

## **Planning Coordination Advisory Committee Meeting**

Wednesday, March 25, 2026, at 6:30 p.m.

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 Colbert

#### **Action Items**

2. **Summary Notes of the February 25, 2025, Meeting** Chair Colbert

*Recommended Action: Approve Meeting Notes*

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

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

#### **Next Meeting:**

Wednesday, April 22, 2026, at 6:30 p.m.

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

## **PLANNING COORDINATION ADVISORY COMMITTEE**

Wednesday, February 25, 2026, at 6:30 p.m.

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**

#### ✓ **Call to Order/Welcome**

- ✓ The meeting was held in person and virtually via Zoom. Chair Colbert called the meeting to order at 6:30 p.m.

#### ✓ **Attendees:**

- ✓ **Planning Coordination Advisory Committee (PCAC) Members:** Mayor Linda Colbert (Town of Vienna); Board Member Julius Spain (Arlington County); Supervisor Styvia Glass (Loudoun County); Council Member Thomas Peterson (City of Fairfax); Council Member Justine Underhill (City of Falls Church); and Vice Mayor Clark Hedrick (Town of Herndon) attended the meeting in person. Supervisor James Bierman (Fairfax County), Council Member Selonia Miles (Town of Dumfries), and Mayor Christopher Bertaut (Town of Purcellville) attended the meeting virtually due to health reasons.

- ✓ **Northern Virginia Transportation Authority (NVTA) Staff:** Michael Longhi (Chief Financial Officer); Sree Nampoothiri (Senior Manager, Transportation Planning & Programming); Starla Couso (Manager, Transportation Planning & Programming)

- ✓ **Others:** Sara Allred (Fairfax County) and Jaleh Moslehi (Town of Herndon).

#### ✓ **Summary Notes of October 29, 2025, Meeting**

- ✓ A motion to approve the summary notes of the October 29, 2025, meeting was made by Board Member Spain and seconded by Council Member Underhill. The motion passed unanimously.

#### ✓ **2026 Meeting Calendar**

- ✓ Dr. Nampoothiri presented the 2026 PCAC Meeting Calendar. He highlighted four proposed meetings that differ from the committee's typical meeting time and date on the fourth Wednesday of each month at 6:30 p.m.
  - i. The proposed May 27, 2026, meeting will be held at 5:30 p.m. instead of 6:30 p.m., so the Technical Advisory Committee (TAC) can meet at 7:00 p.m. on the same night. This is to provide adequate time to summarize public comment on the Six Year Program (SYP).
  - ii. The proposed June 2026 meeting will be held on the third Wednesday (June 17, 2026) at 5:30 p.m., so the committee may take action on the SYP recommendations and provide the legally mandated time between final recommendations and Authority action anticipated at their July meeting.

- iii. The November and December meetings will be held on the third Wednesday of the month at 5:30 p.m. to accommodate holidays.
- iv. Dr. Nampoothiri stated at the last Authority meeting on February 12, 2026, included the awarding of the TransAction and SYP update contract to ICF. The project kickoff is anticipated to occur at the beginning of March 2026. As part of this contract, NVTA is also advancing further work on the BRT Action Plan, including refining route adjustments, funding, and operations. The second half of the year, PCAC will receive updates on this update.
- ✓ A motion to approve the 2026 meeting schedule was made by Vice Mayor Hedrick and seconded by Supervisor Glass. The motion passed unanimously.
- ✓ **FY2026-2031 Six Year Program Update: The Process**
  - ✓ Dr. Nampoothiri refreshed PCAC members on the process of the SYP. He described NVTA's primary responsibilities to plan and fund regional transportation projects and explained the SYP allocates out-year funding for two years.
  - ✓ To be eligible to receive SYP funding, projects must be listed within the long range plan, TransAction. TransAction is updated every five years.
  - ✓ Dr. Nampoothiri described how the project selection process aligns with NVTA's enabling legislation, 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 received for this SYP cycle passed the eligibility screening.
    - ii. **Quantitative analyses** include consideration of Congestion Relief Relative to Cost (CRRC), TransAction Project Ratings (formerly HB 599 (2012)), and Long Term Benefit (LTB). The three quantitative measures are mentioned in NVTA's enabling legislation.
    - iii. **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 category are placed into general categories of low to high. For this SYP cycle, NVTA required applicants to submit statements about how projects relate to NVTA's Core Values: Safety, Equity, and Sustainability.
    - iv. **Public comment** is the fourth consideration in project selection.
  - ✓ The discussion on the project selection process is summarized below:
    - i. Chair Colbert asked for confirmation on how past performance is evaluated. Dr. Nampoothiri explained how past performance is evaluated in two ways: project level and jurisdiction level. At the project level, if a project is coming back to NVTA for additional money, NVTA staff already knows details about how the project is funded and how well it is progressing. At the jurisdiction level, NVTA staff considers how well jurisdictions are moving all their projects. NVTA staff presents this information to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Authority once a quarter.

- ii. Chair Colbert asked for clarification on the geographic and modal balance. Dr. Nampoothiri explained NVTA staff will review the project list to balance both the geographic distribution of projects as well as balance how different transportation modes are funded.
  - iii. Council Member Peterson asked where the documentation for how CRRC is calculated. Dr. Nampoothiri stated the technical documentation for CRRC calculation is included in the committee's packet. Dr. Nampoothiri stated NVTA is legislatively mandated to prioritize projects based on CRRC, which is calculated as cumulative person hours of delay divided by total project cost.
  - iv. Council Member Peterson highlighted a recent public comment at Transportation Planning Board (TPB) meeting. The commentor at TPB provided several studies showing the impact of bicycle paths on congestion. Dr. Nampoothiri acknowledged pedestrian and bicycle projects are difficult to evaluate with traditional travel demand models. He also explained that to evaluate such projects for congestion reduction, NVTA staff apply an industry-standard mode shift rate that removes auto-trips to evaluate these projects. Dr. Nampoothiri noted the CRRC is only one measure used to evaluate projects.
  - v. Council Member Peterson asked how the impacts of inflation are incorporated into the evaluation process. Dr. Nampoothiri noted that NVTA staff understand project timelines change and there are opportunities for member jurisdiction staff to make changes to their timelines. NVTA staff encourages jurisdiction staff to proactively discuss any project changes with NVTA staff.
  - vi. Council Member Underhill asked if the quantitative measures are revisited periodically and if those measures would come to the committee for review. Dr. Nampoothiri noted the opportunity to change performance measures is linked to the update of the long range plan, TransAction. Within the next six months, NVTA staff will bring the performance measures for consideration of the committees.
- ✓ Dr. Nampoothiri explained how **CRRC** is calculated. CRRC is calculated as cumulative person hours of delay divided by total project cost. Benefits are determined for model runs in two horizon 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 and summed for each year. The cumulative person-hours of delay (PHD) is divided by the total cost.
  - ✓ Dr. Nampoothiri explained how the **TransAction Project Rating** is calculated. The candidate projects are coded into the TransAction 2045 'No Build' network and the ratings are calculated for individual projects. For each performance measure, projects are evaluated relative to one another with the highest scoring project receiving the maximum score. All other scores are normalized relative to the highest scoring project and then multiplied by the weight to get the overall rating.
  - ✓ Dr. Nampoothiri explained how the **LTB** is calculated. The Code of Virginia requires, 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 principles for the LTB determination strategy were approved by the Authority in 2014 from the recommendations of a dedicated working group.

- ✓ Dr. Nampoothiri reviewed the qualitative considerations including past performance, previous NVTA allocation, funding gaps, committed sources of external funding, alignment with Core Values, and geographic/modal balance. Results for each category are placed into general ranks of positive or negative. Last SYP cycle, NVTA required applicants to submit statements on how projects align with NVTA's Core Values.
- ✓ Dr. Nampoothiri noted all the analytics results will be released in March 2026 in addition to the **Project Description Forms**, which have more information on each project. Dr. Nampoothiri reviewed the SYP schedule for the committee. NVTA staff anticipate hosting a Public Hearing in May 2026.
- ✓ Additional questions or comments on the SYP are summarized below:
  - i. Council Member Peterson asked if the SYP recommendations that will be shown to the committee are already prioritized. Dr. Nampoothiri explained the TransAction performance measures are prioritized by the weight associated with each measure. Council Member Peterson asked for further clarification on how the Core Values are evaluated. Dr. Nampoothiri explained multiple NVTA staff independently review each project for alignment with the Core Values.
- ✓ Mr. Longhi stated that the Finance Team is working to finalize the revenue estimates for this SYP cycle. In previous SYP cycles, there has been about \$700 million available for allocation. The Virginia General Assembly session is anticipated to end March 14, 2026. Until the session ends, the Finance Team will not be able to finalize the revenue estimates.
  - i. Council Member Peterson asked about the stability or shift of construction cost inflation. Mr. Longhi explained that member jurisdictions are not constrained by contingency amounts determined by NVTA. NVTA staff discuss this topic at RJACC meetings with staff from member jurisdictions. Additionally, NVTA staff encourage forward appropriations if member jurisdictions are ready to advance a project.
- ✓ **NVTA Update**
  - ✓ Mr. Longhi noted a budget amendment circulating in the Senate of Virginia. Senate Bill 30 (SB 30) proposes that the current sales and use tax (SUT) exemption for data center purchases of computer equipment, software, etc. end by January 1, 2027. Any revenue generated by sales of this equipment in Planning District 8 would have the NVTA .7% tax rate applied. This revenue is split between the 70% (Regional Revenue Fund) and the 30% Local Distribution Fund. While Regional Revenue is allocated through SYP for regional projects, Local Distribution Funds are distributed to member jurisdictions who can use them for public transportation purposes, including operations and maintenance. Many jurisdictions use their 30% funds to

support their own transit operations. SB 30 proposes to direct the revenue generated by the elimination of the SUT on data centers to the WMATA Capital Fund. This would include the portion of revenue that would go to NVTA. While NVTA supports dedicated funding for WMATA, SB 30 as written sets a precedent where changes to the tax system do not include NVTA's revenue share. Also, it is not clear how the taxes generated in Prince William County and Cities of Manassas and Manassas Park could be sent to WMATA since these jurisdictions are not members of the WMATA compact.

- i. Board Member Spain asked who is carrying SB 30. Mr. Longhi stated SB 30, as a budget Bill, is carried by a combination of sponsors.
- ✓ NVTA's Transportation Technology Roundtable is on Wednesday, March 25, 2026. Dr. Nampoothiri reviewed the program and encouraged PCAC members to register if they wish to attend.

✓ **Adjourn**

- ✓ The meeting was adjourned at 7:38 p.m.
- ✓ The next meeting is scheduled for March 25, 2026, at 6:30 p.m. in person at NVTA's office.



# **FY2026-2031 Six Year Program**

**Sree Nampoothiri, Senior Manager, NVTA**

**Planning Coordination Advisory Committee**

**March 25, 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>

### 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

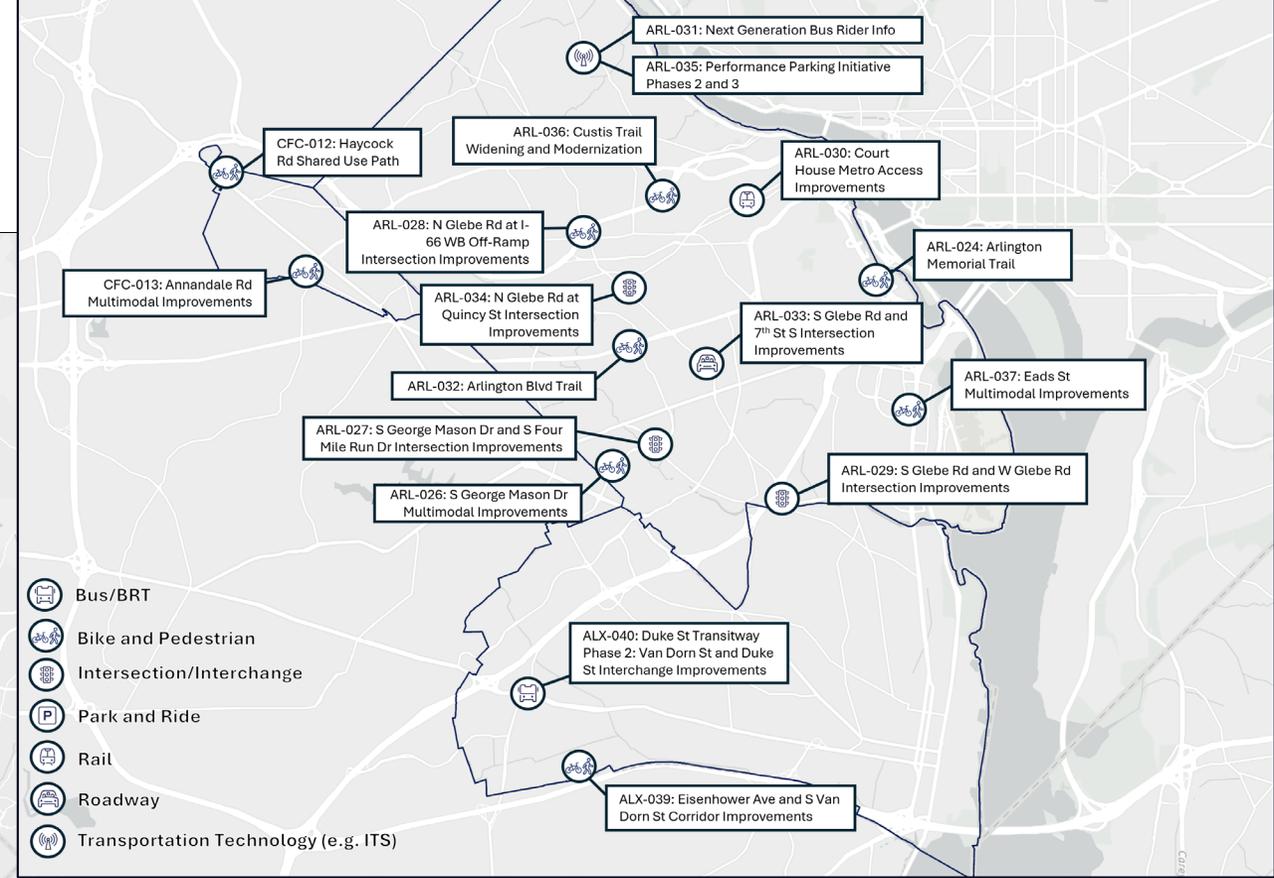
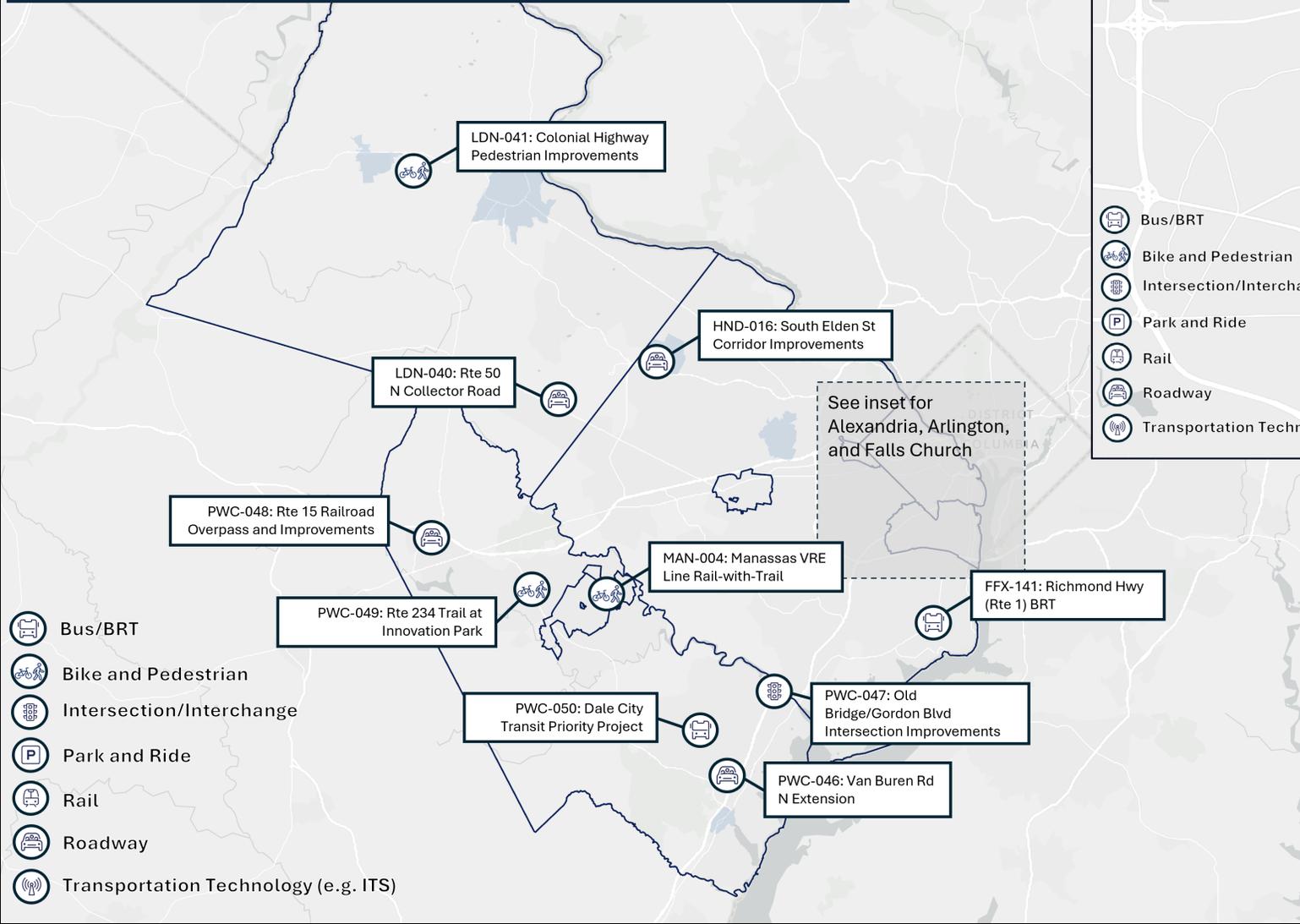
- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- Asset Acq Asset Acquisition



# 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

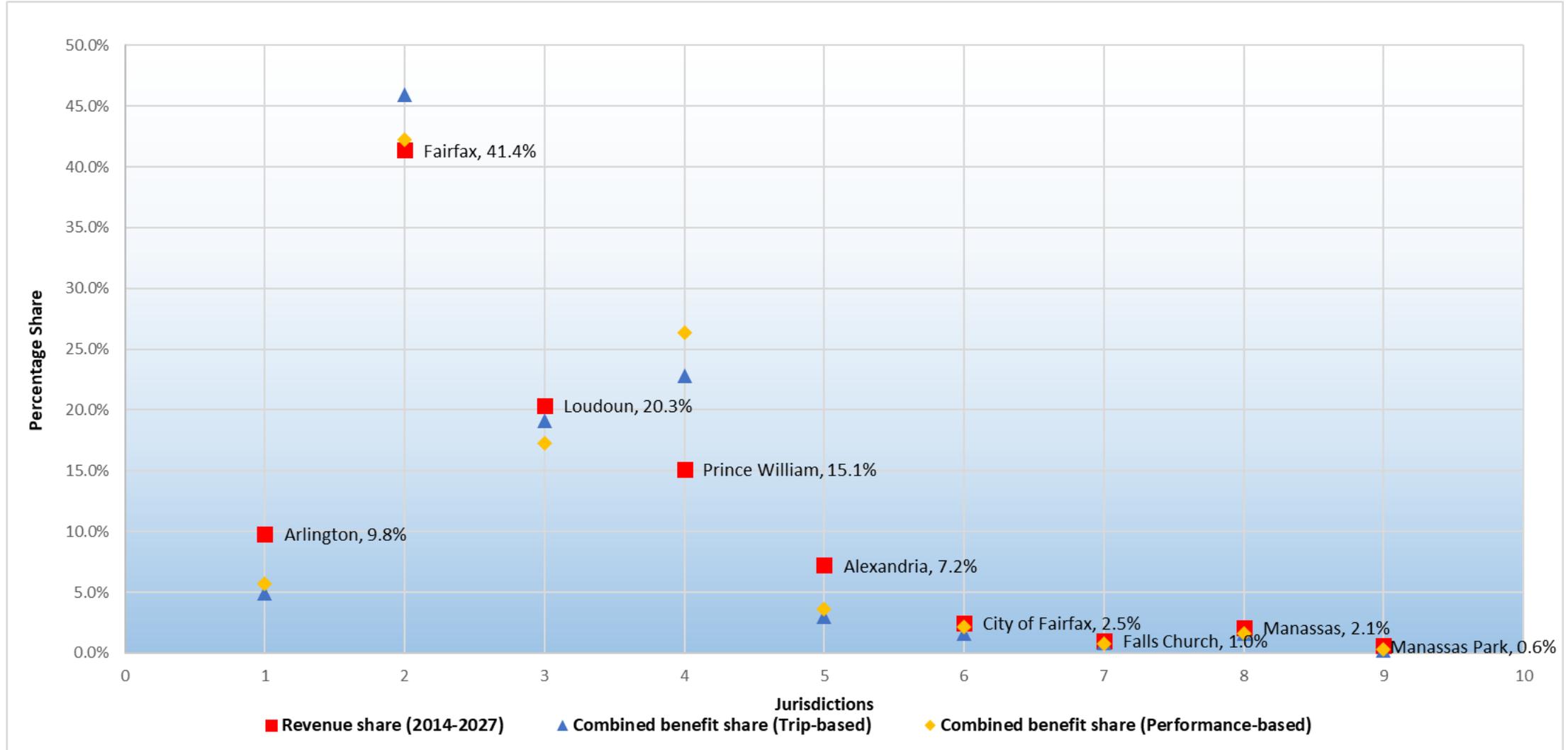
02/27/2026

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 Environment (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



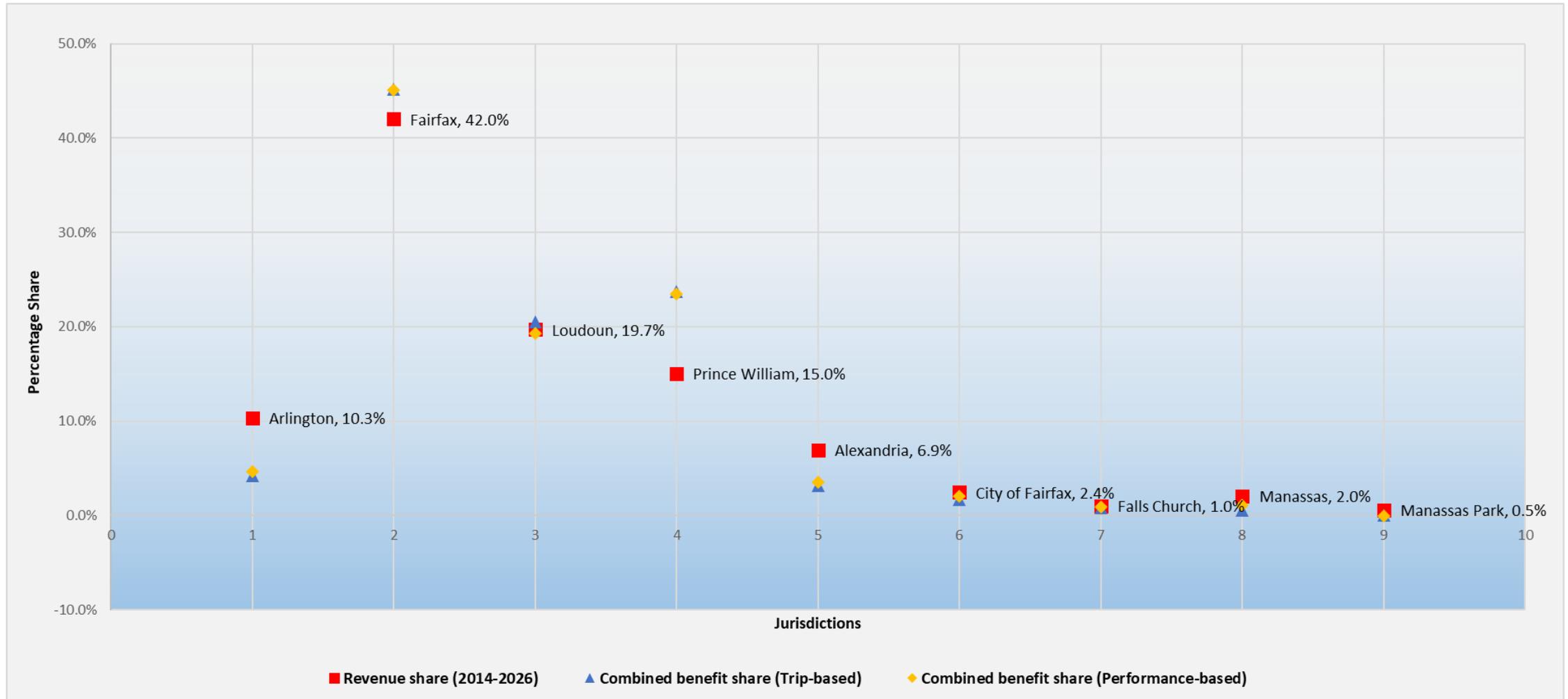
# Long Term Benefit

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	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

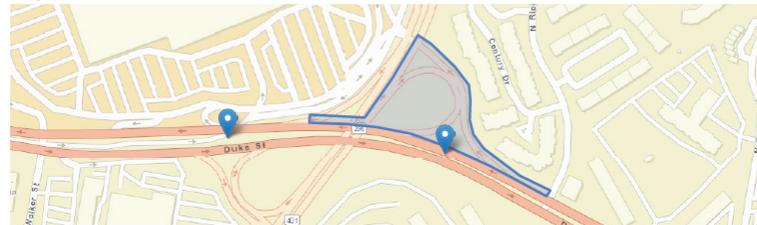
Reconfiguration of Existing Free-Flow Ramps as Intersections with Shared Use Paths

### 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>



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# 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 2, 2026: NVTa releases candidate project list and evaluations for public comment**
- **April 2 – May 17, 2026: Public comment period**
- **May 14, 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**



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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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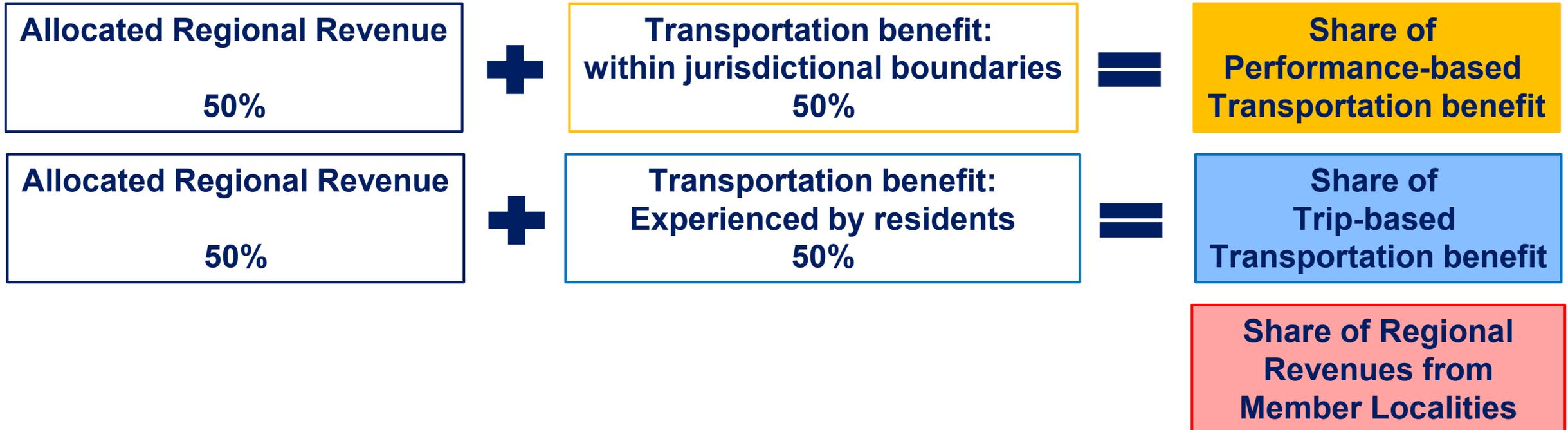
# Long Term Benefit

**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													

