

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:** Dr. Nampoothiri, Senior Manager
Evaluation Results
- 4. NVTA Update** Ms. Backmon, CEO
- 5. Adjournment** Chair Boice

Next Meeting:

Wednesday, April 15, 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.



FY2026-2031 Six Year Program

Sree Nampoothiri, Senior Manager, NVTA

Technical Advisory Committee

March 18, 2026

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	
TOTAL				\$ 2,408,182,555	\$ 1,265,831,274		

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%
TOTAL	27	100%	\$ 2,408,182,555	\$ 1,265,831,274	100%

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%
TOTAL	27	100%	\$ 2,408,182,555	\$ 1,265,831,274	100%

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

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

Phases

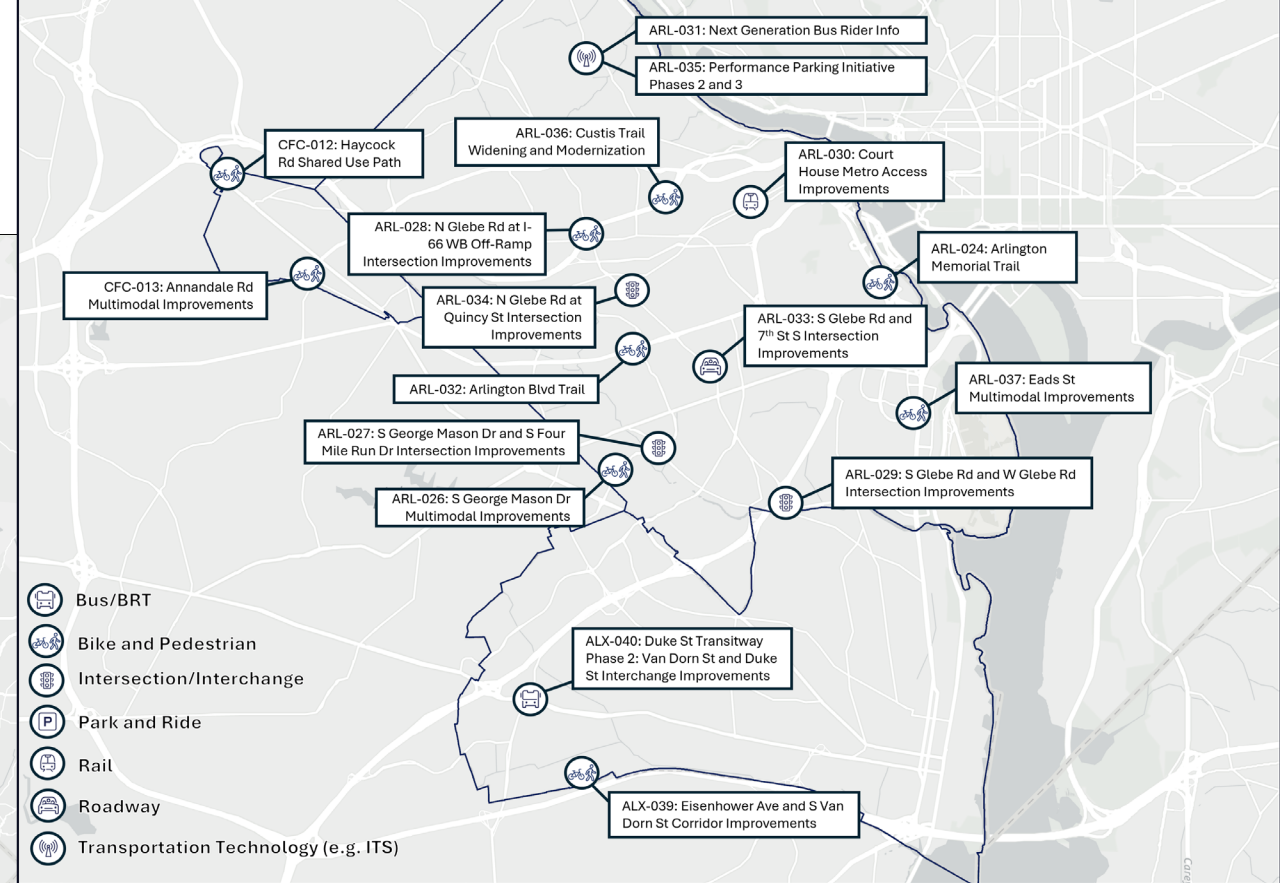
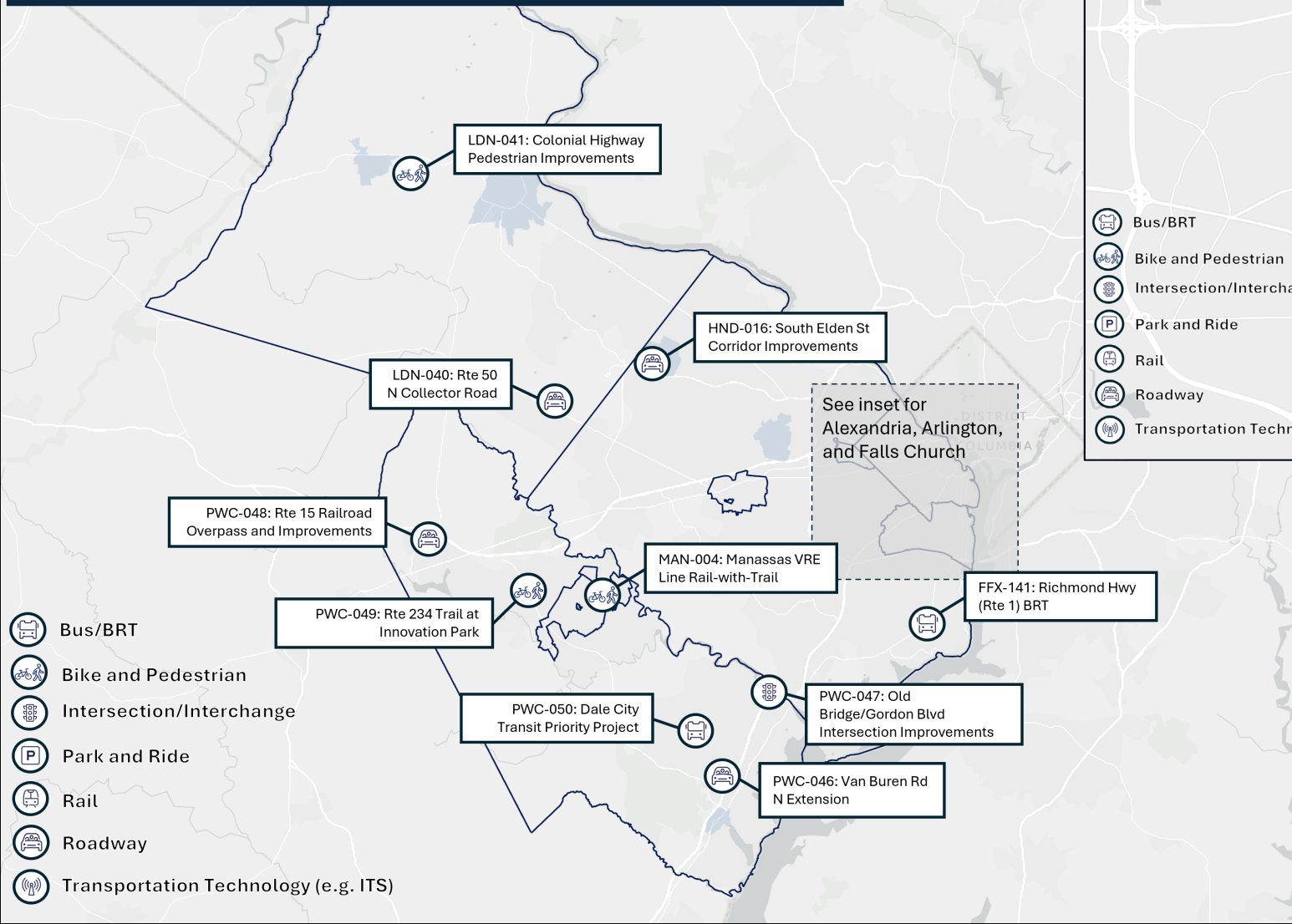
- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- Asset Acq Asset Acquisition



Summary of Applications

NVTA'S **Six Year Program** FY2026 - 2031


Applications Received for FY2026-31 SYP



- Bus/BRT
- Bike and Pedestrian
- Intersection/Interchange
- Park and Ride
- Rail
- Roadway
- Transportation Technology (e.g. ITS)



CRRC Rating

	Northern Virginia Transportation Authority						2/27/2026
FY2026-31 Six Year Program Candidate Projects: Congestion Reduction Relative to Cost (CRRC)							
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	



TransAction Rating



Northern Virginia Transportation Authority
FY2026-2031 Six Year Program Candidate Projects: TransAction Rating

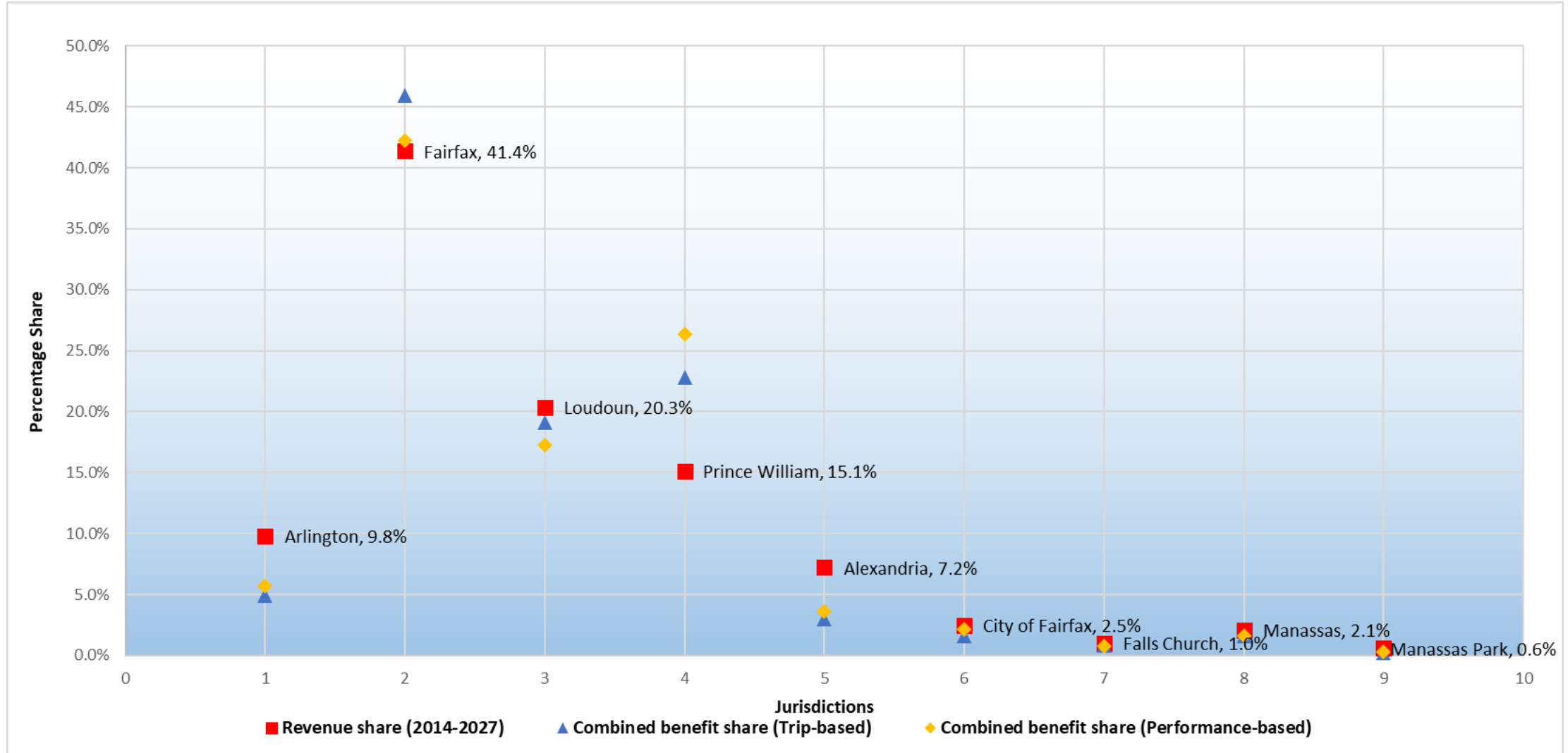
02/27/2026

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
Weights			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



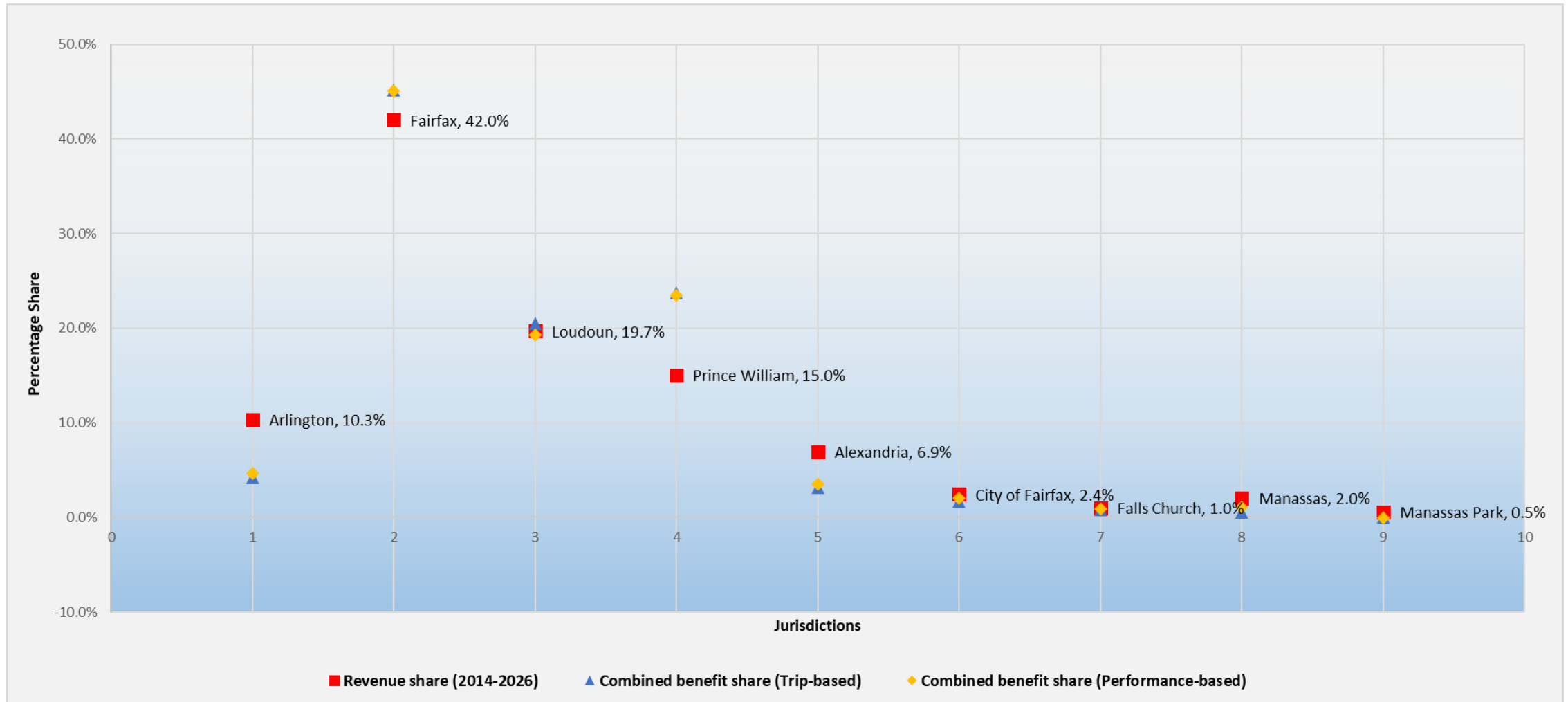
Long Term Benefit

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	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		
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

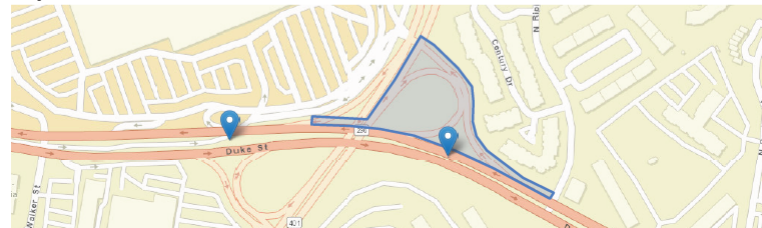
Reconfiguration of Existing Free-Flow Ramps as Intersections with Shared Use Paths

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>



SYP Webpage



FY2026-2031 Six Year Program

Jump to: [FY2026 - 2031 Six Year Program](#) [Public Engagement](#) [Evaluation](#) [Process](#) [Show more](#)

FY2026 - 2031 Six Year Program

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.

[Explore the Evaluation Process](#) >>

Public Engagement

During the public engagement phase beginning soon, community members are invited to provide feedback on candidate projects under consideration for funding. Once the official public comment period opens, community members can provide feedback via an online form, postal mail, or voicemail. NVTA will also host a Public Hearing where the public is invited to speak in-person or virtually before Authority members. All public comments received will be recorded.

Click the links below to access the project materials made available for public comment:

[Candidate Project List](#) | [Candidate Project Description Forms](#) | [Candidate Projects Map](#) | [Evaluations](#) | [CRRC Ratings](#) | [TA Ratings](#)

<https://thenovaauthority.org/funding/funding-projects/fy2026-2031-six-year-program>



FY2026-2031 SYP Schedule

- May 1, 2025: Call for regional Transportation Projects issued
- August 1, 2025: Application deadline
- October 31, 2025: Governing body resolution deadline
- Summer/Fall 2025: Eligibility review; one-on-one applicant meetings; coding
- Fall/Winter 2025: Evaluations and review with applicants
- **March 2026: NVTA approves date for Public Hearing**
- **March 2026: Review evaluations with TAC, PCAC, PPC**
- **April 2026: NVTA releases candidate project list and evaluations for public comment**
- **April / May 2026: Public comment period**
- **May 2026: NVTA hosts Public Hearing**
- **June 2026: NVTA gets briefed on public comments**
- **June 2026: NVTA staff releases project recommendations for review and endorsement by TAC, PCAC, and PPC**
- **July 2026: NVTA adopts FY2026-2031 SYP**



Reference Slides



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
Mobility: 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	
Accessibility: 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	
		E. Improve safety and security of the multimodal transportation system	10	
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	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	



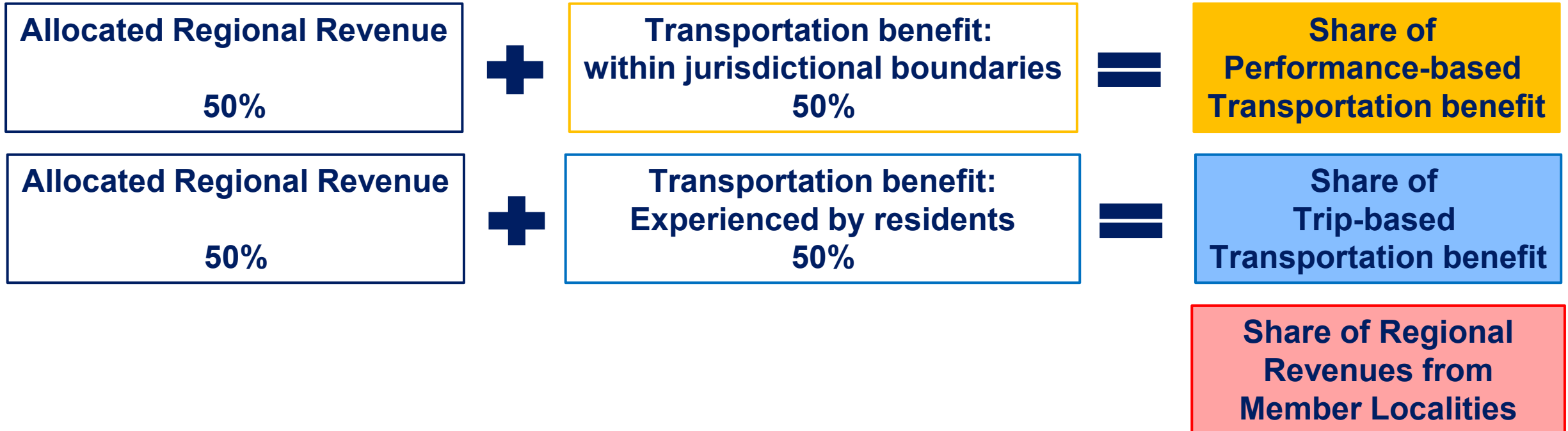
Long Term Benefit

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											
	Funding Gap			# External Funds														
	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														

