

Planning Coordination Advisory Committee Meeting

Wednesday, June 17, 2026, at 5:30 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 May 27, 2026, Meeting** Chair Colbert
Recommended Action: Approve Meeting Notes

3. **FY2026-2031 Six Year Program Update:
Staff Recommendations** Dr. Nampoothiri,
Senior Manager
*Recommended Action: Recommend the Authority
to adopt the FY2026-2031 Six Year Program*

Discussion / Information Items

4. **NVTA Updates** Ms. Backmon, CEO
5. **Adjournment** Chair Colbert

Next Meeting:

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

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, May 27, 2026

5:30 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

1. Call to Order/Welcome

- ✓ The meeting was held in person and virtually via Zoom. Chair Colbert called the meeting to order at 5:32 p.m.
- ✓ **Attendees:**
 - i. **Planning Coordination Advisory Committee (PCAC) Members:** Mayor Linda Colbert (Town of Vienna); Board Member Julius Spain (Arlington County); Vice Mayor Clark Hedrick (Town of Herndon); Council Member Canek Aguirre (City of Alexandria); Supervisor Jeanne LaCroix (Prince William County); and Supervisor James Bierman (Fairfax County) attended the meeting in person. Supervisor Sylvia Glass (Loudoun County) and Council Member Selonia Miles (Town of Dumfries) attended the meeting virtually from their respective homes due to health reasons. Council Member Thomas Peterson (City of Fairfax) and Mayor Christopher Bertaut (Town of Purcellville) attended the meeting virtually at agreed upon locations due to work conflicts.
 - ii. **Northern Virginia Transportation Authority (NVTA) Staff:** Monica Backmon (Chief Executive Officer); Sree Nampoothiri (Senior Manager, Transportation Planning & Programming); Keith Jasper (Principal, Transportation Planning and Programming); Ashkan Gholamialam (Regional Transportation Modeler); and Griffin Frank (Regional Transportation Planner).
 - iii. **Others:** Sara Allred (Fairfax County)

2. Summary Notes of March 25, 2026, Meeting

- ✓ A motion to approve the summary notes of the March 25, 2026, meeting was passed unanimously.

3. FY2026-2031 Six Year Program Update: Public Comment Results

- ✓ Dr. Nampoothiri reviewed the FY2026-2031 Six Year Program (SYP) process and the tasks leading up to the public comment results.
- ✓ The Northern Virginia Transportation Authority (NVTA) received 27 applications requesting approximately \$1.265 billion. The applications included a larger share of active transportation projects as compared to previous funding cycles.
- ✓ The public comment period ran from April 2, 2026, through May 17, 2026. NVTA published project summaries, evaluation results, maps, schedules and cost

information for each project application and accepted comments through an online form, mail, phone and during the May 14, 2026, Authority public hearing.

- ✓ NVTA received approximately 700 project-level comments from nearly 265 unique commentors, including 20 public hearing speakers. This was relatively similar to the number of commentors, and comments received from the previous SYP cycle.
- ✓ Most projects received primarily supportive comments. The City of Falls Church's Haycock Road Shared Use Path and Annandale Road Multimodal Improvements projects received the greatest number of supportive comments, followed by Arlington County's Custis Trail Widening and Modernization project. Prince William County's Van Buren Road North Extension: Route 234 to Cardinal Drive project received an almost equal number of supportive and opposing comments.
- ✓ Commentors' home ZIP Codes generally showed that comments originated near the commented project's locations. However, some opposing comments came from further distances away and showed a broad opposition to roadway projects rather than concerns specific to a particular application.
- ✓ Dr. Nampoothiri explained that public comments are one of four key components of the SYP evaluation process. Staff must give priority to Congestion Reduction Relative to Cost (CRRC), as required by state law, while considering TransAction ratings, Long-Term Benefits (LTB), qualitative considerations such as project readiness and individual jurisdiction's/agency's project delivery history as well as public comments.
- ✓ The discussion on the public comment results is summarized below:
 - i. Supervisor LaCroix asked what concerns were raised about the Van Buren Road project. Dr. Nampoothiri responded supporters stated the project could reduce cut-through traffic and improve safety in the Montclair area. Opponents, particularly residents near the Four Seasons community, expressed concern that the new roadway would bring traffic, noise and visual impacts closer to their neighborhood. Some additional opposition consisted of generic comments against roadway construction. Ms. LaCroix followed up by asking what is done when comments identify legitimate project concerns. Dr. Nampoothiri said the public engagement process allows the sponsor to evaluate and address those concerns. NVTA only funded the project's design phase in a previous SYP and Prince William County was expected to continue outreach and consider those previous community concerns as the design advances.
 - ii. Board Member Spain asked how CRRC is calculated. Dr. Nampoothiri responded that NVTA compares regional travel-model results with and without each project for 2030 and 2045, then estimates the amount of congestion reduced for each year after the project is expected to open. This total provides the benefits through 2045 and is divided by the project's total cost.
 - iii. Board Member Spain asked whether NVTA had considered more targeted outreach in the communities where candidate projects are located and how NVTA measures the success of its engagement. Dr. Nampoothiri responded

that outreach was done through the region's Public Information Officer (PIO) group, the Regional Jurisdiction and Agency Coordinating Committee (RJACC), social media, local meetings and the required public hearing. Staff also promoted the comment opportunity at Bike to Work Day in Ballston, Arlington. Ms. Backmon stated that written comments have become more common since the pandemic in 2020 so digital outreach has grown in popularity while there were several opportunities that staff sought out to promote engagement in-person.

- iv. Supervisor Glass asked from where the opposing comments for the Route 50 North Collector Road project originated. Dr. Nampoothiri replied that the comments did not come from the immediate project area based on the ZIP Code information collected, which was portrayed on the map.
- v. Vice Mayor Hedrick asked how comments are weighted in the selection process. Ms. Backmon said that there is no single factor that determines the recommendation. NVTA has several state-mandated measures that must be considered along with public comments. Staff review comments qualitatively, focusing on the reasons offered, the level of project-specific detail, the commenter's connection to the area. Vice Mayor Hedrick followed up by asking if any metric or percentage is applied to comments. Ms. Backmon explained that public comments are considered qualitatively and are not assigned a numerical weight, as doing so could unfairly favor projects that generate the greatest number of comments. Instead, staff review the substance of each comment and share all feedback with project sponsors, particularly detailed comments that may identify project-specific concerns or potential improvements.
- vi. Vice Mayor Hedrick suggested that NVTA could provide the public comment analysis to the committee without allowing it to directly affect staff recommendations. Ms. Backmon stated the SYP public comments can identify project-specific issues that may not otherwise be known, and that comments are shared with project sponsors.
- vii. Chair Colbert noted the number of commenters was relatively small compared with the populations affected by the projects. She suggested that the substance of individual comments may be valuable when it identifies a potential project improvement. Ms. Backmon replied that in some cases, this feedback has led sponsors to adjust project scopes, such as requesting funding only for preliminary engineering so that additional public engagement and consensus-building can occur before seeking funding for later phases.
- viii. Board Member Spain requested key themes of the public comments, including the reasons commenters supported or opposed individual projects, rather than relying only on comment totals. Dr. Nampoothiri stated that a report summarizing themes and including the full, unedited comments was being prepared and would be shared with the committee soon.

4. NVTA Update

- ✓ Ms. Backmon provided the NVTA update. The Authority's June meeting will be held virtually, with approval of the approximately \$775.8 million Pay-Go funding amount as the primary action item. She explained that confirmation of the available funding amount is the final step needed for staff to develop funding recommendations.

5. Adjourn

- ✓ The meeting was adjourned at 6:17 p.m.
- ✓ The next meeting is scheduled for June 17, 2026, at 5:30 p.m. at NVTA's office.

DRAFT



FY2026-2031 Six Year Program Staff Recommendations

Sree Nampoothiri, Senior Manager, NVTA

Planning Coordination Advisory Committee

June 17, 2026

Topics

1. Project Selection Process
2. Previous Funding Programs
3. NVTAs Staff Recommendations
4. Next Steps



Project Selection Process

Multiple Components

1. Eligibility
2. Quantitative Analyses
3. Qualitative Considerations
4. Public Comment



Previous Funding Programs: Summary

Funding Program	Amount Requested (\$)	Amount Approved (\$)	Approved/Requested (%)
FY2014	339,693,000	188,993,000	56%
FY2015-2016	467,124,215	336,944,000	72%
FY2017	297,949,000	166,043,951	56%
FY2018-2023	2,470,139,861	1,285,273,281	52%
FY2020-2025	1,444,826,078	539,110,783	37%
FY2022-2027	1,229,166,553	626,290,870	51%
FY2024-2029	947,219,560	696,335,252	74%
Total Funding To Date	6,248,898,707	3,142,655,885	50%
		Amount Recommended (\$)	
FY2026-2031	1,254,658,760	775,793,006	62%



NVTA Staff Recommendations

- **Recommending 21 of 27 candidate projects**
 - **18 of 27** projects recommended for the **full amount** of requested funding
 - **3 of 27** projects recommended for a **partial amount** of requested funding
 - Not recommending **6 of 27** candidate projects
- All **3 continuation project requests** are recommended for additional funding
- **2** recommended projects are **multi-jurisdictional** demonstrating regional collaboration
- All projects with a **CRRC* of Rank 1 thru 19**, except 1, are fully or partially funded
- All projects with a **TransAction Rating Rank of 1 thru 15**, except 2, are fully or partially funded

*CRRC – Congestion Reduction Relative to Cost



NVTA Staff Recommendations

- **Demonstrate NVTA's Reliable and Robust Funding Stream**
 - **21 recommended projects** bring NVTA's regional transportation investments, spanning FY2014 through FY2031, to almost **\$4.5 billion** (\$250 million/year), covering **153 projects** (average \$30 million/project).
- **Range of Project Allocation**
 - Recommended Funding Amount Range: **\$1.5 million to \$200 million**
 - **Average** amount: **\$51 million**. Past cycles had an average of \$30 million.
- **Geographically and Modally Balanced**
 - Projects recommended for **all eight applicants**
 - Includes projects for **all modes**
 - Bike-ped: 9
 - Roadway: 5
 - Transit: 3
 - Technology: 2
 - Intersection/Interchange: 2



NVTA Staff Recommendations

- **BRT and Multimodal Focus**

- Continued funding on BRT projects (FFX-141 and ALX-040) – bringing total NVTA **allocation on regional BRT projects to over \$1 Billion**
- Highest amount and percentage of **bike and pedestrian projects** (9 projects, 43% of total) and funding (\$165 million, 21% of total) ever in one funding cycle

- **Transportation Technology**

- **Top ranked projects** are the two technology projects (ARL-031 and ARL-035) demonstrating cost-effectiveness

- **Continued Corridor Focus**

- I-95/Route 1 (ARL-037, FFX-141, PWC-046)
- I-66/Route 29/Route 50: (ARL-028, ARL-032, ARL-036, CFC-013)
- Route 28 and Loudoun County Parkway (LDN-040)
- Glebe Road (ARL-028, ARL-029, ARL-033, ARL-034)



NVTA Staff Recommendations

Application ID	Project Title	Total Project Cost	Requested NVTA Funds	TransAction Project Rating Rank (incl. HB 599)	CRRR Rank	Recommended Funds	Phases for which Funds Recommended
ARL-031	Next Generation Bus Rider Info	\$ 2,500,000	\$ 2,500,000	6	1	\$ 2,500,000	CN, Asset
ARL-035	Performance Parking Initiative Phases 2 and 3	\$ 4,587,747	\$ 4,587,747	12	2	\$ 4,587,747	CN, Asset
PWC-046	Van Buren Road North Extension: Route 234 to Cardinal Drive ¹	\$ 191,005,800	\$ 179,005,800	7	3	\$ 179,005,800	ROW, CN
PWC-048	Route 15 Railroad Overpass and Improvements Project	\$ 80,000,000	\$ 65,000,000	18	4	\$ 65,000,000	PE, ROW, CN
LDN-040	Route 50 North Collector Road - Tall Cedars Parkway to Route 28 ²	\$ 400,716,000	\$ 200,000,000	2	5	\$ 200,000,000	ROW, CN
ARL-036	Custis Trail Widening and Modernization	\$ 29,900,000	\$ 2,400,000	23	6	\$ 2,400,000	PE
FFX-141	Richmond Highway Bus Rapid Transit - Phases I & II ¹	\$ 987,290,200	\$ 463,000,000	1	7	\$ 116,300,000	CN
PWC-050	Dale City Transit Priority Project	\$ 50,080,000	\$ 6,000,000	5	8	\$ 6,000,000	PE
ARL-029	South Glebe Road and West Glebe Road Intersection Improvements	\$ 10,000,000	\$ 10,000,000	20	9	\$ 10,000,000	PE, ROW, CN
ARL-033	South Glebe Road and 7th Street South Intersection Improvements	\$ 10,000,000	\$ 3,000,000	22	10	\$ 3,000,000	PE, ROW
PWC-047	Old Bridge/Gordon Boulevard Intersection Improvements	\$ 94,456,481	\$ 56,000,000	14	11		
ALX-040	Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements ¹	\$ 102,555,000	\$ 15,000,000	3	12	\$ 15,000,000	ROW, CN
PWC-049	Route 234 Trail at Innovation Park	\$ 45,000,000	\$ 45,000,000	25	13	\$ 45,000,000	PE, ROW, CN
ARL-032	Arlington Boulevard Trail: North Side from North Granada Street to North Jackson Street	\$ 15,000,000	\$ 15,000,000	27	14	\$ 15,000,000	PE, ROW, CN
ARL-034	North Glebe Road at Quincy Street / Henderson Road Intersection Improvements	\$ 15,000,000	\$ 5,000,000	10	15	\$ 5,000,000	PE, ROW
ARL-028	North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements	\$ 17,500,000	\$ 10,000,000	19	16	\$ 10,000,000	PE, ROW
CFC-013	Annandale Road Multimodal Improvements	\$ 30,000,000	\$ 30,000,000	11	17	\$ 30,000,000	PE, ROW, CN
ARL-037	Eads Street Multimodal Improvements: 15th Street South to 23rd Street South	\$ 18,300,000	\$ 2,000,000	4	18	\$ 2,000,000	PE
ARL-026	South George Mason Drive Multimodal Improvements: Columbia Pike to South Dinwiddie St	\$ 36,000,000	\$ 36,000,000	13	19	\$ 28,747,299	PE, ROW, Part CN
CFC-012	Haycock Road Shared Use Path	\$ 15,087,696	\$ 15,000,000	26	20		
ARL-024	Arlington Memorial Trail: Memorial Avenue to Columbia Pike	\$ 29,338,000	\$ 5,000,000	24	21		
MAN-004	Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1) ²	\$ 30,534,594	\$ 30,265,994	15	22	\$ 30,265,994	PE, ROW, CN
ARL-027	South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements	\$ 64,375,000	\$ 8,500,000	17	23		
LDN-041	Colonial Highway Pedestrian Safety Improvements Project	\$ 8,488,000	\$ 8,488,000	21	24	\$ 1,586,166	PE
HND-016	South Elden Street Corridor Improvements ³	\$ 31,572,514	\$ 4,400,000	9	25	\$ 4,400,000	CN
ALX-039	Eisenhower Avenue and South Van Dorn Street Corridor Improvements	\$ 21,856,219	\$ 21,856,219	8	26		
ARL-030	Court House Metro Station Access Improvements	\$ 67,127,000	\$ 11,655,000	16	27		
		\$ 2,408,270,251	\$ 1,254,658,760			\$ 775,793,006	

¹ Continuation project (previously received NVTA regional revenue funds)

² Multi-jurisdictional project

³ Town of Herndon reduced the request to \$4,400,000 from the original request of \$15,572,514

					Available PayGo	\$ 775,793,006	
	XX Partial Funding						
	PE: Design/Preliminary Engineering		ROW: Right of Way		CN: Construction		Asset: Asset Acquisition

NVTA Staff Recommendations

- **Partial funding** allocation recommendations for **three** projects due to external funding, TransAction Rating, long term benefit, and public comments.
 - FFX-141 Richmond Highway BRT - \$116,300,000 for Construction
 - ARL-026 S George Mason Dr Multimodal Improvements - \$28,747,299
 - LDN-041 Colonial Highway Pedestrian Safety Improvements - \$1,586,166 for PE/Design
- **No Funding** allocation recommendation on **six** projects due to low CRRC and TransAction Ratings, long term benefit, external funding, and geographic balance.
 - PWC-047 Old Bridge Road/Gordon Blvd Intersection Improvements
 - CFC-012 Haycock Road Shared Use Path
 - ARL-024 Arlington Memorial Trail
 - ARL-027 S George Mason Dr & S Four Mile Run Dr Intersection Safety Improvements
 - ALX-039 Eisenhower Avenue & S Van Dorn St Corridor Improvements
 - ARL-030 Court House Metro Station Access Improvements

