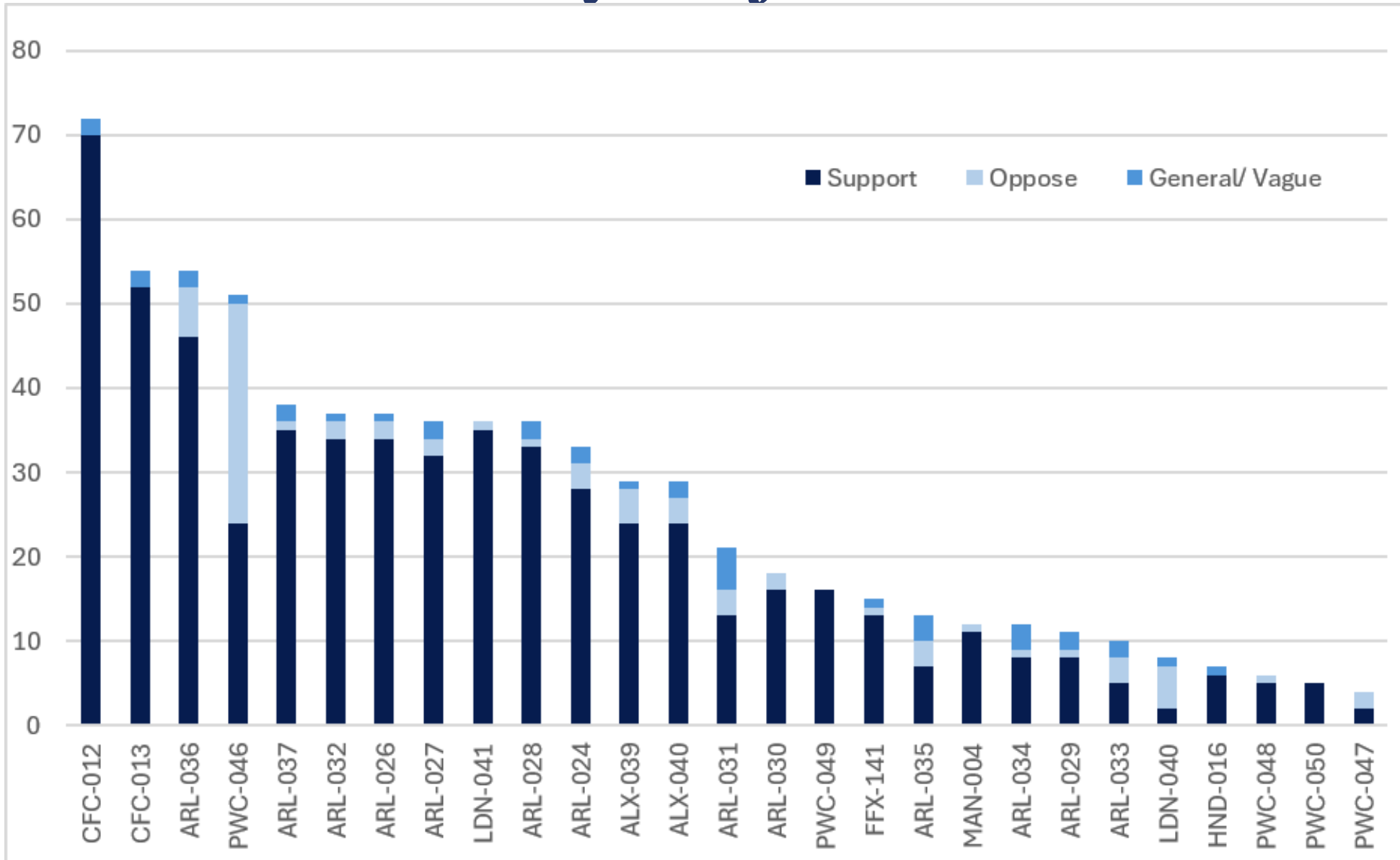


# Public Comments: By Project

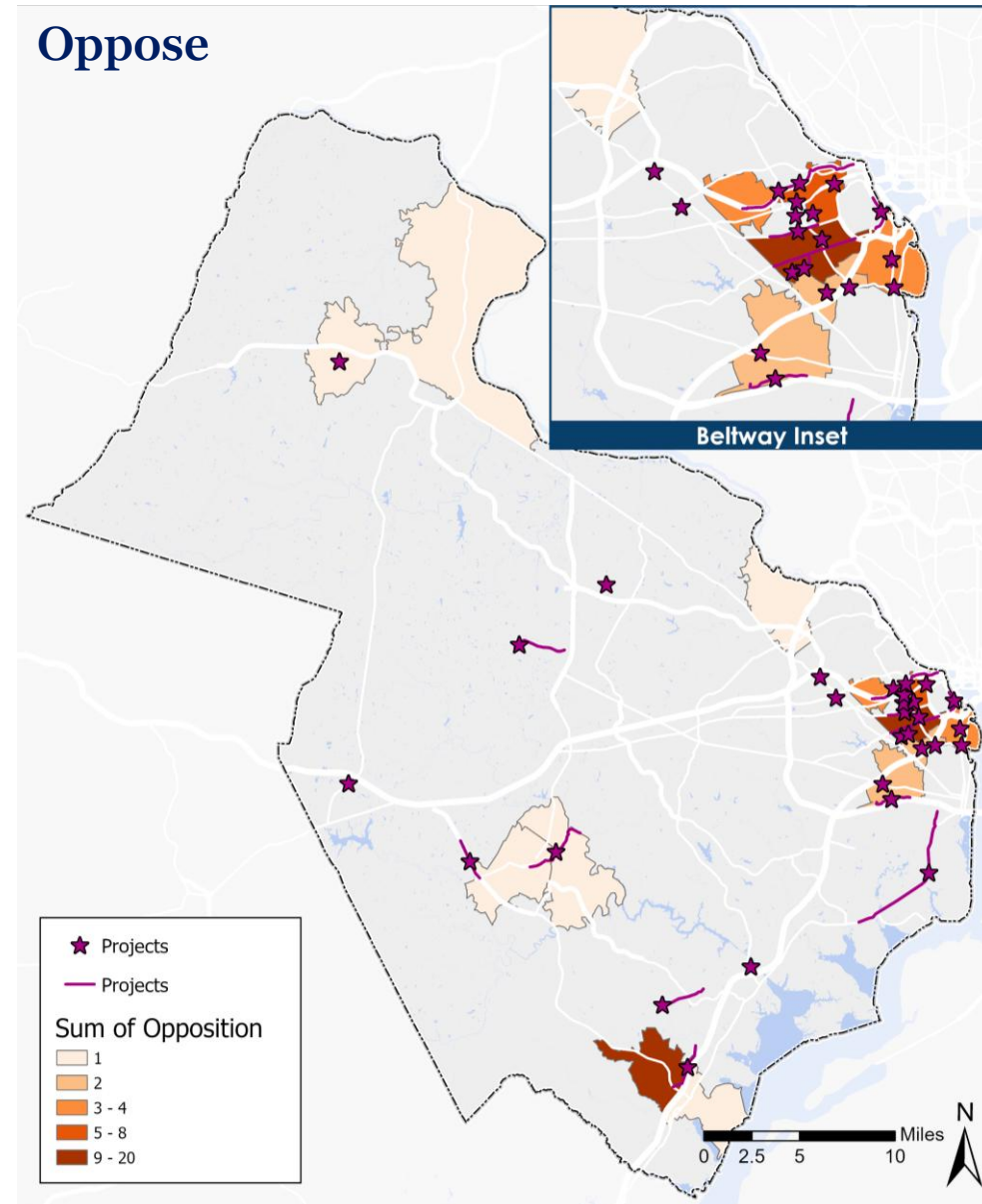
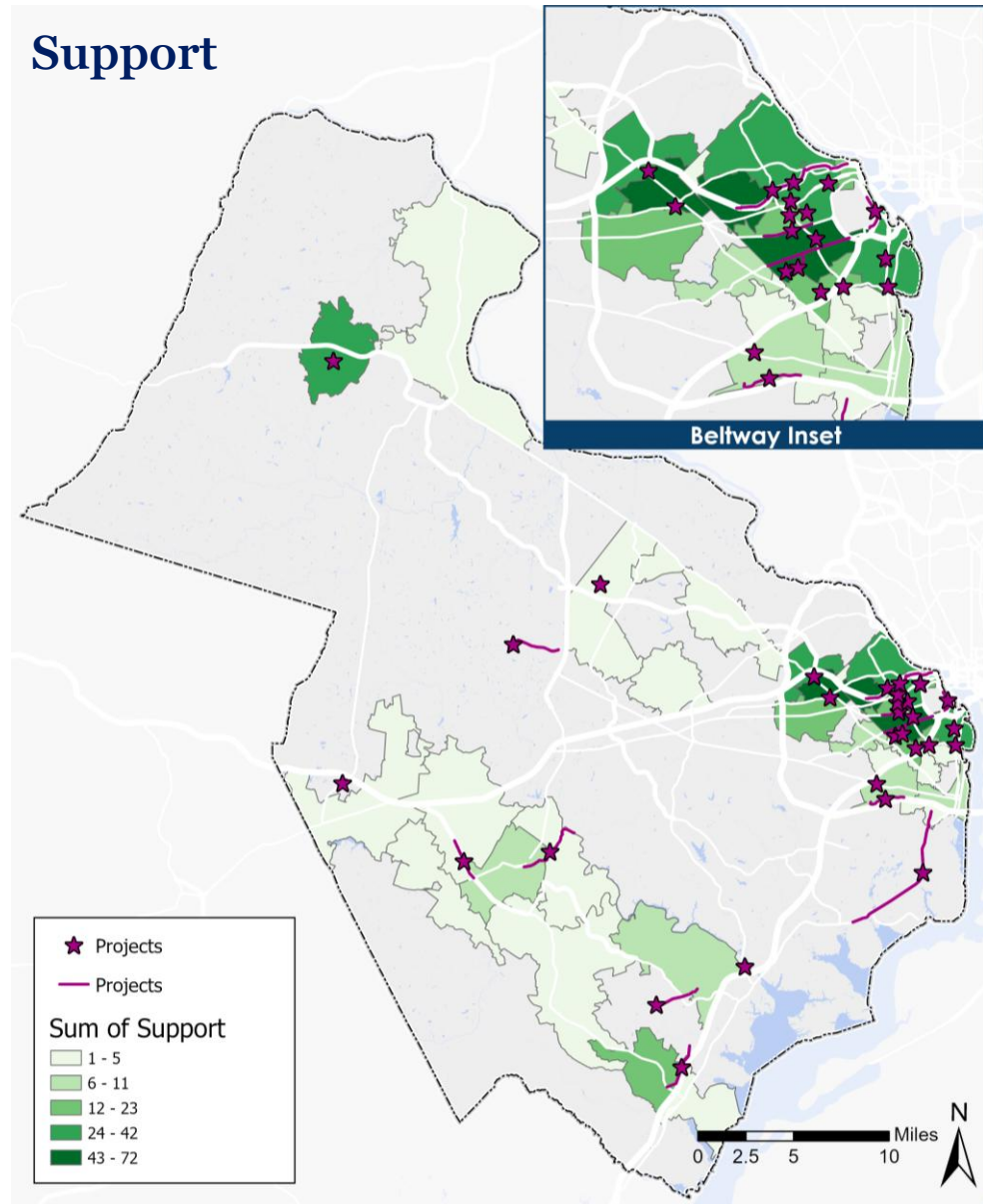
Project ID	Project Title	Support	Oppose	General/ Vague	Grand Total
ARL-024	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	28	3	2	33
ARL-026	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie Street	34	2	1	37
ARL-027	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	32	2	2	36
ARL-028	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	33	1	2	36
ARL-029	South Glebe Road and West Glebe Road Intersection Improvements	8	1	2	11
ARL-030	Court House Metro Station Access Improvements	16	2	0	18
ARL-031	Next Generation Bus Rider Info	13	3	5	21
ARL-032	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street	34	2	1	37
ARL-033	South Glebe Road and 7th Street South Intersection Improvements	5	3	2	10
ARL-034	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	8	1	3	12
ARL-035	Performance Parking Initiative Phases 2 and 3	7	3	3	13
ARL-036	Custis Trail Widening and Modernization	46	6	2	54
ARL-037	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	35	1	2	38
FFX-141	Richmond Highway Bus Rapid Transit - Phases I & II*	13	1	1	15
LDN-040	Route 50 North Collector Road - Tall Cedars Parkway to Route 28	2	5	1	8
LDN-041	Colonial Highway Pedestrian Safety Improvements Project	35	1	0	36
PWC-046	Van Buren Road North Extension: Route 234 to Cardinal Drive*	24	26	1	51
PWC-047	Old Bridge/Gordon Boulevard Intersection Improvements	2	2	0	4
PWC-048	Route 15 Railroad Overpass and Improvements Project	5	1	0	6
PWC-049	Route 234 Trail at Innovation Park	16	0	0	16
PWC-050	Dale City Transit Priority Project	5	0	0	5
ALX-039	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	24	4	1	29
ALX-040	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements*	24	3	2	29
CFC-012	Haycock Road Shared Use Path	70	2	2	72
CFC-013	Annandale Road Multimodal Improvements	52	0	2	54
MAN-004	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)	11	1	0	12
HND-016	South Elden Street Corridor Improvements	6	0	1	7
<b>Grand Total</b>		<b>588</b>	<b>74</b>	<b>38</b>	<b>700</b>



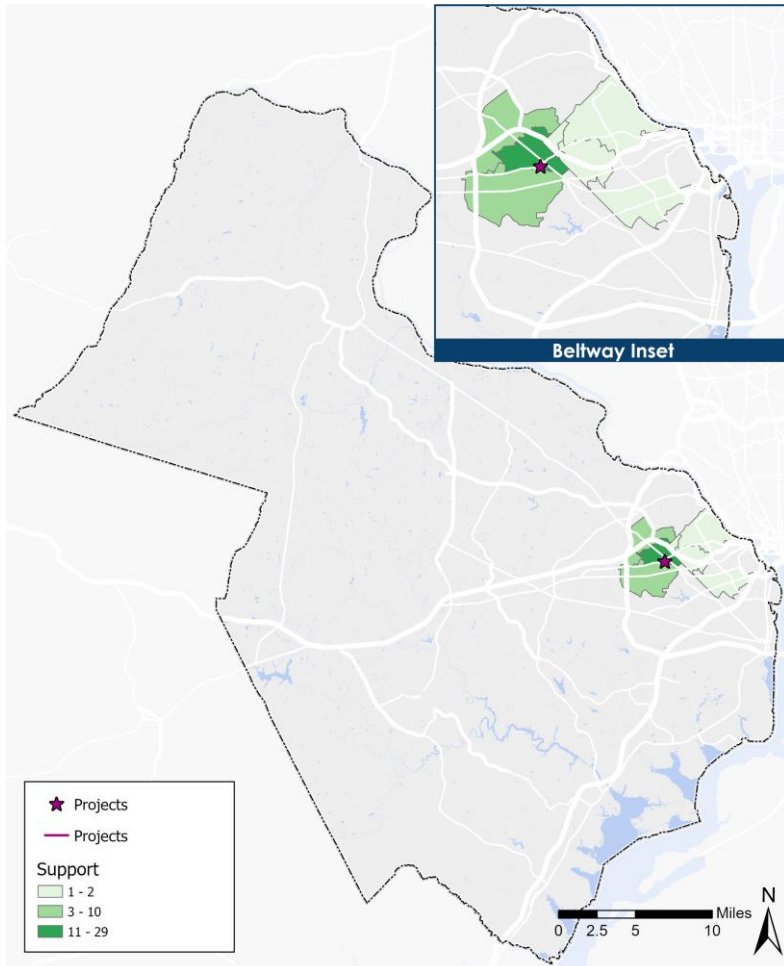
# Public Comments: By Project



# Public Comments: Overall Geographic Spread



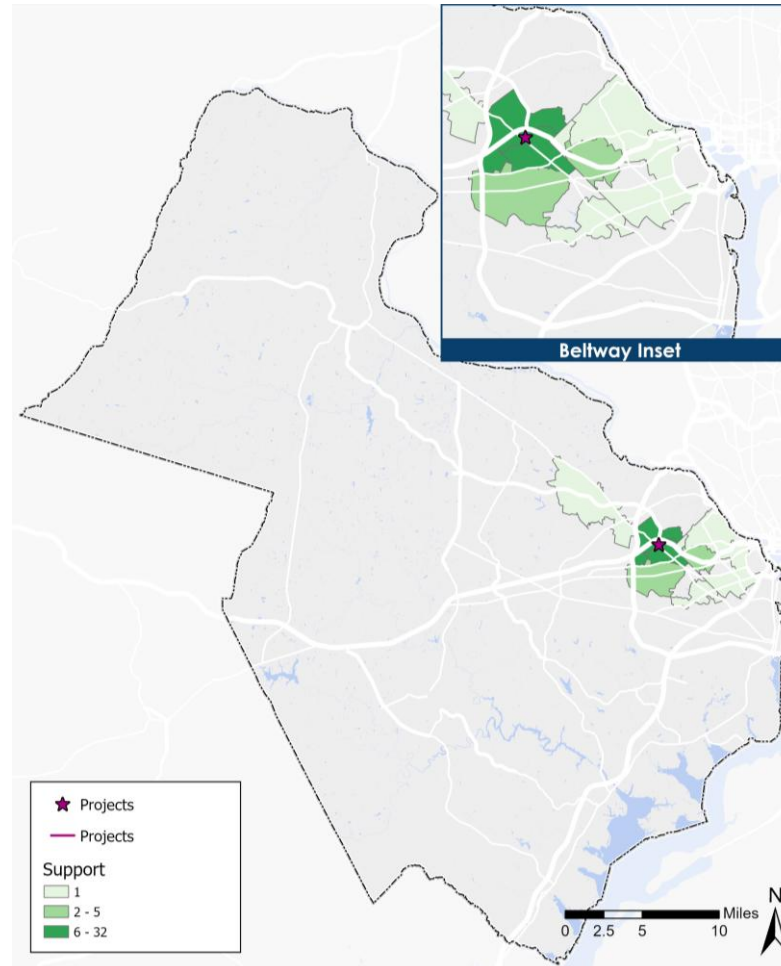
# Public Comments: Projects receiving most support



**CFC-012: Haycock Rd. Shared Use Path**

70 supporting comments

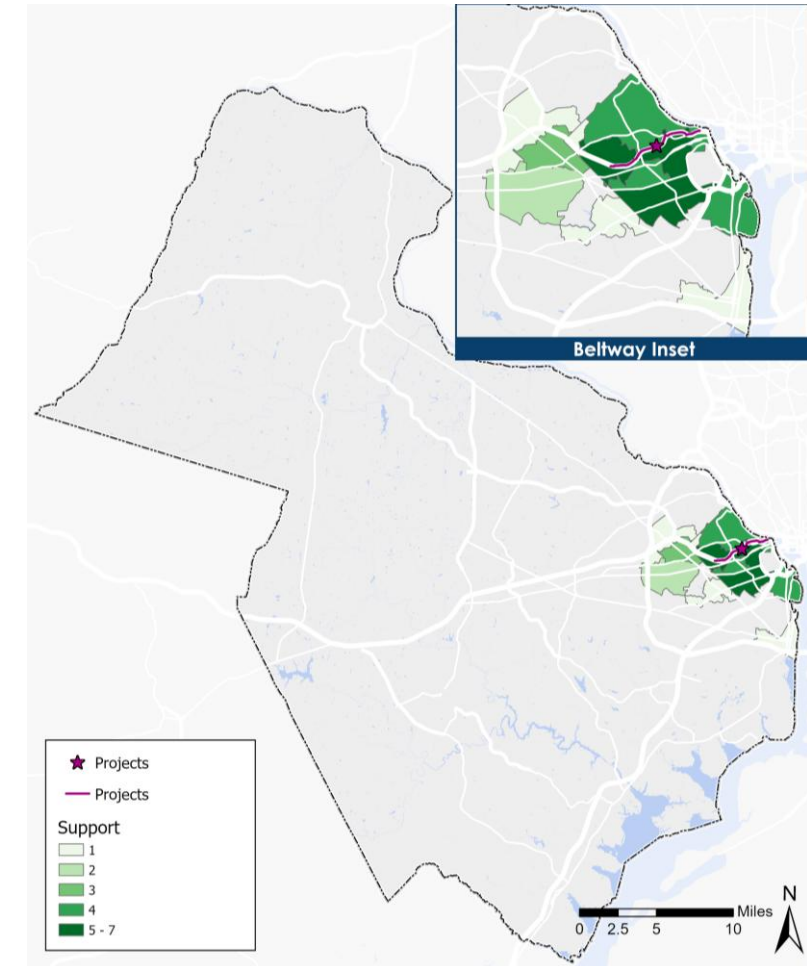
0 opposing comments



**CFC-013: Annandale Rd. Multimodal Improvements**

52 supporting comments

0 opposing comments



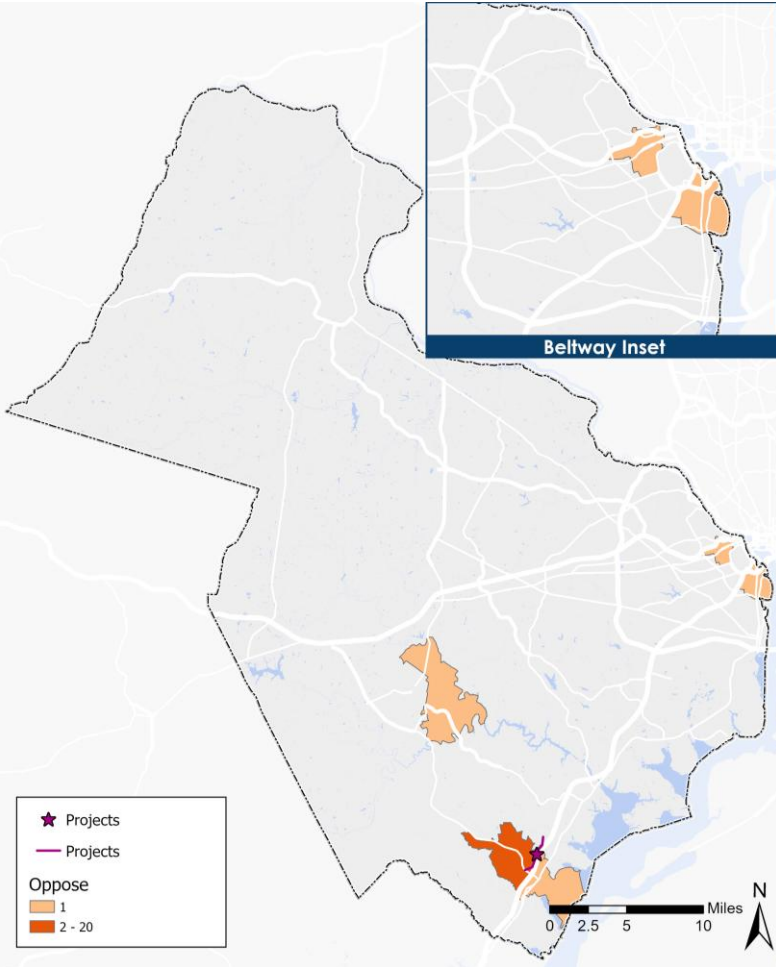
**ARL-036: Custis Trail Widening & Modernization**

46 supporting comments

6 opposing comments



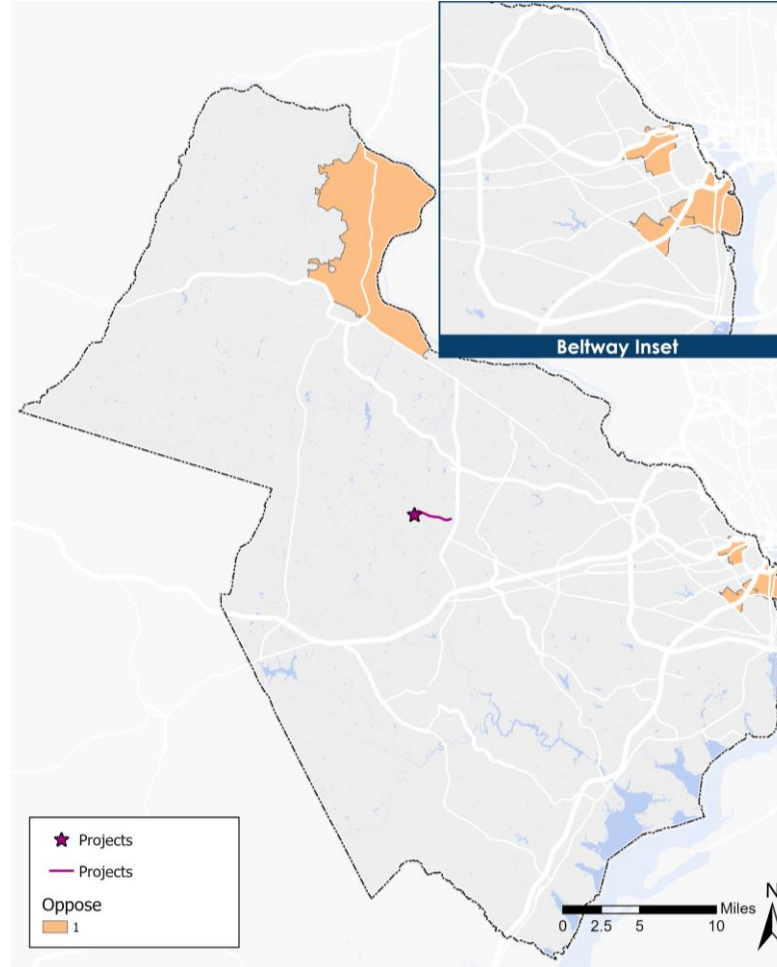
# Public Comments: Projects receiving most opposition



**PWC-046: Van Buren Road N Extension**

26 opposing comments

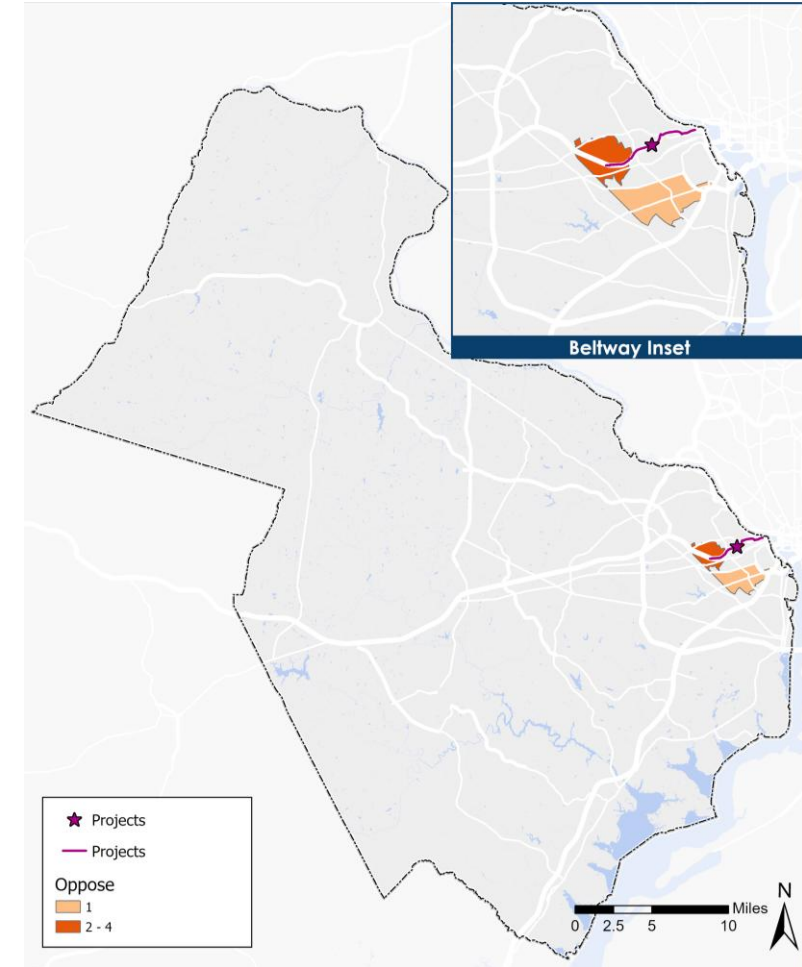
24 supporting comments



**LDN-040: Route 50 N Collector Road**

5 opposing comments

2 supporting comments




**ARL-036: Custis Trail Widening & Modernization**

6 opposing comments

46 supporting comments



# CRRC Rating

 <b>Northern Virginia Transportation Authority</b>							<b>2/27/2026</b>
<b>FY2026-31 Six Year Program Candidate Projects: Congestion Reduction Relative to Cost (CRRC)</b>							
Application ID	Jurisdiction	Project Title	Total Project Cost	NVTA Request	CRRC Rating	CRRC Rank	
ARL-031	Arlington County	Next Generation Bus Rider Info	\$ 2,500,000	\$ 2,500,000	60.50	1	
ARL-035	Arlington County	Performance Parking Initiative Phases 2 and 3	\$ 4,587,747	\$ 4,587,747	19.76	2	
PWC-046	Prince William County	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 191,005,800	\$ 179,005,800	16.42	3	
PWC-048	Prince William County	Route 15 Railroad Overpass and Improvements Project	\$ 80,000,000	\$ 65,000,000	10.87	4	
LDN-040	Loudoun County	Route 50 North Collector Road - Tall Cedars Parkway to Route 28	\$ 400,716,000	\$ 200,000,000	10.10	5	
ARL-036	Arlington County	Custis Trail Widening and Modernization	\$ 29,900,000	\$ 2,400,000	9.15	6	
FFX-141	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II	\$ 987,290,200	\$ 463,000,000	8.73	7	
PWC-050	Prince William County	Dale City Transit Priority Project	\$ 50,080,000	\$ 6,000,000	8.02	8	
ARL-029	Arlington County	South Glebe Road and West Glebe Road Intersection Improvements	\$ 10,000,000	\$ 10,000,000	7.96	9	
ARL-033	Arlington County	South Glebe Road and 7th Street South Intersection Improvements	\$ 10,000,000	\$ 3,000,000	5.79	10	
PWC-047	Prince William County	Old Bridge/Gordon Boulevard Intersection Improvements	\$ 94,456,481	\$ 56,000,000	5.24	11	
ALX-040	City of Alexandria	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements	\$ 102,555,000	\$ 15,000,000	4.76	12	
PWC-049	Prince William County	Route 234 Trail at Innovation Park	\$ 45,000,000	\$ 45,000,000	4.12	13	
ARL-032	Arlington County	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street	\$ 15,000,000	\$ 15,000,000	3.73	14	
ARL-034	Arlington County	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	\$ 15,000,000	\$ 5,000,000	2.98	15	
ARL-028	Arlington County	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	\$ 17,500,000	\$ 10,000,000	2.18	16	
CFC-013	City of Falls Church	Annandale Road Multimodal Improvements	\$ 30,000,000	\$ 30,000,000	2.17	17	
ARL-037	Arlington County	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	\$ 18,300,000	\$ 2,000,000	1.57	18	
ARL-026	Arlington County	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie St	\$ 36,000,000	\$ 36,000,000	1.50	19	
CFC-012	City of Falls Church	Haycock Road Shared Use Path	\$ 15,000,000	\$ 15,000,000	1.22	20	
ARL-024	Arlington County	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	\$ 29,338,000	\$ 5,000,000	0.86	21	
MAN-004	City of Manassas	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)	\$ 30,534,594	\$ 30,265,994	0.81	22	
ARL-027	Arlington County	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	\$ 64,375,000	\$ 8,500,000	0.49	23	
LDN-041	Loudoun County	Colonial Highway Pedestrian Safety Improvements Project	\$ 8,488,000	\$ 8,488,000	0.48	24	
HND-016	Town of Herndon	South Elden Street Corridor Improvements	\$ 31,572,514	\$ 15,572,514	0.47	25	
ALX-039	City of Alexandria	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	\$ 21,856,219	\$ 21,856,219	0.11	26	
ARL-030	Arlington County	Court House Metro Station Access Improvements	\$ 67,127,000	\$ 11,655,000	0.05	27	



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# FY2026-2031 SYP Schedule

- May 1, 2025: Call for Regional Transportation Projects issued
- August 1, 2025: Application deadline
- April 2 –May 17, 2026: Public comment period
- May 14, 2026: Public Hearing
- May 14, 2026: Finance Committee approved PayGo - \$775.8 million
- June 11, 2026: NVTA gets briefed on public comments
- June 2026: NVTA staff releases project recommendations for review and endorsement by
  - PCAC (June 17)
  - TAC (June 17)
  - PPC (June 18)
- July 9, 2026: NVTA adopts FY2026-2031 SYP



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# Reference Slides



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# Congestion Reduction Relative to Cost (CRRC)

**VA Code requires NVTAs to give priority to projects that achieve the greatest congestion reduction relative to cost (CRRC).**

- Derive person hours of delay (PHD) reduced from individual project model runs for years 2030 and 2045 by comparing no-build and build networks.
- PHD reduction values for 2030 and 2045 are extrapolated from the year of expected project completion to 2045, and summed for each year.
- The cumulative PHD reduction is divided by total project cost.



# TransAction Rating

- All eligible candidate projects will be coded into the TransAction ‘No Build’ network for 2045, and ratings calculated for individual projects using a single model run for 2045.
- Values for the 10 measures are calculated and are normalized with scores 0 (lowest) to 100 (highest).
- A weighted score is calculated for each project.

Goal	Objective	Performance Measure	Weight	Alignment with Core Values
<b>Mobility:</b> Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10	
		A2. Total Person-Hours of Delay on Transit	10	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	
		B2. Transit person-miles in dedicated/priority ROW	10	
<b>Accessibility:</b> Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	
<b>Resiliency:</b> Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	10	
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	

Equity

Safety

Sustainability



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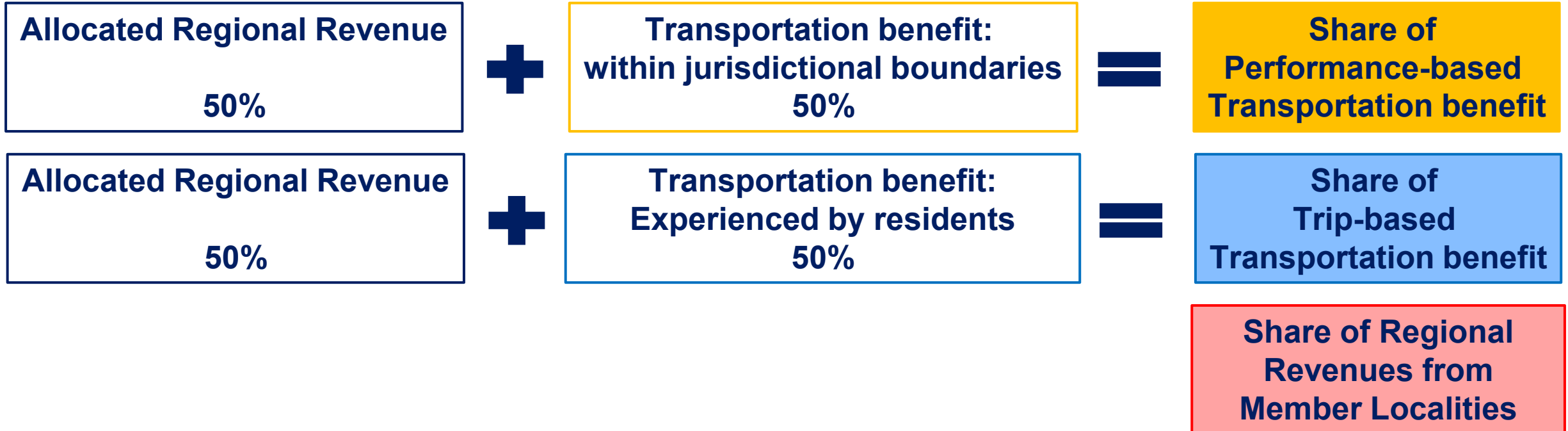
# Long Term Benefit

**VA Code 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. The Authority approved a set of LTB Principles in December 2014.**

- Historic share of revenues (since FY2014) is known, and can be reliably projected through FY2029.
- ‘Benefit’ is subdivided into two components (includes projects thru FY2024-2029 SYP):
  - Physical location of each funded project (making some allowances for projects that cross jurisdictional boundaries or are considered ‘system’ level projects).
  - Geographic distribution of each funded project’s transportation impact, using reduction in person-hours of delay as the performance measure. Congestion reduction will be calculated by comparing the ‘total person-hours of delay’ measure for 2045, with and without the funded projects in the TransAction ‘No Build’ network for 2045. This will be calculated for ‘within jurisdictional boundaries’ and ‘experienced by jurisdictional residents’ to provide a range.
- Note: Town projects will be combined with County projects for the purposes of LTB calculation.
- There is no guarantee that LTB imbalances (surpluses/deficits) will be fully eliminated in any single SYP update cycle.



# Long Term Benefit



# Qualitative Measures

	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2026 Q2)		Past performance (% of allocated funds reimbursed by FY2026 Q2)		Policy 29 non-compliance: # of projects - 18-month substantive	Policy 29 non-compliance: # of projects - SPA within three meetings of fund	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Long Term Benefit		
				Continuation	Jurisdiction	Continuation	Jurisdiction						Equity	Safety	Sustainability			
	See definition below*		See definition below#	% drawn down of expected drawdown	% drawn down of expected drawdown	% drawn down of total allocation	% drawn down of total allocation											
	None	Top 3	Very high	> 100%	> 100%	> 100%	> 100%	0	0	0	FY30	FY30						
	Very low	Next 3	High	>80-100%	>80-100%	>80-100%	>80-100%	1	1	1	FY31	FY31	High alignment				Less than	
	Low	All others	Medium	>60-80%	>60-80%	>60-80%	>60-80%	2	2	2	FY32	FY32						
	Medium		Low	>40-60%	>40-60%	>40-60%	>40-60%	3	3	3		FY33	Medium alignment				Approx. e	
	High		Very low	>20-40%	>20-40%	>20-40%	>20-40%	4	4	4		FY34						
	Very high		None	0-20%	0-20%	0-20%	0-20%	5 or more	5 or more	5 or more		FY35	Low alignment				More than	
				N/A	N/A	N/A	N/A											
	<b>Funding Gap</b>			<b># External Funds</b>														
	Higher of % or \$			Higher of % or \$														
Very high	Gap> 80% or >100M			Non-NVTA> 80% or >100M														
High	Gap= >60-80% or >50-100M			Non-NVTA= >60-80% or >10-100M														
Medium	Gap= >40-60% or >10-50M			Non-NVTA= >40-60% or >1-10M														
Low	Gap= >20-40% or >1-10M			Non-NVTA= >20-40% or >100K-1M														
Very low	Gap= >0-20% or upto 1M			Non-NVTA= >0-20% or upto 100,000														
None	No gap			No external funds														

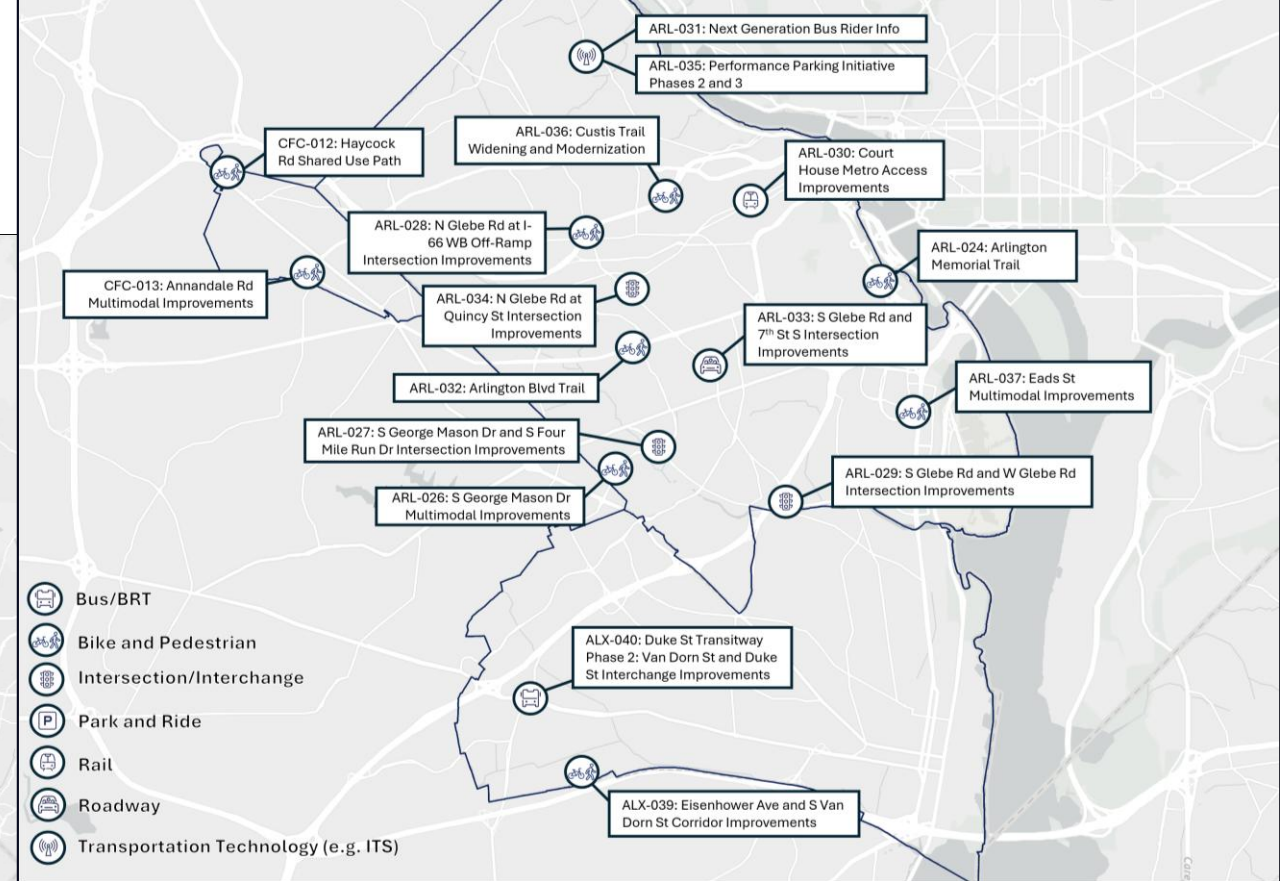
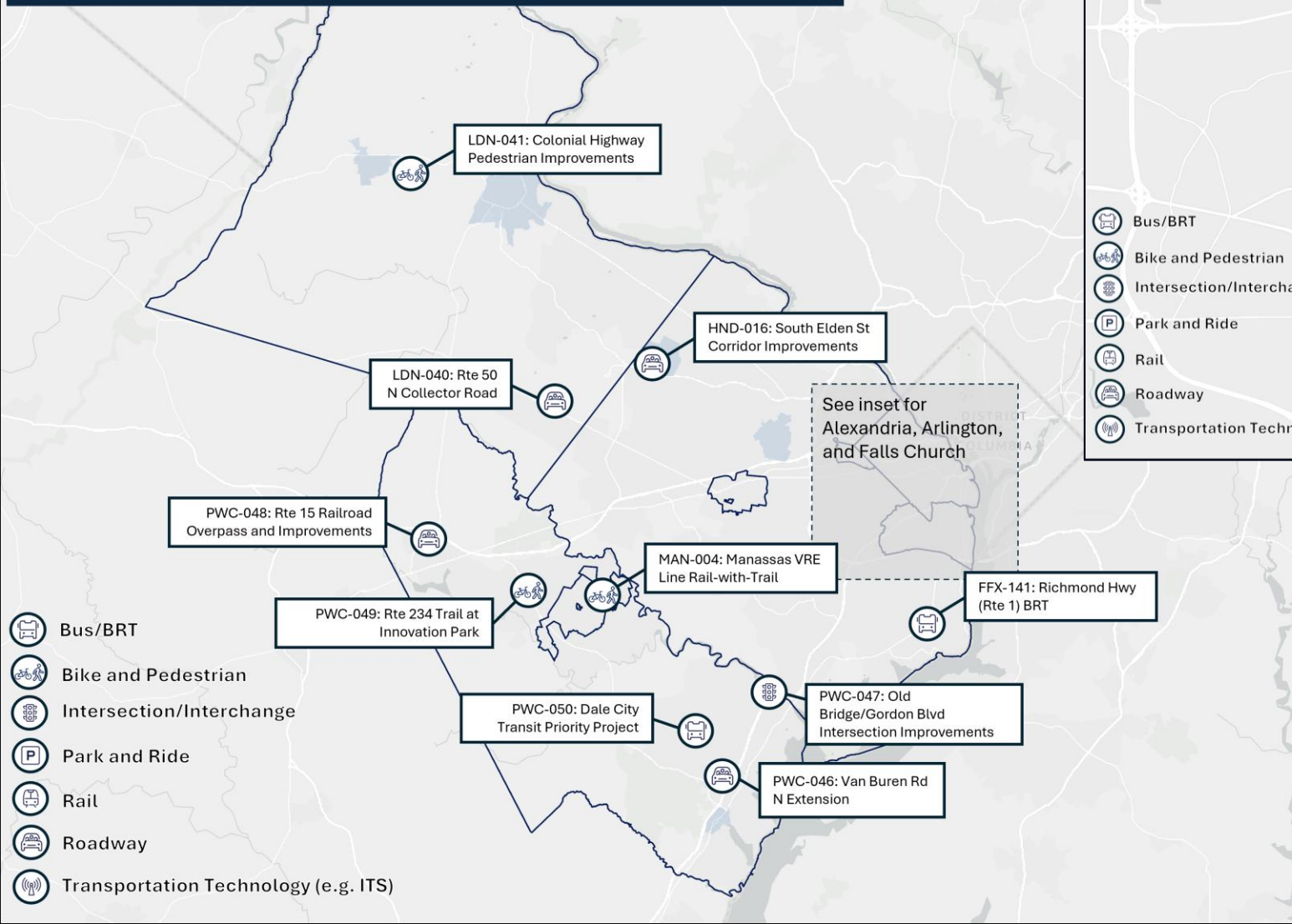


# Summary of Applications

NVTA'S  
**Six Year Program**

FY2026 - 2031

Applications Received for FY2026-31 SYP



# TransAction Rating



Northern Virginia Transportation Authority

FY2026-2031 Six Year Program Candidate Projects: TransAction Rating

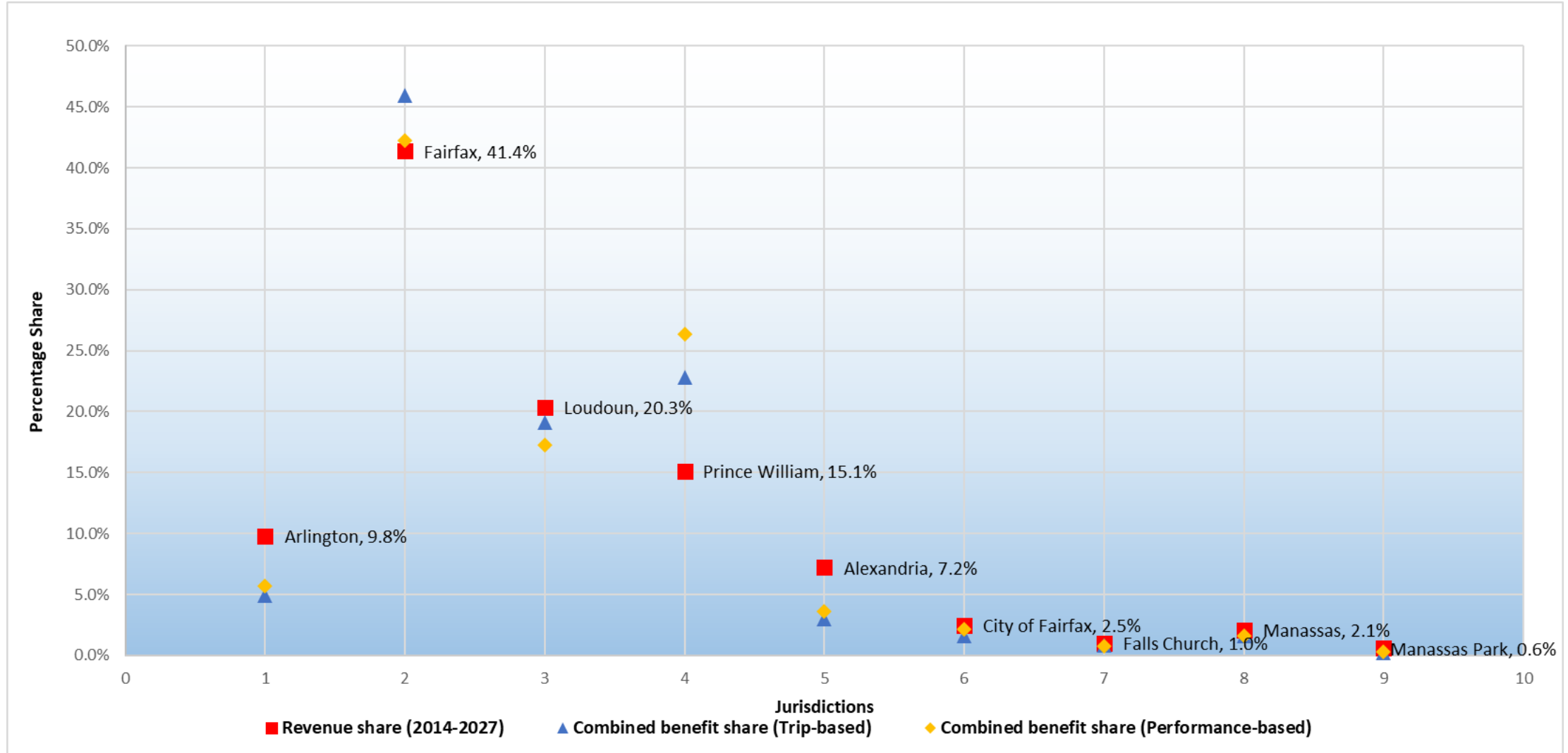
02/27/2026

Application ID	Jurisdiction	Project Title	Auto PHD Reduction (A1)	Transit PHD Reduction (A2)	Congestion Duration Reduction (B1)	Growth in PMT in Dedicated ROW (B2)	Growth in Total Access (C1)	Growth in Total EEA Access (C2)	Ped /Bike/ Transit Environm ent (D1)	Safety (E1)	Emissions Reduction (F1)	Surge Person Hours of Travel (G1)	TransAction Rating	TransAction Rank
<b>Weights</b>			10%	10%	10%	10%	10%	10%	15%	10%	10%	5%	100%	
FFX-141	Fairfax County	Richmond Highway (Route 1) Bus Rapid Transit	100.00	100.00	100.00	100.00	53.85	69.44	14.68	30.56	100.00	55.52	70.36	1
LDN-040	Loudoun County	Route 50 North Collector Road - Tall Cedars Parkway to Route 28	58.98	0.00	8.68	0.00	100.00	100.00	0.00	8.33	10.19	44.98	30.87	2
ALX-040	City of Alexandria	Duke St Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements	2.70	12.92	55.44	6.06	32.58	28.68	29.72	27.78	0.56	50.23	23.64	3
ARL-037	Arlington County	Eads Street Multimodal Improvements	0.49	0.00	0.54	0.00	0.09	0.44	100.00	52.78	0.03	55.19	23.20	4
PWC-050	Prince William County	Dale City Transit Priority Project	0.00	29.89	0.00	73.71	37.70	32.17	2.78	5.56	0.00	54.68	21.05	5
ARL-031	Arlington County	Next Generation Bus Rider Info	1.87	0.00	53.51	0.09	46.95	48.47	7.63	2.78	0.86	52.20	19.21	6
PWC-046	Prince William County	Van Buren Road North Extension	47.39	0.00	85.61	0.00	0.00	0.00	1.68	16.67	13.51	44.29	18.78	7
ALX-039	City of Alexandria	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	0.00	0.00	0.00	0.00	26.57	24.45	12.28	50.00	0.00	51.29	14.51	8
HND-016	Town of Herndon	South Elden Street Corridor Improvements	0.21	0.00	0.00	0.00	0.01	0.00	7.96	100.00	0.00	62.40	14.34	9
ARL-034	Arlington County	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	0.58	0.00	6.54	0.05	0.02	0.01	37.03	16.67	0.13	100.00	12.95	10
CFC-013	City of Falls Church	Annandale Road Multimodal Improvements	0.93	0.00	0.00	0.00	0.01	0.00	12.23	83.33	0.20	51.07	12.84	11
ARL-035	Arlington County	Performance Parking Initiative Phases 2 and 3	1.22	0.00	91.09	0.00	0.00	0.00	0.00	5.56	0.00	48.68	12.22	12
ARL-026	Arlington County	South George Mason Drive Multimodal Improvements	0.87	0.00	0.00	0.00	1.04	4.41	8.35	63.89	0.13	52.85	10.93	13
PWC-047	Prince William County	Old Bridge/Gordon Boulevard Intersection Improvements	5.61	0.00	0.00	0.00	8.08	10.25	4.81	41.67	1.65	46.48	9.77	14
MAN-004	City of Manassas	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)	0.32	0.00	0.00	0.00	0.33	0.23	5.12	52.78	0.12	43.56	8.32	15
ARL-030	Arlington County	Court House Metro Station Access Improvements	0.05	0.00	5.46	0.02	7.01	6.01	21.34	2.78	0.00	53.16	7.99	16
ARL-027	Arlington County	South George Mason Drive and South Four Mile Run Drive Intersection Improvements	0.47	0.00	0.00	0.00	0.00	0.00	6.69	41.67	0.01	52.94	7.87	17
PWC-048	Prince William County	Route 15 Railroad Overpass and Improvements Project	12.88	0.00	8.69	0.00	0.02	0.00	1.23	16.67	0.00	61.86	7.10	18
ARL-028	Arlington County	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	0.59	0.00	0.00	0.00	0.13	0.00	18.54	19.44	0.10	45.43	7.08	19
ARL-029	Arlington County	South Glebe Road and West Glebe Road Intersection Improvements	1.30	0.00	9.83	0.00	0.00	0.00	5.55	19.44	0.33	55.84	6.72	20
LDN-041	Loudoun County	Colonial Highway Pedestrian Safety Improvements Project	0.05	0.00	0.00	0.00	0.00	0.00	0.44	41.67	0.01	43.56	6.42	21
ARL-033	Arlington County	South Glebe Road and 7th Street South Intersection Improvements	0.92	0.00	0.00	0.00	0.00	0.00	6.45	25.00	0.12	52.19	6.18	22
ARL-036	Arlington County	Custis Trail Widening and Modernization	4.51	0.00	0.00	0.00	0.00	0.00	18.58	5.56	1.05	43.56	6.08	23
ARL-024	Arlington County	Arlington Memorial Trail	0.41	0.00	0.00	0.00	0.04	0.00	13.13	8.33	0.07	43.56	5.03	24
PWC-049	Prince William County	Route 234 Trail at Innovation Park	2.72	0.00	0.00	0.00	0.12	0.10	5.00	16.67	0.63	43.56	4.95	25
CFC-012	City of Falls Church	Haycock Road Shared Use Path	0.23	0.00	0.00	0.00	0.00	0.00	8.58	8.33	0.01	43.56	4.32	26
ARL-032	Arlington County	Arlington Boulevard Trail	0.84	0.00	0.00	0.00	0.01	0.00	4.41	8.33	0.16	43.56	3.77	27



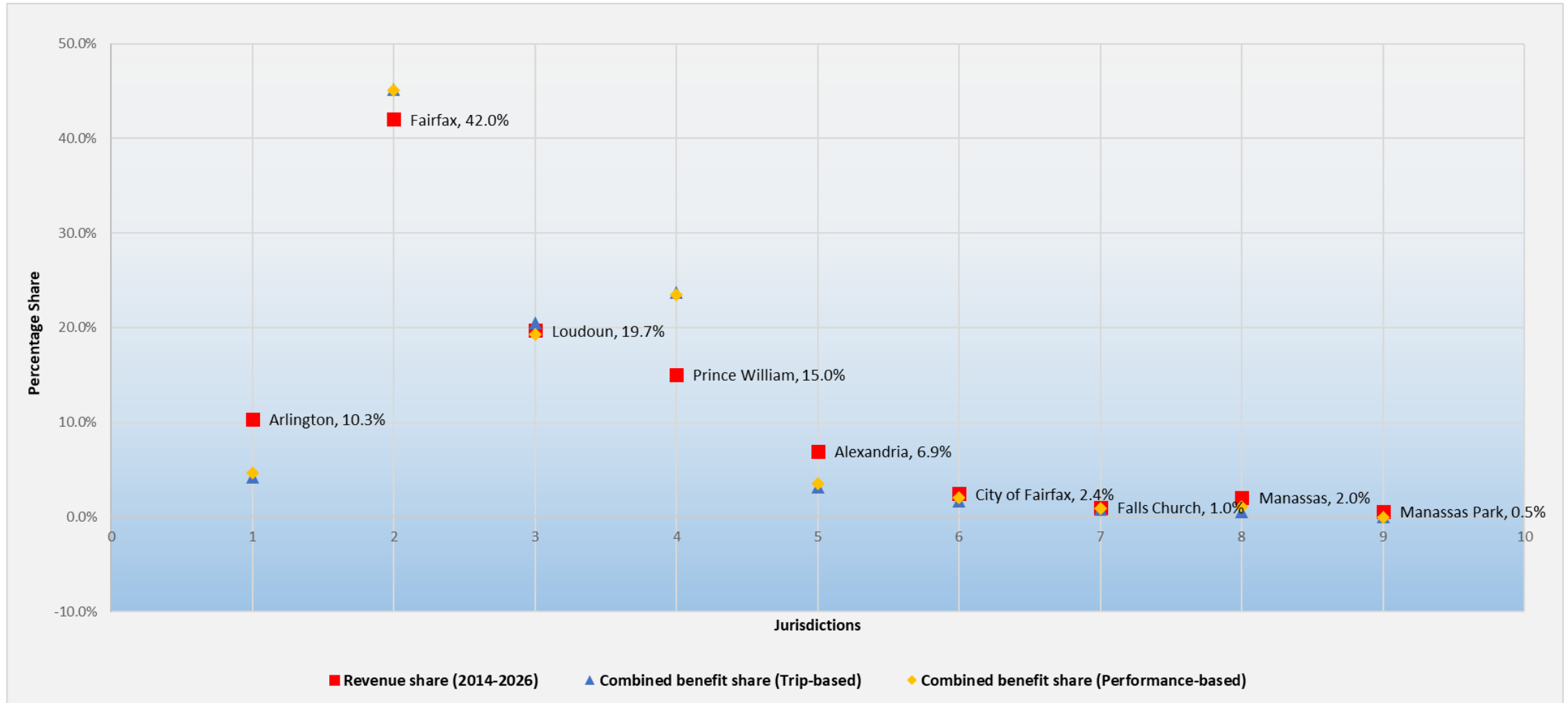
# Long Term Benefit

FY2024-2029 SYP (previous cycle)



# Long Term Benefit

FY2026-2031 SYP (current cycle)



# Qualitative Measures

Application ID	Jurisdiction	Project Title	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2026 Q2)		Past performance (% of allocated funds reimbursed by FY2026 Q2)		Policy 29 non-compliance: # of projects - 18-month substantive progress	Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Long Term Benefit	
						Continuation Projects	Jurisdiction (Agency)	Continuation Projects	Jurisdiction (Agency)						Equity	Safety	Sustainability		
ARL-031	Arlington County	Next Generation Bus Rider Info																	
ARL-035	Arlington County	Performance Parking Initiative Phases 2 and 3																	
PWC-046	Prince William County	Van Buren Road North Extension: Route 234 to Cardinal Drive*																	
PWC-048	Prince William County	Route 15 Railroad Overpass and Improvements Project																	
LDN-040	Loudoun County	Route 50 North Collector Road - Tall Cedars Parkway to Route 28																	
ARL-036	Arlington County	Custis Trail Widening and Modernization	ROW, CN																
FFX-141	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II*																	
PWC-050	Prince William County	Dale City Transit Priority Project	ROW, CN																
ARL-029	Arlington County	South Glebe Road and West Glebe Road Intersection Improvements																	
ARL-033	Arlington County	South Glebe Road and 7th Street South Intersection Improvements	CN																
PWC-047	Prince William County	Old Bridge/Gordon Boulevard Intersection Improvements																	
ALX-040	City of Alexandria	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements*																	
PWC-049	Prince William County	Route 234 Trail at Innovation Park																	
ARL-032	Arlington County	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street																	
ARL-034	Arlington County	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	CN																
ARL-028	Arlington County	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	CN																
CFC-013	City of Falls Church	Annandale Road Multimodal Improvements																	
ARL-037	Arlington County	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	ROW, CN																
ARL-026	Arlington County	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie St																	
CFC-012	City of Falls Church	Haycock Road Shared Use Path																	
ARL-024	Arlington County	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	ROW, CN																
MAN-004	City of Manassas	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)																	
ARL-027	Arlington County	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	ROW, CN																
LDN-041	Loudoun County	Colonial Highway Pedestrian Safety Improvements Project																	
HND-016	Town of Herndon	South Elden Street Corridor Improvements																	
ALX-039	City of Alexandria	Eisenhower Avenue and South Van Dorn Street Corridor Improvements																	
ARL-030	Arlington County	Court House Metro Station Access Improvements	ROW, CN																



# Project Description Forms



Northern Virginia Transportation Authority

## Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements

Date Submitted:  
08/01/2025

APPLICATION #: ALX-040

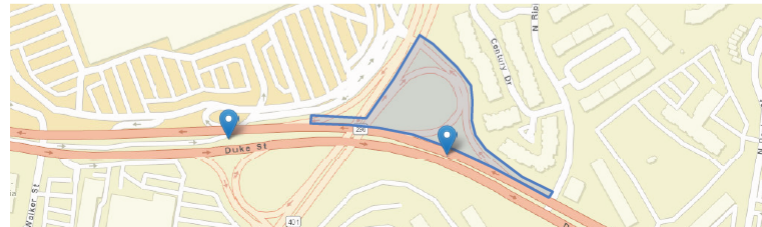
Reconfiguration of Existing Free-Flow Ramps as Intersections with Shared Use Paths

### Project Description

Phase II of the Duke Street Transitway will include multiple improvements to improve mobility, access, and safety for people walking, biking, using transit, and driving near the intersection of Duke Street and Van Dorn Street, which is adjacent to the Landmark Mall mixed-use redevelopment site. This project would reconstruct existing interchange ramps east of Van Dorn Street to intersect at right angles, which would reduce vehicle speeds, improve sightlines, and shorten pedestrian crossing distances. This project would also install a new sidewalk where it is currently missing on Duke Street underneath the Van Dorn St overpass and provide a dedicated transit lane from westbound Duke Street to Van Dorn Street, facilitating bus access to the Landmark Transit Center. The existing free-flow ramps for access between the two roadways (east side of interchange) will be converted to traditional intersections at Van Dorn Street and Duke Street. The intersection of the ramps at Van Dorn Street will provide a four-legged intersection with full access to and from Van Dorn Street. The leg opposite the ramps (currently referred to as Road 5) will provide access to the West End Redevelopment. Included in the project is a new signalized intersection at the intersection of the westbound ramps to Van Dorn at Duke St.

Primary Mode(s)	Secondary Mode(s)
Application Number	ALX-040
Primary TransAction ID Number	197
Submitting Jurisdiction/Agency	City of Alexandria
Location	Interchange of Duke Street and Van Dorn Street in Alexandria, VA and the continuation of the Duke Street Transitway (Phase I). The start of the improvements would begin on Duke Street east of the free-flow ramp from southbound Van Dorn Street to westbound Duke Street up to the signalized intersection at N Ripley Street. This project would continue multimodal improvements planned along Duke Street and Van Dorn Street as part of the separate Duke Street Transitway project Phase I and the West End Redevelopment Project.
Requested NVTA Funds	\$15,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$87,000,000.00
Total Cost to Complete Project	\$102,555,000.00

### Project Location



### Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier	X	X	X	X	
FY29			X	X	X
FY30			X	X	
FY31				X	
Beyond					

Year of expected project completion: FY2031

### Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$555,000	\$12,000,000	\$15,500,000	\$55,300,000	\$19,200,000	\$102,555,000
NVTA Funds Applied	\$0	\$0	\$1,300,000	\$13,700,000	\$0	\$15,000,000
Previous NVTA 70%		\$12,000,000	\$14,200,000	\$41,600,000	\$19,200,000	\$87,000,000
Local	\$555,000	\$0	\$0	\$0		\$555,000
Total Other	\$555,000	\$12,000,000	\$14,200,000	\$41,600,000	\$19,200,000	\$87,555,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

### Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	4.76
Congestion Reduction Relative to Cost (CRRC) Rank	12
TransAction Project Rating	23.64
TransAction Project Rank	3
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	14.03%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	82.02%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.54%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	3
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$106,600,000

<https://www.thenovaaauthority.org/funding/funding-projects/project-descriptions/navigate/2863/3680>

