

Northern Virginia Transportation Authority Meeting

Thursday, July 9, 2026

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and accessible via YouTube

AGENDA

1. Call to Order Chair Randall
2. Roll Call Ms. Henderson, Board Secretary

Consent Agenda

3. Approval of June 11, 2026, Meeting Summary Minutes Chair Randall
Recommended Action: Approval of the June 11, 2026, Meeting Summary Minutes
4. Approval of Standard Project Agreement (SPA) 2020-48-2 for City of Fairfax's Blenheim Boulevard Multimodal Improvements (formerly Old Lee Highway Multimodal Improvements) Project Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of SPA 2020-48-2 for the City of Fairfax
5. Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) funds for the City of Falls Church Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of RSTP Transfer Recommendation
6. Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the Virginia Railway Express Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of CMAQ and RSTP Transfer Recommendation
7. Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of RSTP Transfer Recommendation

Action Items

8. Adoption of the FY2026-2031 Six Year Program
Vice Chair Mayor Davis-Younger, Planning and Programming Committee Chair
Recommended Action: Adoption of the FY2026-2031 Six Year Program

9. Adoption of Resolution to Submit Route 234 and Clover Hill Rd Innovative Intersection Improvements Project SMART SCALE Application

Ms. Backmon, Chief Executive Officer

Recommended Action: Adoption of Resolution 26-01

10. Adoption of Resolution of Support for SMART SCALE Applications from Northern Virginia Jurisdictions

Ms. Backmon, Chief Executive Officer

Recommended Action: Adoption of Resolution 26-02

Discussion/Information Items

11. Planning and Programming Committee Report

Vice Chair Mayor Davis-Younger, PPC Chair

12. Planning Coordination Advisory Committee Report

Mayor Colbert, PCAC Chair

13. Technical Advisory Committee Report

Mr. Boice, TAC Chair

14. CEO Report

Ms. Backmon, Chief Executive Officer

15. Other Business

- A. Department of Rail and Public Transportation (DRPT) Report

Ms. Zimmerman, DRPT Director

16. Chair's Comments

Chair Randall

- A. Closed Session – CEO Review

17. Adjournment

Chair Randall

Next Meeting:

Thursday, **September 10**, 2026

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180



SUMMARY MINUTES

Thursday, June 11, 2026

6:30 p.m. EST

Remote via Zoom

Vienna, VA 22180

This meeting was conducted virtually and livestreamed via [NVTA's YouTube Channel](#)

1. Call to Order Chair Randall
 - ✓ Chair Randall called the meeting to order at 6:33 p.m.

2. Roll Call Ms. Henderson, Board Secretary
 - ✓ Membership Attendees: Chair Phyllis Randall, Chairman Jeff McKay, Chair Deshundra Jefferson, Mayor Catherine Read, Vice Chair Mayor Michelle Davis-Younger, Council Member David Snyder, Council Member Takis Karantonis, Delegate Karrie Delaney, Mayor Alanna Mensing, Supervisor Patrick Herrity, Mr. William Cuttler, Delegate Briana Sewell, and Ms. Mariia Zimmerman. Absent: Mayor Alyia Gaskins, Senator Jennifer Boysko, and Mr. DJ Gribbin.
 - ✓ Staff Attendees: Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi, Senior Manager Transportation Planning and Programming Dr. Sree Nampoothiri, Director of Communications and Public Affairs Abigail Hillerich, and Board Secretary Lee Ann Henderson.
 - ✓ Council of Counsel Attendees: Ms. Christina Zechman-Brown-City of Alexandria, Mr. Daniel Robinson-FFX County.
 - ✓ Other Attendees: None.

Action Items

3. Approval of May 14, 2026, Meeting Summary Minutes Chair Randall
 - ✓ On a motion by Chair Randall, seconded by Chairman McKay, the Summary Minutes of the meeting of May 14, 2026, were approved unanimously with Board Member Karantonis, Mayor Mensing, and Supervisor Herrity abstaining.

4. Revenue Projection Update Council Member Snyder, Finance Committee Chair
 - ✓ Council Member Snyder stated the Finance Committee was presented with updated revenue estimates at the May 14th meeting.
 - ✓ He noted that the revenue estimates are used to determine and support the PayGo analysis and include pre- and post-pandemic historical data, future economic trends, and statistical regression analysis with back testing.
 - ✓ He stated the Finance Committee approved the recommendations.
 - ✓ Council Member Snyder made a motion to approve the recommendations. Chair Randall seconded the motion.

- ✓ Mr. Longhi stated that there are uncertain economic times with many challenges, but these have been taken into consideration.
- ✓ Mr. Longhi stated they added a statistical regression model with back testing 10 years. He stated they recommend \$512 million for FY 2030 and \$527 million for FY 2031.
- ✓ The motion passed unanimously.

5. Regional Revenue Fund FY2030/31 PayGo Funding Levels

Council Member Snyder, Finance Committee Chair

- ✓ Council Member Snyder made a motion to approve PayGo funding levels for FY2030/2031. The motion was seconded by Chair Randall.
- ✓ Mr. Longhi reviewed the methodology used to attain the PayGo number of \$776 million.
- ✓ Chair Randall asked Ms. Backmon to confirm the requested amount, which was \$1.3 billion.
- ✓ The motion passed unanimously.

Vice Chair Mayor Davis-Younger took over the meeting at 6:45 p.m.

Discussion/Information Items

6. Six Year Program Public Comment Review

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

- ✓ Dr. Nampoothiri stated the public comment period ran from April 2 through May 17 with a public hearing before the May 14, 2026, Authority meeting.
- ✓ He stated that all the projects received comments with a total of 702 individual project level comments. He noted that some commenters commented on multiple projects. He noted that most comments came from near the project location.
- ✓ He stated that comments will be shared with project sponsor and the Planning Coordination Advisory Committee, Technical Advisory Committee, and the Planning and Programming Committee.

7. Governance and Personnel Committee Report

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

- ✓ Ms. Baynard was unable to attend. Mr. Longhi stated that she wanted to share that the House convenes on June 18 to discuss the budget and the Senate convenes on the 22nd. He noted that there is some discussion of a “skinny” budget that would fund some things for a limited time were a State budget not in place by July 1.

8. Finance Committee Report

Council Member Snyder, Finance Committee Chair

- ✓ Council Member Snyder stated that the Finance Committee was presented an Interest Rate Shock Analysis for the investment portfolio which shows how the portfolio’s performance will change if the fixed income market increases or decreases by 0.5 to 3.0 percent.



- ✓ Mr. Longhi reviewed the monthly Investment Portfolio report, Revenue Report, and Operating Budget report.

9. Planning and Programming Committee Report

Vice Chair Mayor Davis-Younger, PPC Chair

- ✓ Mayor Davis-Younger reported that the Committee met on May 18 and heard an over-view of the public comments on the Six Year Program.

10. Planning Coordination Advisory Committee Report

Mayor Colbert, PCAC Chair

- ✓ This report is available in the agenda packet.

11. Technical Advisory Committee Report

Mr. Boice, TAC Chair

- ✓ This report is available in the agenda packet.

12. CEO Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Abigail Hillerich shared that public comment has begun for the TransAction update. She encouraged the public to fill out the comment form.
- ✓ She noted that NVTA will be hosting the Best Workplace for Commuters on June 17. She stated that Virginia has the most Best Workplaces for Commuters designations in the United States and Canada. She stated the event will be livestreamed across the country and Canada.

13. Other Business

A. Monthly Department of Rail and Public Transportation (DRPT) Report

- ✓ Director Mariia Zimmerman highlighted that the Commonwealth Transportation Board will meet on June 16 to approve their Six Year Improvement Program investments by the Virginia Department of Transportation (VDOT) and DRPT.
- ✓ She stated it is a great honor to be hosting the Best Workplace for Commuters kick off.
- ✓ She stated they are working with partners in the transit community to update the state operating formula and have been doing outreach during the spring and summer. She stated that proposed changes are available through DRPT staff.

13. Chair's Comments

Vice Chair Mayor Davis-Younger

- ✓ Vice Chair Mayor Davis-Younger stated she did not have any comments.

14. Adjournment

Vice Chair Mayor Davis-Younger

- ✓ There being no further business before the Authority, Vice Chair Mayor Davis-Younger adjourned the meeting at 7:05 p.m.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Approval of Standard Project Agreement 2020-48-2 for City of Fairfax's Blenheim Boulevard Multimodal Improvements (formerly Old Lee Highway Multimodal Improvements) Project

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Standard Project Agreement 2020-48-2 for City of Fairfax's Blenheim Boulevard Multimodal Improvements (formerly Old Lee Highway Multimodal Improvements) Project for \$8,000,000.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-48-2 for City of Fairfax's Blenheim Boulevard Multimodal Improvements (formerly Old Lee Highway Multimodal Improvements) project, in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2020-2025 Six Year Program (SYP) and received FY2027 appropriation approval for \$8,000,000 on March 12, 2026.

The original approval and the SPA are for the use of \$8,000,000 for construction phase of the project. The linked SPA presented by City of Fairfax is consistent with the project previously submitted by City of Fairfax and approved by the Authority, as well as the subsequent fund transfer. The linked SPA has been reviewed by the Council of Counsels, who noted no legal issues.

Attachment Link: [SPA for NVTA Project Number 2020-48-2](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Funds for the City of Falls Church

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of \$1,163,106 of Regional Surface Transportation Program (RSTP) funds from UPC 100411 to UPC 129005 for the City of Falls Church*
3. **Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
4. **Discussion:** On May 28, 2026, The City of Falls Church requested the following reallocation:

A transfer of \$1,163,106 in RSTP funds from Pedestrian, Bicycle, Bridge and Traffic Calming Improvements (UPC 100411) to Replacement of Pedestrian Bridge 9007 (UPC 129005). The requested transfer moves balance funds from UPC 100411 to fund a pedestrian footbridge at Cavalier Trail Park. This bridge was identified as a priority for replacement in the City's annual bridge inspection.

At its meeting on May 28, 2026, the RJACC recommended approval of the request.

Attachments:

- A. City of Falls Church Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



May 22, 2026

Ms. Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

Dear Ms. Backmon,

The City of Falls Church requests the approval of the Northern Virginia Transportation Authority to transfer RSTP funds as described below:

- A transfer of \$1,163,106 in RSTP funds from Pedestrian, Bicycle, Bridge and Traffic Calming Improvements (UPC 100411) to Replacement of Pedestrian Bridge 9007 (UPC 129005). The requested transfer moves balance funds on UPC 100411 to fund a pedestrian footbridge at Cavalier Trail Park. This bridge was identified as a priority for replacement in the City's annual bridge inspection.

To fully fund the project, an additional \$491,071 in FY27 RSTP funds has been moved from UPC 100411 to UPC 129005 in the FY27 Draft SYIP.

The original scope of the project included the replacement of three pedestrian footbridges; the scope was revised due to increased cost estimates and availability of RSTP funds. The revised scope (one pedestrian footbridge replacement) is consistent with the City's FY27-32 Capital Improvements Program (CIP), adopted by the Falls Church City Council on May 11, 2026.

A supporting transfer spreadsheet has been included for additional details. If you have any questions about this request, please contact me at 571-562-4066 or agolden@fallschurchva.gov.

Sincerely,

Allise Golden
Allise (Allie) Golden
CIP Grants Manager

CC: Caitlin Sobsey, City of Falls Church
Kerri Oddenino, City of Falls Church
Carol Bondurant, VDOT
Tara Atkins, VDOT

CMAQ/RSTP Transfer Request Form
 (One Sheet Needed Per Donor Project)

Date: 5/21/2026

Name of Jurisdiction/Agency Requesting: City of Falls Church

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$ 1,163,106.00

From (Donor):					To (Recipient):								
UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100411	Pedestrian, Bicycle, Bridge and Traffic Calming Improvements	RSTP	Y		\$930,484.80	129005	Replacement of Pedestrian Bridge 9007 (80%)	N	N/A				
					\$232,621.20	129005	Replacement of Pedestrian Bridge 9007 (20%)	N	N/A				

TOTAL OF TRANSFER \$1,163,106.00

Attach Signed Request of Transfer Letter

July 9, 2026

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) Funds
for the City of Falls Church

Dear Mr. Cuttler,

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

The City of Falls Church requested the following reallocation:

- Transfer of \$1,163,106 of RSTP funds from UPC 100411 (Pedestrian, Bicycle, Bridge and Traffic calming Improvements) to UPC 129005 (Replacement of Pedestrian Bridge 9007).

This bridge was identified as a priority for replacement in the City's annual bridge inspection. To fully fund the project, an additional \$491,071 in FY27 RSTP funds has been moved from UPC 100411 to UPC 129005 in the FY27 Draft SYIP.

On July 9, 2026, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA
Wyatt Shields, City Manager, City of Falls Church
Kerri Oddenino, Principal Planner, City of Falls Church
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Congestion Mitigation and Air Quality (CMAQ) funds for Virginia Railway Express (VRE)

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for VRE.
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of \$800,000 of CMAQ funds from UPC T8522 (VRE Lorton Station) to UPC DRPT STIP ID: VRE0013(VRE Debt Service), \$622,961 of CMAQ funds from UPC T11289 (VRE Rolling Road) to UPC DRPT STIP ID: VRE0013(Debt Service), and \$1,438,511 of RSTP funds from UPC T4315 (VRE 5 Railcars VDOT Transfer #FY2014-10) to UPC DRPT STIP ID: VRE0013 (Debt Service).*
3. **Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
4. **Discussion:** On May 28, 2026, VRE requested the following reallocations:
 - Transfer of \$800,000 of CMAQ funds from UPC T8522 (VRE Lorton Station) to UPC DRPT STIP ID: VRE0013 (VRE Debt Service).
 - Transfer of \$622,961 of CMAQ funds from UPC T11289 (VRE Rolling Road) to UPC DRPT STIP ID: VRE0013 (Debt Service).
 - Transfer of \$1,438,511 of RSTP funds from UPC T4315 (VRE 5 Railcars VDOT Transfer #FY2014-10) to UPC DRPT STIP ID: VRE0013 (Debt Service).

At its meeting on May 28, 2026, the RJACC recommended approval of the request.

Attachments:

- A. VRE Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

TO: Monica Backmon, NVTA Chief Executive Officer
 FROM: Mark Schofield, VRE Chief Financial Officer
 DATE: June 23, 2026
 RE: VRE CMAQ and RSTP Repurpose Request Justification Memo

VRE is requesting approval to reprogram previously flexed CMAQ and RSTP funds due to the completion of the original projects and the availability of remaining balances.

VRE previously flexed CMAQ and RSTP funds to FTA to support the following projects:

- \$7,218,751 RSTP for VRE 3 Railcars
- \$800,000 CMAQ for VRE Lorton Station
- \$2,400,000 CMAQ for VRE Rolling Road

These projects have since completed, with \$2,861,472 remaining in the FTA grants. VRE proposes to repurpose these remaining funds to support railcar debt service. The transfers have been coordinated with the appropriate federal agencies to ensure regulatory adherence and compliance with grant requirements. The justification for this request is provided below:

Transfer \$1,422,961 CMAQ and \$1,438,511 RSTP Funds to VRE Railcar Debt Service Project

Source	UPC	Original Project	Original Amount	Remaining in FTA Grant	Repurpose Request
Flexible STP	T4315	VRE 3 Railcars	\$ 7,218,751	\$ 1,438,511	Repurpose the remaining \$2,861,472 to fund VRE's existing railcar debt service.
CMAQ	T8522	VRE Lorton Station	\$ 800,000	\$ 800,000	
CMAQ	T11289	VRE Rolling Road	\$ 2,400,000	\$ 622,961	

VRE currently operates a fleet of 100 Gallery IV passenger railcars, of which 21 are cab cars (equipped with control, communications, and safety systems for the operation of the train) and 79 are standard trailers. These railcars were manufactured by Sumitomo/Nippon Sharyo and placed into service between 2007 and 2018. VRE funded the purchase of these new railcars from a range of sources, including federal and state grants, proceeds from the sale of older railcars, and a Railroad Rehabilitation and Improvement Financing (RRIF) loan through the US Department of Transportation. The RRIF loan was later refinanced (in 2018) through the Virginia Resources Authority (VRA).

The RRIF/VRA loan supported the acquisition of 60 passenger railcars, including 35 replacement vehicles for the existing fleet and 25 additional cars to expand VRE’s service capacity. **VRE proposes to repurpose the remaining \$1,422,961 CMAQ funds (previously allocated to VRE 3 Railcars) and \$1,438,511 RSTP funds (previously allocated to VRE Lorton and Rolling Road Stations) to support ongoing debt service associated with this investment.**

Use of CMAQ funds for debt repayment on a passenger railcar purchase is eligible because the underlying capital investment directly advances the Commonwealth’s goals of reducing traffic congestion and improving air quality in designated nonattainment and maintenance areas. The railcars financed through the RRIF/VRA loan enable continued, reliable, and expanded commuter rail service that attracts and retains riders, shifts trips away from single-occupancy vehicles, and reduces vehicle miles traveled. These mode shifts result in measurable reductions in criteria pollutants and greenhouse gas emissions consistent with the intent and performance objectives of the CMAQ funding program.

Use of RSTP funds for debt repayment on a passenger railcar purchase is consistent with the program’s broad eligibility and flexibility to support surface transportation capital investments that enhance the efficiency, reliability, and resilience of the regional transportation system. The railcars supported by the RRIF/VRA loan represent an investment that improves system performance, reduces over-reliance on highway infrastructure, and provides a dependable alternative to congested roadway corridors. These outcomes advance core RSTP objectives by preserving existing infrastructure, improving mobility for people, and supporting a balanced transportation system.

Authorized Signature: _____



Date: 5/22/2026

Name of Jurisdiction/Agency Requesting: Virginia Railway Express

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$ 2,861,472.00

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes. Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
T8522	VRE Lorton Station	CMAQ	2013 and 2014		\$ 800,000.00	DRPT STIP ID: VRE0013	VRE Debt Service	No					
T11289	VRE Rolling Road	CMAQ	2013		\$ 622,961.00	DRPT STIP ID: VRE0013	VRE Debt Service	No					
T4315	VRE 5 Railcars VDOT Transfer #FY2014-10	RSTP	2005		\$ 1,438,511.00	DRPT STIP ID: VRE0013	VRE Debt Service	No					

TOTAL OF TRANSFER \$2,861,472.00

Attach Signed Request of Transfer Letter

July 9, 2026

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for Virginia Railway Express (VRE).

Dear Mr. Cuttler,

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

VRE requested the following reallocations:

- Transfer of \$800,000 of CMAQ funds from UPC T8522 (VRE Lorton Station) to UPC DRPT STIP ID: VRE0013 (VRE Debt Service).
- Transfer of \$622,961 of CMAQ funds from UPC T11289 (VRE Rolling Road) to UPC DRPT STIP ID: VRE0013 (Debt Service).
- Transfer of \$1,438,511 of RSTP funds from UPC T4315 (VRE 5 Railcars VDOT Transfer #FY2014-10) to UPC DRPT STIP ID: VRE0013 (Debt Service).

VRE previously flexed CMAQ and RSTP funds to FTA to support the following projects:

- \$7,218,751 RSTP for VRE 3 Railcars
- \$800,000 CMAQ for VRE Lorton Station
- \$2,400,000 CMAQ for VRE Rolling Road

These projects have since completed, with \$2,861,472 remaining in the FTA grants. VRE proposes to repurpose these remaining funds to support railcar debt service. The transfers have been coordinated with the appropriate federal agencies to ensure regulatory adherence and compliance with grant requirements.

Mr. William Cuttler
July 9, 2026
Page Two

On July 9, 2026, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA
Mark Schofield, VRE Chief Financial Officer
Brittany Sumpter, Capital Budget & Grants Manager
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

7.

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg.
- 2. Suggested Motion:** *I move Authority approval to recommend the reallocation of \$11,011,690 of Regional Surface Transportation Program (RSTP) funds from UPC 119480 to the temporary UPC T32051 for the Town of Leesburg.*
- 3. Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
- 4. Discussion:** On June 25, 2026, the Town of Leesburg requested the following reallocation:

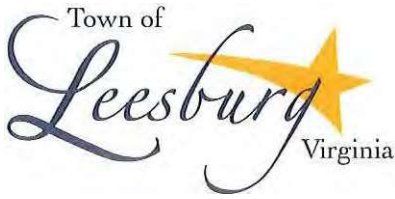
Reallocate \$11,011,690 from UPC 119480 (Rt 15 Bypass/Edwards Ferry) to the Route 15 Bypass/Battlefield interchange (Temporary UPC T32051) for Fiscal Years 2025-2030 funding. After this transfer, there will be \$3,001,160 remaining RSTP and Match to cover existing expenditures. The Town has submitted a Smart Scale application for Fiscal Year 2028 funding for the Route 15/Battlefield Interchange, and the addition of these RSTP funds will help close the identified funding gap in hopes of advancing the project toward construction.

At its meeting on June 25, 2026, the RJACC recommended approval of the request.

Attachments:

- A. Town of Leesburg Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Kaj H. Dentler
Town Manager

25 West Market Street • Leesburg, Virginia 20176 • phone: 703-771-2700 • www.leesburgva.gov

June 18, 2026

Ms. Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Dr., Suite 601
Vienna, Virginia 22180

RE: Request to transfer Regional Surface Transportation Program (RSTP) funding from the Town of Leesburg Route 15 Bypass/Edwards Ferry Rd. Interchange (UPC 119480) to the Route 15 Bypass/Battlefield Interchange (UPC 118422)

Dear Ms. Backmon:

The Route 15 Bypass/Edwards Ferry Road Interchange capital project was added to VDOT's Six-Year Improvement Plan (SYIP) in 2008 and has been in design since 2014. As the project moved forward through design it was deemed too expensive to be funded through current sources. Several value engineering studies were completed, but no reductions were found that would allow the project to qualify for state or federal funding.

Over the last several months, the Town of Leesburg, Loudoun County, VDOT and NVTA have met multiple times to discuss a path forward. With a current construction estimate of \$251,858,200, all parties agree that this project is not currently feasible due to the magnitude of its cost. As such, it has been agreed that this project will be put on hold and revisited once other transportation improvements in the area are completed. The project currently has \$14,012,850 in RSTP funds allocated to it.

Based on the above, the Town of Leesburg respectfully requests NVTA approval for the transfer of RSTP funds in the amount of \$11,011,690 to the Route 15 Bypass/Battlefield interchange (UPC 118422) for Fiscal Years 2025-2030 funding. After this transfer, there will be \$3,001,160 remaining RSTP and Match to cover the existing expenditure. The Town has submitted a Smart Scale application for Fiscal Year 2028 funding for the Route 15/Battlefield Interchange, and the addition of these RSTP funds will help close the identified funding gap in hopes of advancing the project toward construction.

On behalf of the Town of Leesburg, thank you for your continued support and partnership. Should you need any additional information or have questions, please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read "Kaj H. Dentler", written over a horizontal line.

Kaj H. Dentler
Town Manager

cc: Keith Markel, Deputy Town Manager
Renée LaFollette, Director of Public Works and Capital Projects
Doug Wagner, Assistant Director of Capital Projects
Owen Snyder, Chief Financial Officer/Assistant Town Manager

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: June 17,2026

Name of Jurisdiction/Agency

Requesting: Town of Leesburg

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):

\$14,012,850

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2025	\$1,196,466.00	T32051	Rt 15 Bypass/Battlefield	N					
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2026	\$2,042,949.00	T32051	Rt 15 Bypass/Battlefield	N					
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2027	\$2,109,768.00	T32051	Rt 15 Bypass/Battlefield	N					
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2028	\$1,784,390.00	T32051	Rt 15 Bypass/Battlefield	N					
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2029	\$2,042,816.00	T32051	Rt 15 Bypass/Battlefield	N					
119480	Rt 15 Bypass/ Edwards Ferry	RSTP	Y	2030	\$1,835,301.00	T32051	Rt 15 Bypass/Battlefield	N					

TOTAL OF TRANSFER \$11,011,690.00

Attach Signed Request of Transfer Letter

July 9, 2026

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg.

Dear Mr. Cuttler,

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

The Town of Leesburg requested the following reallocation:

- \$11,011,690 from UPC 119480 (Rt 15 Bypass/Edwards Ferry) to the Route 15 Bypass/Battlefield interchange (Temporary UPC T32051) for Fiscal Years 2025-2030 funding. After this transfer, there will be \$3,001,160 remaining RSTP and Match to cover existing expenditures. The Town has submitted a Smart Scale application for Fiscal Year 2028 funding for the Route 15/Battlefield Interchange, and the addition of these RSTP funds will help close the identified funding gap in hopes of advancing the project toward construction.

On July 9, 2026, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall

cc: Monica Backmon, CEO, NVTA
Renée LaFollette, Director of Public Works & Capital Projects, Town of Leesburg
Doug Wagner, Assistant Director of Capital Projects, Town of Leesburg
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Davis-Younger, Planning and Programming Committee Chair
Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Adoption of FY2026-2031 Six Year Program

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the FY2026-2031 Six Year Program (SYP) as recommended by the Planning and Programming Committee.
2. **Suggested Motion:** *I move Northern Virginia Transportation Authority adoption of the FY2026-2031 Six Year Program update as presented in the attachment titled Planning and Programming Committee Recommendations.*
3. **Background:** The FY2026-2031 Six Year Program (SYP) is the Authority's eighth funding program and the second largest to date in terms of funding available. The schedule for the SYP Update included:
 - a. May 1, 2025 – Announced Call for Regional Transportation Projects for the SYP.
 - b. August 1, 2025 – Project applications due.
 - c. October 31, 2025 – Governing body resolutions due.
 - d. April 2, 2026 – NVTA released the SYP candidate project list and related information for public comment. This list comprised 27 eligible candidate regional transportation projects submitted by eight applicants with an associated total funding request of \$1,254,658,760.
 - e. May 14, 2026 – Public Hearing held.
 - f. May 17, 2026 – Public comment period ended.
 - g. June 11, 2026 – NVTA approved \$775,793,006 in regional revenues for FY2031-2032 for the FY2026-2031 SYP update. Authority members were briefed on the public comments received.
 - h. June 12, 2026 – NVTA staff recommendations were released to NVTA's Statutory Committees; Planning Coordination Advisory (PCAC), Technical Advisory Committee (TAC), and the Standing Committee; Planning and Programming Committee (PPC) as well as distributed to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) members.
 - i. NVTA staff recommended 18 projects at the full requested amount and three projects at a partial funding amount.
 - Six projects received no funding recommendation.

- j. A request was received on June 17 from the Arlington County PCAC member, to shift funding from a project with partial NVTA staff recommended funding, to a project which was not recommended for funding by NVTA staff. The request was discussed at the PCAC, TAC and PPC meetings, no changes to the staff recommendations were made by those committees.
- k. June 17, 2026 – PCAC endorsed the NVTA staff recommendations by a vote of eight in support and two abstentions.
- l. June 17, 2026 – TAC endorsed the NVTA staff recommendations unanimously.
- m. June 18, 2026 – PPC endorsed the NVTA staff recommendations by a vote of three in support and one opposition.

4. Development of Staff Recommendations: NVTA staff developed project/funding recommendations that used a project selection process comprised of four components (eligibility, quantitative analysis, qualitative considerations, and public comments). This process is consistent with previous SYP update cycles. Among these components, one of the three quantitative evaluation analyses – Congestion Reduction Relative to Cost (CRRC) ratio – was the most important, as the Authority is legally required to give priority to projects with the strongest performance on this scale.

More funding was requested (\$1.254B) than is available (\$776M), creating an overarching constraint on the number of recommended projects and associated funding.

5. Next Steps: Following adoption of the SYP, various messaging activities are anticipated during the remainder of July 2026. The Authority’s next Call for Regional Transportation Projects (CfRTP) is anticipated in May 2027. This next CfRTP will drive the development of the Authority’s FY 2028-2033 SYP, which is targeted for adoption in July 2028.

Attachments: PPC FY2026-2031 SYP Recommendations



Northern Virginia Transportation Authority

FY2026-2031 Six Year Program: **Planning and Programming Committee (PPC) Recommendations**

6/18/2026

Application ID	Project Title	Total Project Cost	Requested NVTA Funds	TransAction Project Rating Rank (incl. HB 599)	CRRRC 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

XX Partial Funding

PE: Design/Preliminary Engineering

ROW: Right of Way

CN: Construction

Asset: Asset Acquisition

Available PayGo \$ 775,793,006



Summary By Jurisdiction

Jurisdiction	Number of Applications	Number of Recommended projects	Percentage of Recommended Projects	Requested Funds	Recommended Funds	Percentage of Recommended Funds
Arlington County	13	10	48%	\$ 115,642,747	\$ 83,235,046	11%
Fairfax County	1	1	5%	\$ 463,000,000	\$ 116,300,000	15%
Loudoun County	2	2	10%	\$ 208,488,000	\$ 201,586,166	26%
Prince William County	5	4	19%	\$ 351,005,800	\$ 295,005,800	38%
City of Alexandria	2	1	5%	\$ 36,856,219	\$ 15,000,000	2%
City of Falls Church	2	1	5%	\$ 45,000,000	\$ 30,000,000	4%
City of Manassas	1	1	5%	\$ 30,265,994	\$ 30,265,994	4%
Town of Herndon	1	1	5%	\$ 4,400,000	\$ 4,400,000	1%
Total	27	21	100%	\$ 1,254,658,760	\$ 775,793,006	100%

Summary By Mode

Mode	Number of Applications	Number of Recommended projects	Percentage of Recommended Projects	Requested Funds	Recommended Funds	Percentage of Recommended Funds
Roadway	5	5	24%	\$ 451,405,800	\$ 451,405,800	58%
Intersection/ Interchange	4	2	10%	\$ 79,500,000	\$ 15,000,000	2%
Transit	4	3	14%	\$ 495,655,000	\$ 137,300,000	18%
Bike and Pedestrian	12	9	43%	\$ 221,010,213	\$ 164,999,459	21%
Technology	2	2	10%	\$ 7,087,747	\$ 7,087,747	1%
Total	27	21	100%	\$ 1,254,658,760	\$ 775,793,006	100%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Adoption of Resolution to Submit Route 234 & Clover Hill Road Innovative Intersection Improvements Project SMART SCALE Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) to approve a SMART SCALE project application for Route 234 & Clover Hill Road Innovative Intersection Improvements project and required resolution.
2. **Suggested Resolution:** *I move the Authority approval of the attached Resolution 26-01 in support of the Route 234 & Clover Hill Road Innovative Intersection Improvements project and Authorize the Chief Executive Officer to submit the project for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background:** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a process to screen and evaluate projects to prioritize investment decisions.
 - A. **SMART SCALE:** The SMART SCALE program is now in its seventh round. The final deadline for submitting SMART SCALE applications in this round is August 3, 2026. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2027, by the Commonwealth Transportation Board (CTB) using FY2032-2033 revenues. The Authority's application will be evaluated against other applications in Northern Virginia as well as throughout the state.
 - B. **SMART SCALE Eligibility and Project Evaluation Factors:**
 - I. Eligible projects must focus on capacity and operational improvements for roadways, transit, bicycle and pedestrian programs, or transportation demand management.
 - II. Eligible applicants can be:
 - Counties, cities, and towns that maintain their own infrastructure and qualify to receive maintenance payments, pursuant to §33.2-319.
 - Regional entities such as Metropolitan Planning Organizations (MPO), Planning District Commissions (PDC), and public transit agencies.
 - III. The project evaluation process has six factors, weighted based on category type. The following weighted factors are for Category A, which Northern Virginia qualifies as:
 - Safety (15%), congestion mitigation (45%), accessibility (25%), environmental quality (10%), economic development (5%), and land use.

- Compared to other regions, congestion mitigation is weighted highest among the factors for projects in Northern Virginia.
- For the land use criterion, up to 100% is added to the benefit score based on normalized measure performance.
- Specific factor weights are also assigned with each factor based on unique needs and qualities of each district, planning district commission, and metropolitan planning organization.

- 4. Project Scope Under NVTA’s SMART SCALE Application:** NVTA staff have worked closely with Prince William County to develop the application. This project will replace the existing signalized intersection at Prince William Parkway (Route 234) and Clover Hill Road with a grade-separated Diverging Diamond Interchange (DDI) to reduce recurring congestion and delay, improve traffic operations, and provide capacity for future traffic growth associated with local travel, corridor demand, and Manassas Regional Airport expansion. The project also includes a single-lane roundabout at Clover Hill Road and Godwin Drive to improve local circulation, manage queues, reduce spillback to interchange ramps, and enhance safety. Additional improvements include pedestrian and bicycle crossings across Route 234, a shared-use path and sidewalk along Clover Hill Road to close existing gaps, and accommodations for future Prince William Parkway widening and a westbound shared-use path. Together, these improvements will strengthen multimodal connectivity, corridor reliability, and access to nearby neighborhoods, businesses, and the airport. The NVTA application, if successful, will:
- I. Reduce recurring congestion and delay along both directions of Prince William Parkway and Clover Hill Road.
 - II. Improve operations, reliability, and capacity for future travel demand.
 - III. Increase access to jobs, including for vulnerable populations.
 - IV. Improve safety by reducing conflict points and addressing crash-risk at a high-volume intersection and nearby local access points.
 - V. Strengthen pedestrian and bicycle connectivity by adding crossings and closing gaps in existing sidewalks and shared-use paths.
 - VI. Support multimodal access to nearby neighborhoods and businesses as well as the Broad Run Virginia Railway Express (VRE) Station and Manassas airport.
- 5. Funding Request:** The SMART SCALE funding request is \$87,372,390. No matching funds are requested from the NVTA Regional Revenue Fund with this application.
- 6. Regional Priorities:** The Route 234 & Clover Hill Road Innovative Intersection Improvements project is fully consistent with the regional project in TransAction, ID 284: Construct Interchange at Prince William Parkway and Clover Hill Road. The project directly supports the three Core Values of NVTA of Equity, Safety, Sustainability.
- 7. Next steps:** Subject to Authority approval, NVTA staff will finalize and submit the project application by the August 3, 2026, deadline.

Attachments:

- A. Draft Resolution 26-01**
- B. Route 234 & Clover Hill Road Innovative Intersection Improvements Project
SMART SCALE Draft Application**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**RESOLUTION 26-01****A RESOLUTION IN SUPPORT OF THE AUTHORITY'S ROUTE 234 & CLOVER HILL ROAD INNOVATIVE INTERSECTION IMPROVEMENTS PROJECT APPLICATION TO THE COMMONWEALTH OF VIRGINIA'S SMART SCALE PRIORITIZATION PROCESS**

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a transportation project prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, the Authority, as a regional entity for Northern Virginia, can submit projects located in a Corridor of Statewide Significance (CoSS) and those in the Regional Network, for consideration for the SMART SCALE evaluation process; and

WHEREAS, Authority staff have worked with Prince William County and the Virginia Department of Transportation (VDOT) for the submission of Route 234 & Clover Hill Road Innovative Intersection Improvements project application; and

WHEREAS, submission of the Route 234 & Clover Hill Road Innovative Intersection Improvements project to the Commonwealth for the SMART SCALE process does not infer nor commit NVTVA Regional Revenues to the project; and

WHEREAS, Authority approval of the submission of the Route 234 & Clover Hill Road Innovative Intersection Improvements project requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED THAT THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY AUTHORIZES THE ROUTE 234 & CLOVER HILL ROAD INNOVATIVE INTERSECTION IMPROVEMENTS PROJECT APPLICATION DESCRIBED HEREIN AND AUTHORIZES THE CHIEF EXECUTIVE OFFICER TO SIGN AND SUBMIT THE ROUTE 234 & CLOVER HILL ROAD INNOVATIVE INTERSECTION IMPROVEMENTS PROJECT TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

- **Route 234 & Clover Hill Road Innovative Intersection Improvements:** The project will replace the existing signalized intersection at Prince William Parkway (Route 234) and Clover Hill Road with a grade-separated Diverging Diamond Interchange (DDI) to reduce recurring congestion and delay, improve traffic operations, and provide capacity for future traffic growth associated with local travel, corridor demand, and Manassas Regional Airport expansion. The project also includes a

single-lane roundabout at Clover Hill Road and Godwin Drive to improve local circulation, manage queues, reduce spillback to interchange ramps, and enhance safety. Additional improvements include: pedestrian and bicycle crossings across Route 234, a shared-use path and sidewalk along Clover Hill Road to close existing gaps, and accommodations for future Prince William Parkway widening and a westbound shared-use path. Together, these improvements will strengthen multimodal connectivity, corridor reliability, and access to nearby neighborhoods, businesses, and the airport. The SMART SCALE funding request is \$87,372,390.

APPROVED this 9th day of July 2026.

By: _____
Phyllis, J. Randall, NVTA Chair

Attest: _____
Lee Ann Henderson, Authority Board Secretary

Viewing SMART SCALE 2028 Application

Rte 234&Clover Hill Rd Innovative Intersection Improvements

Project Status: Pending
District: Northern Virginia
Organization: Northern Virginia Transportation Authority
Project ID: 13634

Created: 06/01/2026 @ 1:26PM by Griffin Frank
Last Updated: 06/18/2026 @ 4:29PM by Prince William County

General

Point of Contact Information

Project Point of Contact Name	Project Point of Contact Email	Project Point of Contact Phone
Meagan Landis	mlandis@pwcgov.org	(703) 795-5622

Project Information

Project Title	Principal Improvement
Rte 234&Clover Hill Rd Innovative Intersection Improvements	Highway

Project Short Description

This project will replace the existing signalized intersection at Prince William Parkway (Route 234) and Clover Hill Road with a grade-separated Diverging Diamond Interchange (DDI). The project also includes a single-lane roundabout at Clover Hill Road and Godwin Drive. Additional improvements include pedestrian and bicycle crossings across Route 234, a shared-use path and sidewalk along Clover Hill Road to close existing gaps, and accommodations for future Prince William Parkway widening and a westbound shared-use path.

Improvements to non-VDOT maintained roadways?

No

Has Scope been finalized?

Yes

Is this application a resubmit of a whole or part of a previous SMART SCALE application?

Yes

Application Program Requested

- Statewide High Priority

VDOT District
Northern Virginia

Resiliency Commitment

Has the project been designed to be, or does the project sponsor commit that the design will be resilient?

Yes

What was the previous Display ID and what, if any, changes have been made to the project scope?

Previous Display ID: 11472 Changes to project scope: The project scope changed from an at-grade bowtie intersection with two roundabouts, restricted left turns, and localized multimodal improvements to a grade-separated Diverging Diamond Interchange with a supporting roundabout at Godwin Drive. This reflects a shift to a higher-capacity, longer-term solution intended to better address projected traffic demand, corridor operations, and safety.

Features

Project Features

Highway Improvements

Check the following as applicable to your roadway improvements; all indicated improvements must be included in your project description, sketch (where possible), and cost estimate.

Add New Through Lane(s)

Widen Existing Lane(s) (No New Lanes)

Managed Lane(s) (HOV/HOT/Shoulder)

Shoulder Improvement(s)

Comment

The shoulders along on-/off-ramps on Prince William Parkway to Clover Hill Road as well as Clover Hill Road between Godwin Drive and Harry J. Parrish Boulevard will be improved to meet VDOT Road Geometric Standards. 10'(RT)/6' (LT) total shoulder (RT) for ramps and 14'(RT) for Prince William Parkway.

Construct or Improve Turn Lane(s)

Access Management

Comment

Project grade separates Prince William Parkway (Route 234) with Clover Hill Road and provides circulatory movements at the proposed roundabout at Godwin Drive on Clover Hill Road, improving access control, reducing conflict points, and supporting safer, more efficient intersection operations

Roadway Reconfiguration

Roadway Reconstruction/Realignment

Comment

Prince William Parkway within the DDI on-/off-ramp construction limit and Clover Hill Road between Godwin Drive

and Harry J. Parrish Boulevard will be reconstructed.

Roadway on New Alignment

Intersection Other

Innovative Intersection(s)

Comment

The roundabout at Clover Hill Road & Godwin Drive is designed with an inscribed diameter of approximately 130 feet and is intended to support local circulation, reduce conflict points, reduce delays, provide safe pedestrian crossing and transition between shared-use path and sideway, manage queues, and prevent spillback into the interchange, while the DDI improves traffic progression, accommodate future traffic growth, reduces conflict points, and enhances overall corridor safety and operations.

New Intersection

New Traffic Signal

Comment

Two new DDI ramp termini intersections will be operated by traffic signal and the crosswalk at on-/off-ramps of DDI will be controlled by pedestrian signals.

Traffic Signal Modification

ITS Improvement(s) / Advanced Signal Control

Improve Rail Crossing

Ramp Improvement(s)

Comment

New on-/off-ramps at Prince William Parkway DDI at Clover Hill Road.

Improve Grade-Separated Interchange

Innovative Interchange

Comment

Project converts the existing signalized intersection at Prince William Parkway (Route 234) and Clover Hill Road into a grade-separated Diverging Diamond Interchange (DDI).

New Interchange, Non-Limited Access Facility

New Interchange, Limited Access Facility

Comment

New interchange on Prince William Parkway, which is a non-limited access facility.

Improve or Replace Existing Bridge(s)

New Bridge

Comment

DDI will reside on two new bridges along Clover Hill Road across Prince William Parkway.

Highway Other

Bicycle and Pedestrian Improvements

Check the following as applicable to your bike/pedestrian improvements.

Construct or Improve Bicycle Facility

Comment

The project includes approximately 350 feet bike lane that is 5' wide (4' min. for curbed section) from Godwin Drive to the proposed northern roundabout approach on Clover Hill Road.

Construct Shared-Use Path

Comment

2,500 feet of 10-foot-wide shared-use path will be constructed along the western side of Clover Hill Road between Harry J Parrish Boulevard and Godwin Drive. 1,250 feet of 10-foot-wide

shared-use path will be constructed along the northeastern side of Clover Hill Road between Route 234 and Godwin Drive.

Construct Sidewalk

Comment

1,250 feet of 5-foot-wide sidewalk will be constructed along the southeastern side of Clover Hill Road between Harry J Parrish Boulevard and Route 234.

Construct or Improve At-Grade Bike/Pedestrian Crossing

Construct or Improve Grade-Separated Bike/Pedestrian Crossing

Comment

Shared-use path is located on grade separated DDI across Prince William Parkway to provide safe crossing for bikes and pedestrians.

Bike/Pedestrian Other

Bus Transit Improvements

Check the following as applicable to your bus transit project.

Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route

Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route

Convert Existing Lane to Bus-only Lane (Re-Striping Only)

Construct New Bus Stop

Improve Existing Bus Stop

Construct or Expand Transfer Center or Maintenance/Administrative Facility

Other Transit Technology Improvements

Rail Transit Improvements (Streetcar, Light Rail, Heavy Rail)

Check the following as applicable to your rail transit improvements.

Rolling Stock for New/Expanded Rail Transit Service

Infrastructure for New/Expanded Rail Transit Service

Construct New Rail Transit Station

Improve Existing Rail Transit Station

Construct or Expand Rail Maintenance/Administrative Facility

Rail Transit Other

Passenger Rail Improvements (Intercity Rail, Commuter Rail)

Check the following as applicable to your passenger rail improvements.

Rolling Stock for New/Expanded Passenger Rail Service

Infrastructure for New/Expanded Passenger Rail Service

Construct New Passenger Rail Station

Improve Existing Passenger Rail Station

Freight Rail

Check the following as applicable to your freight rail improvements.

Rolling Stock for New/Expanded Freight Rail Service

Infrastructure for New/Expanded Freight Rail Service

Travel Demand Management (TDM) Improvements(s)

Check the following as applicable to your travel demand management (TDM) improvements.

New Park and Ride Lot

Improve Park and Ride Lot

New/Expanded Vanpool or On-Demand Transit Service

TDM Other

Right-of-Way and Utilities

Check the following as applicable if your project will include acquisition of right-of-way and/or easements, even if proffers, in-kinds, etc. apply

Right-of-Way/Easements acquisition required

Comment

Proposed construction is within existing State or County right-of-way but easement acquisition may be required.

Includes Utility Relocations

Comment

Project includes utility relocations.

Includes In-Plan Utility Betterment

In-Kind Replacement

In-Kind Replacement

Proffers

Proffered Physical Commitments

Transit

Transit and Rail Improvements

Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route

Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route

Convert Existing General Purpose or Parking Lane to Bus-only Lane (Re-Striping Only)

Construct New Bus Stop

Improve Existing Bus Stop

Construct or Expand Transit Customer Facility or Maintenance/Administrative Facility

Other Transit Technology Improvements

Transit Environmental Review

What is the status of the applicable environmental review process for this project?

Please describe the environmental review process for this project. Include applicable state or federal review requirements, activities already completed, and the plans and timeline for completing any remaining activities.

Location

Location Details

Areas Served

The geographic information below will populate based on items added to the map.

Districts Served	MPOs Served	PDCs Served	Jurisdictions Served	Functional Classifications
<ul style="list-style-type: none"> NOVA 	<ul style="list-style-type: none"> Northern Virginia Portion of The Metropolitan Washington Council of Governments 	<ul style="list-style-type: none"> Northern Virginia 	<ul style="list-style-type: none"> Manassas City Prince William County 	<ul style="list-style-type: none"> Major Collector Minor Collector Other Freeways and Expressways

Transportation Management Areas	Priority Network
<ul style="list-style-type: none"> Washington, DC--VA--MD Urbanized Area 	<ul style="list-style-type: none"> APN COSS

Need Justifications

VTrans

Segment ID	Route Name	Travel Market	Need Category
023486275294682674	VA-234S	CoSS	Capacity Preservation
023486275294682674	VA-234S	RN	Capacity Preservation
023486268534682138	VA-234S	Safety	Intersection Safety
023486252974681352	VA-234S	RN	Capacity Preservation
123486275724682782	VA-234N	CoSS	Capacity Preservation
123486275724682782	VA-234N	RN	Capacity Preservation
123486268334682156	VA-234N	Safety	Intersection Safety

123486259514681688	VA-234N	CoSS	Capacity Preservation
123486259514681688	VA-234N	RN	Capacity Preservation
023586269874681875	SC-3235S (Prince William County)	RN	Bicycle Access to Activity Center
123586269034682074	SC-3235N (Prince William County)	RN	Bicycle Access to Activity Center
123586269034682074	SC-3235N (Prince William County)	UDA	Roadway Operations
123586269034682074	SC-3235N (Prince William County)	UDA	Bicycle Infrastructure
123586269034682074	SC-3235N (Prince William County)	UDA	Pedestrian Infrastructure
123586269034682074	SC-3235N (Prince William County)	UDA	Safety Features
123586269034682074	SC-3235N (Prince William County)	UDA	Intersection Design
123586269034682074	SC-3235N (Prince William County)	UDA	Sidewalks
123586266944682310	SC-3235N (Prince William County)	RN	Bicycle Access to Activity Center
123586266944682310	SC-3235N (Prince William County)	UDA	Roadway Operations
123586266944682310	SC-3235N (Prince William County)	UDA	Bicycle Infrastructure
123586266944682310	SC-3235N (Prince William County)	UDA	Pedestrian Infrastructure
123586266944682310	SC-3235N (Prince William County)	UDA	Safety Features
123586266944682310	SC-3235N (Prince William County)	UDA	Intersection Design
123586266944682310	SC-3235N (Prince William County)	UDA	Traffic Calming

123586266944682310	SC-3235N (Prince William County)	UDA	Sidewalks
066186265154682485	SC-661W (Prince William County)	UDA	Traffic Calming
023486268364682128	VA-234S	RN	Capacity Preservation
123486268664682176	VA-234N	RN	Capacity Preservation
023586268664682139	SC-3235S (Prince William County)	RN	Bicycle Access to Activity Center
12358626835468219	SC-3235N (Prince William County)	UDA	Intersection Design

Custom VTrans Needs

Do you have a safety study that meets the requirements of a Statewide Safety Need as outlined in the SMART SCALE Technical Guide?

Yes

Project Readiness

Project Readiness

Based on the project features selected in the Project Features section, please respond to any selected readiness question below. If no categories are selected, please proceed to the next section of the application

If no categories are selected, please proceed to the next section of the application

Design Waiver/Design Exception

Do you expect your project to entail a Design Waiver/Design Exception as required by IIM-LD-227?

Yes

Provide a completed SMART SCALE Design Waiver/Design Exception Summary Form or other documentation addressing the requirements of IIM-LD-227. This form must have confirmation from the following VDOT staff by July 15th:

- District L&D Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

Resolution Of Support

Is your project identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP), and if applicable, the Transit Development Plan (TDP) or Transit Strategic Plan (TSP)?

Yes

Link to documentation showing inclusion or consistency with the adopted plans

https://nrcrtpb.ecointeractive.com/projects/?planCycleId=3132&projectRevisionId=b056a8b1-34d2-497b-b1a2-9d2226545330

Innovative Intersection

Provide a traffic operational analysis (i.e. HCS, Synchro), which documents a preferred alternative that is consistent with the scope described in the application to support this feature. If on the APN, provide a completed iCAP assessment or equivalent documentation.

The document(s) supporting this feature must have confirmation from the following VDOT staff by July 15th:

- District Traffic Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

New Traffic Signal

Provide an approved Signal Justification Report (SJR) for your project to support this feature.

The document supporting this feature must have confirmation from the following VDOT staff by July 15th:

- District Traffic Engineer
- Assistant State Traffic Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

Innovative Interchange

Provide a draft or final Interchange Access Report (IAR) or Operational and Safety Analysis Report (OSAR) that includes an alternatives analysis and supports the proposed alternative. A signed framework document must be uploaded prior to pre-application submittal. The report shall address the appropriate elements described in IIM-LD-200 and Traffic Operations and Safety Analysis Manual (TOSAM) guidelines for the proposed access modifications.

For construction of a new interchange, the Interchange Access Report is required.

The following VDOT staff must be engaged in the creation or review of this document before April 30th:

- District L&D Engineer
- Assistant State Traffic Engineer

The document supporting this feature must have confirmation from the following VDOT staff by July 15th:

- District L&D Engineer
- Assistant State Traffic Engineer
- District Environmental Manager
- District Traffic Engineer

- District Planner

- District Project Delivery Engineer

- Assistant State L&D Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

Ramp Improvement(s)

Do the proposed ramp improvements ONLY include modifications to acceleration or deceleration lanes?

No

Provide a draft or final Operational and Safety Analysis Report (OSAR) that includes an alternatives analysis and supports the proposed alternative. A signed framework document must be uploaded prior to pre-application submittal. The report shall address the appropriate elements described in IIM-LD-200 and Traffic Operations and Safety Analysis Manual (TOSAM) guidelines for the minor access modifications related to ramps, ramp termini and traffic control.

The following VDOT staff must be engaged in the creation or review of this document before April 30th:

- District L&D Engineer

The document supporting this feature must have confirmation from the following VDOT staff by July 15th:

- District L&D Engineer
- District Environmental Manager
- District Traffic Engineer
- District Planner
- District Project Delivery Engineer
- Assistant State L&D Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

New Interchange, Limited Access Facility

Provide a draft or final Interchange Access Report (IAR) that includes an alternatives analysis and supports the proposed alternative. A signed framework document must be uploaded prior to pre-application submittal. The report shall address the appropriate elements described in IIM-LD-200 and Traffic Operations and Safety Analysis Manual (TOSAM) guidelines for a new interchange.

The following VDOT staff must be engaged in the creation or review of this document before April 30th:
 - District L&D Engineer

The document supporting this feature must have confirmation from the following VDOT staff by July 15th:

- District L&D Engineer
- District Environmental Manager
- District Traffic Engineer
- District Planner
- District Project Delivery Engineer
- Assistant State L&D Engineer

Contact your SMART SCALE representative for more information. A list of contacts can be found on the [SMART Portal About page](#)

Select Attachments

Factors

Accessibility

Accessibility	Response	Supporting Information
1- Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	N o	

<p>2- Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).</p> <p>Answers selected in Features tab indicate that this question is not required for this application</p>	N/A	
<p>3- Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.</p>	N o	
<p>4- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required</p> <p>This factor has been pre selected because you selected Add/Construct Bike Lane Feature and/or Construct Shared-Use Path</p>	YES	<p>2,500 feet of 10-foot-wide shared use path will be constructed along the western side of Clover Hill Road between Harry J Parrish Blvd and Godwin Dr. 1,250 feet of 10-foot-wide shared use path will be constructed along the northeastern side of Clover hill Road between Route 234 and Godwin Drive.</p>
<p>5- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).</p> <p>This factor has been pre selected because you selected Construct Sidewalk Feature and/or Construct Shared-Use Path</p>	YES	<p>1,250 feet of 5-foot-wide sidewalk will be constructed along the southeastern side of Clover Hill Road between Harry J Parrish Blvd and Route 234.</p>

6- Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	N o	
7- Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	N o	

Environment

Environment	Response	Supporting Information
1- Project includes improvements to rail transit or passenger rail facilities? Answers selected in Features tab indicate that this question is not required for this application	N/A	
2- Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required (i.e. Bike Lane or Shared Use Path). This factor has been pre selected because you selected Add/Construct Bike Lane Feature and/or Construct Shared-Use Path	YES	2,500 feet of 10-foot-wide shared use path will be constructed along the western side of Clover Hill Road between Harry J Parrish Blvd and Godwin Dr. 1,250 feet of 10-foot-wide shared use path will be constructed along the northeastern side of Clover hill Road between Route 234 and Godwin Drive.

3- Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate). This factor has been pre selected because you selected Construct Sidewalk Feature and/or Construct Shared-Use Path	YES	1,250 feet of 5-foot-wide sidewalk will be constructed along the southeastern side of Clover Hill Road between Harry J Parrish Blvd and Route 234.
4- Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)). Answers selected in Features tab indicate that this question is not required for this application	N/A	
5- Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	N o	
6- Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals	N o	
7- Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).		

Delivery & Funding

Project Delivery Information

Project Planning Status

- Other Regional Plan
- Planning/Safety Study
- Transportation Element of Local Comprehensive Plan
- Constrained Long Range Plan (MPO)

Phase Estimate and Schedule

Please provide project phase schedule and cost estimate information.

Phase Milestone PE (Survey, Environmental, Design)	Phase Status Underway
Loaded Phase Estimate \$7,245,000	Start Date 2026-05-04
Loaded Phase Estimate + Inflation \$7,245,000	
Phase Milestone RW (Right of Way and Easement Acquisition, Utility Relocation)	Phase Status Not Started
Loaded Phase Estimate	Start Date 2030-08-29

\$7,264,501

Loaded Phase Estimate + Inflation

\$8,176,195

Phase Milestone

CN (Construction, Oversight, Contingencies)

Phase Status

Not Started

Loaded Phase Estimate

\$62,801,437

Start Date

2032-08-15

End Date

2034-06-30

Loaded Phase Estimate + Inflation

\$74,991,195

Total Cost Estimate

\$90,412,390

Project Funding Sources

SYIP Allocation

Provide Existing Project VDOT UPC(s) or DRPT Project Number(s), if applicable

SYIP Allocation

Project UPC/DRPT/ID	UPC Type	UPC Description	VDOT / DRPT (\$)
---------------------	----------	-----------------	------------------

Total SYIP Allocations
\$0

Other Committed Funds

Other Committed Fund

Other Funds Committed to Project	Description of Fund Type	Amount
Local /Regional Funding Not in SYIP	NVTA Regional Revenue Funds (70% and 30%)	\$2,900,000

Other Committed Fund

Other Funds Committed to Project	Description of Fund Type	Amount
Local /Regional Funding Not in SYIP	County Dedicated Transportation Revenues	\$140,000

Total Other Committed Funds
\$3,040,000

Project Financial Information

Total SYIP Allocations
\$0

Total Other Committed Funds
\$3,040,000

Total Requested Funds
\$87,372,390

Total Project Funding
\$3,040,000

Total Cost Estimate
\$90,412,390

Supporting Documents

Supporting Documents

Description/File Name:

Attachment Type:

<input type="checkbox"/>	Description	Attachment Type	File Name	File Uploaded on	Relevant Pages
<input type="checkbox"/>	2018-10-31_STARS_Prince_William_Parkway_Final_Report_Reduced.pdf	Planning Study/Safety Study	2018-10-31_STARS_Prince_William_Parkway_Final_Report_Reduced.pdf	03/24/2026 @ 2:04PM	1-32
<input type="checkbox"/>	VJust Screening Tool.pdf	Traffic Operational Analysis	VJust Screening Tool.pdf	03/24/2026 @ 2:07PM	All
<input type="checkbox"/>	NVTA Updated Agreement PW PrkwayClover Hill Rd.pdf	Other Committed Funds	NVTA Updated Agreement PW PrkwayClover Hill Rd.pdf	03/24/2026 @ 2:13PM	1-4
<input type="checkbox"/>	Project Sketches_Rte234 CloverHill.pdf	Project Sketch	Project Sketches_Rte234Clover Hill.pdf	03/24/2026 @ 2:25PM	All

Description	Attachment Type	File Name	File Uploaded on	Relevant Pages
<input type="checkbox"/> PW Pkwy_Clover Hill Road DDI_LD_459_v6 with Appendices.pdf	Signal Warrant/Justification Study	PW Pkwy_Clover Hill Road DDI_LD_459_v6 with Appendices.pdf	03/31/2026 @ 12:50PM	All
<input type="checkbox"/> PES_Rte.234 CloverHill - SMART Scale Pre Application - 033126.xlsx	Project Estimate Summary (PES)	PES_Rte.234 CloverHill - SMART Scale Pre Application - 033126.xlsx	03/31/2026 @ 3:58PM	
<input type="checkbox"/> PWC_Rte234-CloverHill_City of Manassas - LetterofSupport.pdf	Other Letter of Support	PWC_Rte234-CloverHill_City of Manassas - LetterofSupport.pdf	03/31/2026 @ 4:11PM	
<input type="checkbox"/> Pre-App Res. No. 26-145.pdf	Governing Body Resolution of Support	Res. No. 26-145.pdf	03/31/2026 @ 4:12PM	
<input type="checkbox"/> UPC 127731 LD-459_signed.pdf	Framework Document	UPC 127731 LD-459_signed.pdf	04/30/2026 @ 2:00PM	
<input type="checkbox"/> 20260510 PW Pkwy_Clover Hill Road DDI IAR with Appendices.pdf	Interchange Access Report (IAR)/Operational and Safety Analysis Report (OSAR)	20260510 PW Pkwy_Clover Hill Road DDI IAR with Appendices.pdf	06/18/2026 @ 4:29PM	

Download Selected

Download All Attachments

State's Understanding

State's Understanding of Project Scope

Review and Approval

Reviewer	Agreed On	Disagreed On
District Validator		
Applicant		

This field is intended as a summary of the State's understanding of the applicant's intention and scope of their submitted project. It is the responsibility of the State to generate it in coordination with the appropriate staff from the Virginia Department of Transportation District of origin for the application, and the responsibility of the applicant to reach concurrence with the State.

Comments

Filter By:

Xiao Cui | VDOT xiao.cui@vdot.virginia.gov
06/05/2026 @ 11:40AM

Relevant To: All Sections

UNRESOLVED

Please address pre-app screening comments from Central Office/OIPI in the full application. (cont'd)

Traffic Signal Modification

Uncheck this feature - covered by Innovative Interchange.

Improve Grade-Separated Interchange

Uncheck this feature - it is intended to describe improvements to existing interchange, not new interchanges.

Innovative Interchange

Remove roundabout information from this feature description (should be under the Innovative Intersection feature).

New Interchange, Non-Limited Access Facility

Prince William Parkway is functionally classified under ""Other Freeways and Expressways"", so should this feature actually be the Limited Access Facility feature?

Construct or Improve Bicycle Facility

Specify bike lane width. Remove last sentence of description.

Construct or Improve Grade-Separated Bike/Pedestrian Crossing

Uncheck feature - this would be applicable if a separate crossing was being constructed solely for bikes/peds.

Bike/Pedestrian Other

Uncheck feature - this is covered by the Construct Sidewalk feature.

Documents

Completed IAR will be needed for full application to meet readiness requirements.

Missing resolution of support from MWCOG.

Linework

Extend segmentation on Prince William Pkwy to match the extents of the proposed on-/off-ramp locations.

Include segmentation on all approaches of the intersection of Clover Hill Rd and Godwin Dr.

Address excess linework in the corner of the Clover Hill Rd/Godwin Dr intersection.

All VTrans, eligibility, and readiness comments in this form must be resolved by the August 3rd submission deadline. Some comments may already have been addressed. Reach out to your SMART SCALE Point of Contact with any additional questions.

Reply to Alert

Replies to This Alert

Prince William County | Northern Virginia Transportation Authority

PrinceWilliamCountyDOT@gmail.com

06/16/2026 @ 1:19PM

Afternoon, regarding the "New Interchange, Non-Limited Access Facility" this has been switched to limited access facility as requested but see response below, based off of this what is the recommendation to leave it as?

According to definition of "Other Freeways and Expressways" in VDOT Functional Classification Comprehensive Guide, "This classification is for highways that are generally divided with partial or full control-of-access. They primarily serve through traffic and major circulation movements within or around Urban Areas. These routes provide connecting links between interstates, principal arterials, and minor arterials. Roads in this category feature directional travel lanes typically separated by physical barriers. Access and egress are restricted to on- and off-ramps or a limited number of at-grade intersections. Similar to Interstates, these roadways are designed and constructed to prioritize mobility, and they do not directly serve adjacent land uses." Thus, it is still a Non-Limited Access Facility.

Xiao Cui | VDOT xiao.cui@vdot.virginia.gov

06/05/2026 @ 11:39AM

Relevant To: All Sections

UNRESOLVED

Please address pre-app screening comments from Central Office/OIPI in the full application.

Select the primary VTRANS need:
Corridor of Statewide Significance

Justification/Comments

This pre-application is screened in for meeting the following Vtrans needs: CoSS: Capacity Preservation, RN: Capacity Preservation, Safety: Intersection Safety, RN: Bicycle Access to Activity Center, UDAL Roadway Operations, UDA: Bicycle Infrastructure, UDA: Pedestrian Infrastructure, UDA Safety Features, UDA: Intersection Design, UDA: Sidewalks, and UDA: Traffic Calming.

Readiness Feedback

Description

Revise description to focus solely on the proposed improvements and not the potential benefits/impacts of those improvements.

Features

Add New Through Lane(s)

Uncheck feature if the project itself is not proposing new through lanes.

Widen Existing Lane(s) (No New Lanes)

This feature does not refer to adding new lanes but rather to increasing the lane width of existing lanes. If this project is not proposing that, uncheck this feature.

Shoulder Improvement(s)

Revise description to specify how the shoulders will be improved (widening?).

Construct or Improve Turn Lane(s)

The improvements included in the description are covered by the Innovative Intersection/Interchange features. If there are no other turn lane improvements being proposed, uncheck this feature.

Roadway Reconfiguration

Uncheck this feature - it is intended to capture changing the roadway cross-section at locations that are not already covered by other features, which this project does not appear to be doing.

Roadway on New Alignment

Uncheck this feature - the only new alignment on Clover Hill Road is within the functional area of the proposed DDI.

Innovative Intersection(s)

Select this feature to account for the proposed roundabout at Clover Hill/Godwin.

New Intersection

Uncheck this feature - covered by Innovative Interchange.

Reply to Alert

Relevant To:

All Sections

Type Comment

Add Comment

Screening

No Screenings have occurred on this application yet

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Adoption of Resolution of Support for SMART SCALE Applications from Northern Virginia Localities and Agencies

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVRTA) endorsement of SMART SCALE project applications from Northern Virginia localities and agencies.
2. **Suggested Motion:** *I move the Authority approve the attached Resolution 26-02 in support of project applications from member jurisdictions and agencies for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background:** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a process to screen and evaluate projects, and to prioritize investment decisions.
 - A. **SMART SCALE:** The SMART SCALE program is now in its seventh round. The final deadline for submitting SMART SCALE applications in this round is August 3, 2026. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2027, by the Commonwealth Transportation Board (CTB), using FY2032-2033 revenues. An NVRTA resolution is needed for applications from agencies and localities that address an identified need in the statewide multi-modal long-range transportation plan, VTrans, on a Corridor of Statewide Significance. Per the Authority's enabling legislation, the Authority recommends to the CTB, priority regional transportation projects for receipt of federal and state funds.
 - B. **SMART SCALE Eligibility and Project Evaluation Factors:**
 - I. Eligible projects must focus on capacity and operational improvements for roadways, transit, bicycle and pedestrian programs, or transportation demand management.
 - II. Eligible applicants can be:
 - Counties, cities, and towns that maintain their own infrastructure and qualify to receive maintenance payments, pursuant to §33.2-319.
 - Regional entities such as Metropolitan Planning Organizations (MPO), Planning District Commissions (PDC), and public transit agencies.
 - III. The project evaluation process has six weighted factors:
 - Safety (15%), congestion mitigation (45%), accessibility (25%), environmental quality (10%), economic development (5%), and land use.

- Compared to other regions, congestion mitigation is weighted highest among the factors for projects in Northern Virginia.
- For the land use criterion, up to 100% is added to the benefit score based on normalized measure performance.
- Specific factor weights are also assigned with each factor based on unique needs and qualities of each district, planning district commission, and metropolitan planning organization.

- 4. Projects to be Endorsed:** NVTA staff have worked closely with the localities and the Virginia Department of Transportation (VDOT) to prepare the list of SMART SCALE applications. A list of 35 applications from member jurisdictions and agencies is attached. Eight applications are for projects on Corridors of Statewide Significance (highlighted in yellow). These projects are regionally important with 12 directly identified in NVTA's multimodal long range transportation plan, TransAction. In addition, the projects support NVTA's three Core Values of (equity, safety, sustainability). These projects will:
- Reduce congestion at locations with existing or forecasted future traffic congestion.
 - Increase access to jobs, including for the vulnerable population.
 - Reduce high crash frequency and severity.
 - Improve substandard or missing pedestrian and bicycle facilities.
 - Reduce vehicle emissions by making the traffic on the interchange and I-395 flow smoother.

- 5. Next steps.** The deadline for full application submission is August 3, 2026. The Commonwealth is expected to release project evaluations and funding recommendations in early 2027. It is anticipated that the Commonwealth Transportation Board will hold Public Hearings in Spring 2027 and will adopt the Six Year Improvement Program in June 2027.

Attachments: Draft Resolution 26-02

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY



RESOLUTION 26-02

A RESOLUTION OF SUPPORT FOR NORTHERN VIRGINIA PROJECT APPLICATIONS FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS.

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a transportation project prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, localities and agencies that wish to submit projects within a Corridor of Statewide Significance must have a resolution of support from the Authority, as the relevant regional entity for Northern Virginia, to be considered for the SMART SCALE prioritization process; and

WHEREAS, public transit agencies are required to have a resolution of support from the Authority or relevant entity for projects located in the Regional Network to be eligible for SMART SCALE evaluation; and

WHEREAS, Authority staff have worked with member jurisdictions and agencies in receiving project submissions for the SMART SCALE process; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit NVTA Regional Revenues to the project; and

WHEREAS, Authority support for the submission of the projects requires a resolution of support by the Authority.

NOW, THEREFORE, BE IT RESOLVED THAT THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY SUPPORTS THE FOLLOWING NORTHERN VIRGINIA PROJECT APPLICATIONS FOR SUBMISSION TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

Locality/Agency	Project Name
Alexandria City	King St -Bradlee Safety and Mobility Enhancements
Alexandria City	Mt Vernon Ave Safety Improvements
Arlington County	Langston Blvd at N. Lynn St / WB and EB I-66 Intrsctn Improv
Arlington County	N. Meade St over US 50 Roadway and Interchange Improvements
Arlington County	N. Glebe Rd Pedestrian Improvements at I-66
Fairfax County	South Van Dorn Street Improvements
Fairfax County	Route 50 Safety and Operational Improvements - Chantilly
Fairfax County	Telegraph Road Walkway Phase II
Fairfax County	Braddock Road Shared Use Path
Fairfax County	Roberts Parkway Improvements
Fairfax County	Newington Road Shared Use Path
Fairfax County	Route 236 Prosperity Avenue to Wakefield Chapel Road
Fairfax County	Soapstone Road Extension/Dulles Toll Road Overpass
Fairfax County	Seven Corners Ring Road Phase 1
Fairfax County	Braddock Road Phase II
Fairfax County	Cedar Lane and Electric Avenue Intersection Improvement
Fairfax County	Franconia Road at Commerce Street
Leesburg Town	Route 7 at Leesburg Bypass Interchange Improvements
Leesburg Town	Rt 15/Battlefield Parkway Interchange
Leesburg Town	Route 7 at Battlefield Parkway Interchange Improvements
Loudoun County	Route 15 Lucketts Mini-Bypass
Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)
Loudoun County	Route 15 Lucketts "bypass"
Loudoun County	Cascades Pkwy Bike &Ped (Church Rd. to Victoria Station Dr)
Loudoun County	IIP - James Monroe Hwy & Lime Kiln Road
Loudoun County	IIP -Leesburg Pike Intersection Improvements
Loudoun County	Loudoun County Pkwy/Tall Cedars Pkwy Shared Use Paths
Northern Virginia Transportation Authority	Route 234&Clover Hill Rd Innovative Intersection Improvements
Prince William County	Dale Boulevard/Rippon Boulevard Corridor Improvements
Prince William County	Route 1 Widening Phase 1
Prince William County	Old Bridge Road and Route 123 Intersection Improvements
Prince William County	University Blvd Extension (Devlin Rd to Wellington Rd)

Prince William County	Sudley Manor Drive Corridor Improvements
Prince William County	Hoadly Road Corridor Improvements
Purcellville Town	21 st Street Shared Use Path Phase 2

APPROVED this 9th day of July 2026.

By: _____
Phyllis, J. Randall, NVTA Chair

Attest: _____
Lee Ann Henderson, Authority Board Secretary

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Michelle Davis-Younger, Chair, Planning and Programming
Committee

DATE: July 2, 2026

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The PPC met on June 18, 2026, at 6:00 p.m. The meeting was held in-person. Four committee members attended in-person. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of May 18, 2026, Meeting:** The May 18, 2026, meeting summary was approved unanimously.
4. **Information Items:**
 - A. **FY2026-2031 Six Year Program Update – Staff Recommendation:** Dr. Nampoothiri noted that at their June meeting, the Authority approved the PayGO amount of \$775.8 million for fiscal years (FY) 2030 and 2031. Dr. Nampoothiri stated that for this funding cycle, NVTA received 27 candidate projects requesting \$1.25 billion. He reviewed the staff recommendations which included funding for 21 projects, including 18 projects at the fully requested amount and three projects at a partial funding amount. There were six projects that were not recommended for funding. Dr. Nampoothiri shared several notable observations for this funding cycle including that a higher number of bicycle and pedestrian project applications were submitted and that transportation technology projects continue to score well in the evaluation process, as well a continued emphasis on major corridors throughout the region.

Dr. Nampoothiri provided an update on the Planning Coordination Advisory Committee (PCAC) meeting and recommendation. The PCAC met on Wednesday, June 17, 2026, at 5:30 p.m. The PCAC endorsed the staff recommendation with eight *ayes* and two abstentions. A request from an Arlington Board Member was shared with other committee members. The request was to move \$8.5 million from ARL-026 South George Mason Drive Multimodal Improvements to ARL-027 South George Mason Drive and South Four Mile Run Drive Intersection Safety

Improvement project. Dr. Nampoothiri stated the PCAC discussed the request and decided not to support the transfer.

Dr. Nampoothiri shared an update on the Technical Advisory Committee (TAC). The TAC met on Wednesday, June 17, 2026, at 7:00 p.m. The TAC endorsed the staff recommendation unanimously. For transparency, staff shared the request from Arlington County to the PCAC to move funding from one Arlington project with a funding recommendation to another Arlington project without a funding recommendation. The TAC acknowledged the request but did not support the transfer.

The PPC discussed the transfer request as well as the future implications and integrity of the Six Year Program process. Ultimately, the PPC decided not to recommend altering the staff recommendations.

A motion to endorse the staff recommendations, moved by Chair Jefferson and seconded by Mayor Read, was approved with three ayes and one nay. The recommended project list is provided as Attachment A.

- B. NVTA Update:** Ms. Backmon noted that NVTA held the Opening Ceremony for the Best Workplace for Commuters (BWC) at NVTA's office on June 17, 2026. At the July 9, 2026, meeting, the Authority will act on the Six Year Program. Lastly, Ms. Backmon noted NVTA staff are working to schedule BRT Action Plan briefings to the jurisdiction Boards and Councils.

5. Next Steps: There is no future meeting currently scheduled for the PPC.

Attachment: FY2026-2031 Six Year Program PPC Recommendations



Northern Virginia Transportation Authority

FY2026-2031 Six Year Program: **Planning and Programming Committee (PPC) Recommendations**

6/18/2026

Application ID	Project Title	Total Project Cost	Requested NVTA Funds	TransAction Project Rating Rank (incl. HB 599)	CRRRC 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

XX Partial Funding

PE: Design/Preliminary Engineering

ROW: Right of Way

CN: Construction

Asset: Asset Acquisition

Available PayGo \$ 775,793,006



Summary By Jurisdiction

Jurisdiction	Number of Applications	Number of Recommended projects	Percentage of Recommended Projects	Requested Funds	Recommended Funds	Percentage of Recommended Funds
Arlington County	13	10	48%	\$ 115,642,747	\$ 83,235,046	11%
Fairfax County	1	1	5%	\$ 463,000,000	\$ 116,300,000	15%
Loudoun County	2	2	10%	\$ 208,488,000	\$ 201,586,166	26%
Prince William County	5	4	19%	\$ 351,005,800	\$ 295,005,800	38%
City of Alexandria	2	1	5%	\$ 36,856,219	\$ 15,000,000	2%
City of Falls Church	2	1	5%	\$ 45,000,000	\$ 30,000,000	4%
City of Manassas	1	1	5%	\$ 30,265,994	\$ 30,265,994	4%
Town of Herndon	1	1	5%	\$ 4,400,000	\$ 4,400,000	1%
Total	27	21	100%	\$ 1,254,658,760	\$ 775,793,006	100%

Summary By Mode

Mode	Number of Applications	Number of Recommended projects	Percentage of Recommended Projects	Requested Funds	Recommended Funds	Percentage of Recommended Funds
Roadway	5	5	24%	\$ 451,405,800	\$ 451,405,800	58%
Intersection/ Interchange	4	2	10%	\$ 79,500,000	\$ 15,000,000	2%
Transit	4	3	14%	\$ 495,655,000	\$ 137,300,000	18%
Bike and Pedestrian	12	9	43%	\$ 221,010,213	\$ 164,999,459	21%
Technology	2	2	10%	\$ 7,087,747	\$ 7,087,747	1%
Total	27	21	100%	\$ 1,254,658,760	\$ 775,793,006	100%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Linda Colbert, Chair, Planning Coordination Advisory Committee

DATE: July 2, 2026

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on June 17, 2026, at 5:30 p.m. The meeting was held in-person and virtually over Zoom. Ten committee members attended, eight in-person and two virtually (one joined from home due to medical reasons and the other joined remotely while on a business trip). The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of May 27, 2026, Meeting:** The May 27, 2026, meeting summary was approved unanimously.
 - B. **FY2026-2031 Six Year Program Update – Staff Recommendations:** Dr. Nampoothiri shared the FY2026-2031 Six Year Program (SYP) staff funding recommendations. NVTa received 27 candidate projects requesting approximately \$1.25 billion, compared to the \$775.79 million PayGo amount approved by the Authority. Staff recommended funding 21 projects, including 18 projects at the fully requested amount and three projects at a partial funding amount. Six projects were not recommended for funding.

Staff noted that the recommendations generally followed the legally required Congestion Reduction Relative to Cost (CRRC) rankings and TransAction ratings, while also considering qualitative factors, public comments, external funding, long-term benefits, geographic balance and project readiness. The recommendations included at least one project from each applicant and reflected multiple modes, including: roadway, transit, bicycle and pedestrian, multimodal, intersection/interchange, and transportation technology projects.

Discussion focused on how projects are evaluated within regional corridors and how several bicycle and pedestrian projects scored comparatively. Staff explained that corridor analysis considers movement within a corridor, including access to parallel facilities, transit lines and major routes. Staff also noted that bicycle and

pedestrian projects can perform well when they create new facilities, connect activity centers and support mode shift.

The Committee discussed a request from Arlington County to shift funding from one project to another. The request was to move \$8.5 million from ARL-026 South George Mason Drive Multimodal Improvements to ARL-027 South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements. Staff recommended \$28,747,299 for ARL-026 and no funding for ARL-027. Staff noted that the request would move funding from a higher-ranked project to a lower-ranked project based on CRRC.

Committee members expressed concern about considering the request without sufficient information, the timing of the request and the potential precedent the shift could set for the integrity of NVTA's evaluation process. Ultimately, the PCAC decided not to support the transfer.

Fairfax County Supervisor James Bierman made the motion to approve the FY2026–2031 Six Year Program staff funding recommendations as presented, making them the PCAC recommendations. The motion was seconded by Town of Herndon Vice Mayor Clark Hedrick. It passed with eight members in support and two members abstaining.

4. Information Items:

A. NVTA Updates: Ms. Backmon shared that Virginia was recognized as number one for Best Workplaces for Commuters. She also noted that NVTA is continuing the update to TransAction, the region's long-range transportation plan. Ms. Backmon also provided an update on ongoing presentations to jurisdiction boards and councils related to the Bus Rapid Transit Action Plan.

5. Next Steps: The PCAC recommendations will be forwarded for consideration by the Authority at its July 9, 2026, meeting. The next PCAC meeting is scheduled for July 22, 2026, at NVTA's office.

Attachments:

A. FY2026-2031 Six Year Program PCAC Recommendations



Northern Virginia Transportation Authority

6/17/2026

FY2026-2031 Six Year Program: **Planning Coordination Advisory Committee (PCAC) Recommendations**

Application ID	Project Title	Total Project Cost	Requested NVTA Funds	TransAction Project Rating Rank (incl. HB 599)	CRRRC 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	

Available PayGo \$ 775,793,006

¹ Continuation project (previously received NVTA regional revenue funds)² Multi-jurisdictional project³ Town of Herndon reduced the request to \$4,400,000 from the original request of \$15,572,514

XX Partial Funding

PE: Design/Preliminary Engineering

ROW: Right of Way

CN: Construction

Asset: Asset Acquisition

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: July 2, 2026

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The TAC met on June 17, 2026, at 7:01 p.m. The meeting was held virtually over Zoom. Six committee members attended virtually. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of March 18 and May 27, 2026, Meeting:** The TAC approved the March 18, 2026, and May 27, 2026, meeting summary notes without opposition.
 - B. **FY2026-2031 Six Year Program Staff Recommendations:** The TAC unanimously endorsed the staff recommendation for the FY2026–2031 Six Year Program as presented.

Dr. Nampoothiri presented the NVTA staff recommendations for the FY2026–2031 Six Year Program update and provided an overview of the project recommendation processes and highlighted that staff recommends funding 21 of the 27 candidate projects, including 18 projects at the full requested amount and three projects at a partial funding amount. The rationale for partial funding recommendations and projects not recommended for funding were discussed.

The Committee was also informed of an Arlington County request to reallocate \$8.5 million from ARL-026 026 South George Mason Drive Multimodal Improvements project to ARL-027 South George Mason Drive and South Four Mile Run Drive Intersection Safety Improvements project to advance design activities for both projects on parallel timelines. TAC members acknowledged the proposal but expressed opposition to the transfer request to protect the integrity of the process.

A motion to endorse the staff recommendations, moved by Ms. Morris and seconded by Mr. Spielberg, was approved unanimously. The recommended project list is provided as Attachment A.

4. Information Item:

A. NVTA Update: Ms. Monica Backmon announced that Virginia was recognized as the number one state in the nation for Best Workplaces for Commuters, with NVTA receiving this recognition for the second consecutive year. She also provided an update on the ongoing Phase 1 of the TransAction update and noted that additional meetings and information will be provided to the TAC as that effort progresses.

5. Next steps: The next scheduled meeting for the TAC is on July 15, 2026, in person at the NVTA offices.

Attachments:

A. FY2026-2031 Six Year Program TAC Recommendations



Northern Virginia Transportation Authority

6/17/2026

FY2026-2031 Six Year Program: **Technical Advisory Committee (TAC) Recommendations**

Application ID	Project Title	Total Project Cost	Requested NVTA Funds	TransAction Project Rating Rank (incl. HB 599)	CRRRC 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
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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	

Available PayGo \$ 775,793,006

¹ Continuation project (previously received NVTA regional revenue funds)² Multi-jurisdictional project³ Town of Herndon reduced the request to \$4,400,000 from the original request of \$15,572,514

XX Partial Funding

PE: Design/Preliminary Engineering

ROW: Right of Way

CN: Construction

Asset: Asset Acquisition

CEO Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Chief Executive Officer's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in the agenda.

2. **Discussion Items:**

A. **TransAction:** TransAction's feedback form, [Transportation Priorities](#), is now live and open for public feedback until August! In addition to online platforms, there are several other ways to participate in TransAction this summer including, an in-person Open House on July 23, 2026 (6:00 p.m.-8:00 p.m. at the NVTA's office), pop-up events happening across the region, focus group discussions, and stakeholder sessions. All engagement opportunities are listed on NVTA's [TransAction Update webpage](#). Additionally, NVTA staff are overseeing the validation and calibration of the travel demand model, reviewing the existing conditions analysis, and updating the Transaction project list. A Model Planning Work Group meeting was held on June 24, 2026, to discuss model development and assumptions, and address questions from member jurisdictions and agencies. The first phase of TransAction addressing transportation needs and community priorities is anticipated to be completed by August 2026.

B. **Bus Rapid Transit (BRT) Action Plan:** I will continue to present to the governing bodies of member jurisdictions on NVTA's BRT Action Plan. The presentation will cover the 28 routes and other components of the BRT Action Plan. The following presentations are currently scheduled:

- ✓ City of Manassas City Council on Monday, July 13, 2026
- ✓ Prince William County Board of County Supervisors on Tuesday, July 14, 2026
- ✓ Arlington County Board Recessed Meeting on Tuesday, July 21, 2026
- ✓ City of Manassas Park Governing Body on Tuesday, July 21, 2026

NVTA staff has also scheduled a series of meetings with member jurisdictions and agency staff to discuss route modifications on the proposed, potential BRT routes for incorporation in TransAction. Those meetings will be held on the weeks of July 13, 2026, and July 20, 2026.



Outreach Events



NVTA Takes Home The Awards!

Virginia Ranks No. 1 Best Workplaces for Commuters (BWC)

On June 17, NVTA hosted transportation leaders from across the Commonwealth to celebrate Virginia as #1 in the nation for BWC designations and launch the 2027 BWC application cycle. NVTA CEO Monica Backmon highlighted the importance of practicing our priorities by providing employees with benefits that we are providing to our region's transportation network.



goDMV Commuter Champion

On June 23, NVTA was awarded the 2026 Champion Trophy for the Small Virginia Employer category in the goDMV Commuter Competition! During the six-week competition period from April 1 through May 15, NVTA employees made a measurable impact:

- ◆ Total miles reduced – 2,673
- ◆ Total gallons of fuel saved – 148.50
- ◆ Total commuter costs saved - \$1,710

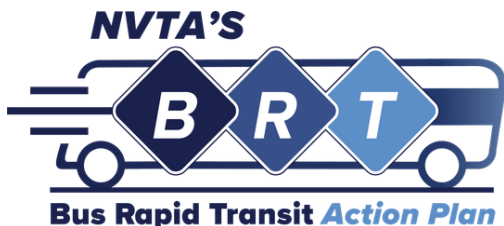
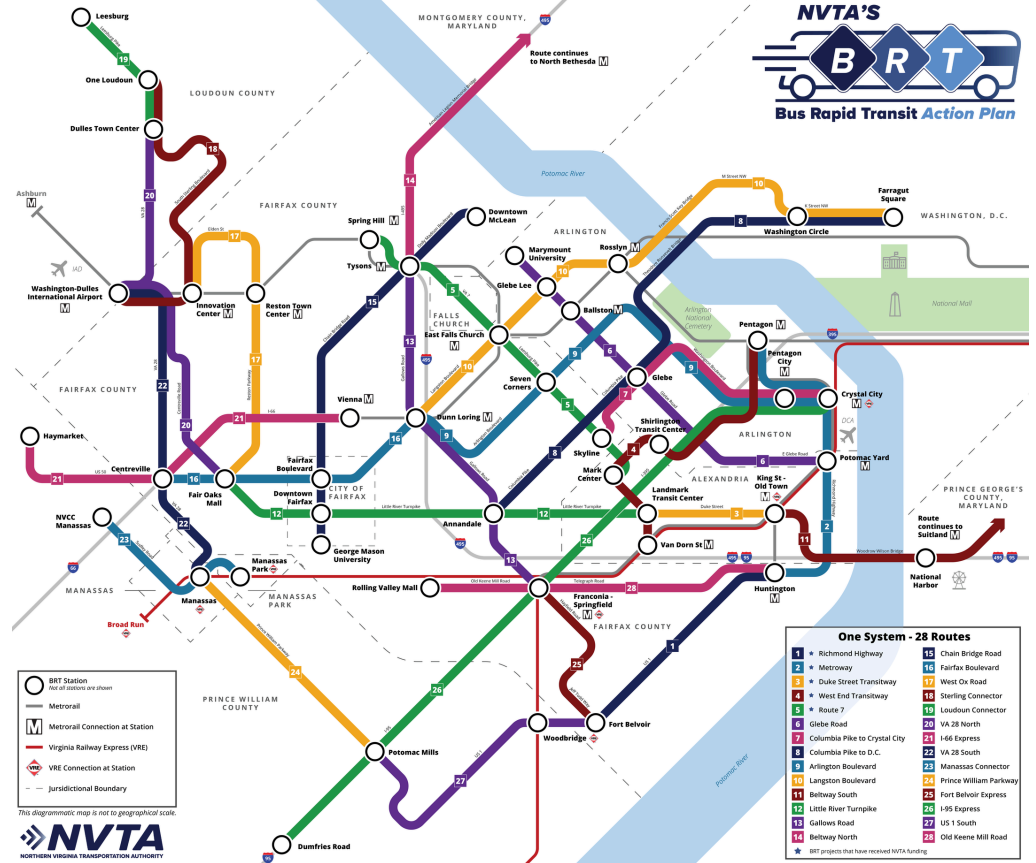
Commuter Connections 2026 Employer Award

On June 30, NVTA was recognized as a 2026 Commuter Connections Award Winner! Several members of our team attended the 29th Annual Employer Awards Ceremony, celebrating organizations that make it easier for employees to choose sustainable commuting options. Congratulations to all of this year's honorees for helping create more flexible commuting options for their staff!



On Tour: NVTA's Bus Rapid Transit (BRT) Action Plan

In June, Ms. Backmon presented NVTA's BRT Action Plan to the City of Fairfax & Fairfax County's Board of Supervisor's Transportation Committee. During her presentations, Ms. Backmon highlighted key BRT projects identified in individual jurisdictions, discussing potential benefits of a connected BRT network, outlining next steps and the ongoing regional coordination necessary. Ms. Backmon will continue to present to jurisdictions across NoVA throughout the summer.



TransAction Public Engagement

Starting on June 6, NVTA began hosting a series of pop-up events as part of the first phase of updating the region's long-range transportation plan, TransAction. NVTA is encouraging the community to stop by and share their experiences, discuss transportation challenges and help shape future transportation investments. NVTA has a pop-up calendar available on our website so the community can keep up with where we will be located throughout the summer.

Additionally, we are hosting an Open House on **July 23** from **6:00-8:00 p.m.** where the community can learn about TransAction and share their thoughts with us.





Project Status Update

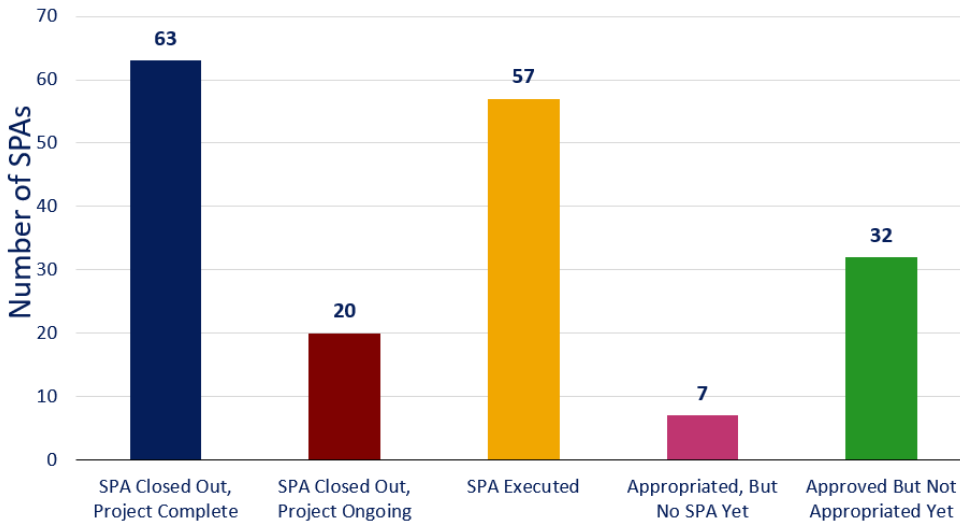
As of June 19, 2026

NVTA reports monthly the status of projects funded through the Regional Revenue (70%) Fund. Realtime updates can also be found on [Novagateway.org](https://www.novagateway.org)

Project Status – Standard Project Agreements (SPAs)

There are a number of projects that received funding for different phases across various funding cycles. This results in the establishment of a SPA (Standard Project Agreement). The stages of a SPA are listed in 5 categories below. While there are a total of 179 SPAs across the different categories, these represent 135 unique projects.

Status: Number of SPAs by Category



5 Classification Categories and Stages of a SPA

SPA closed out, Project complete: SPA has been closed out and NVTA funding has completed, and overall project has been completed.

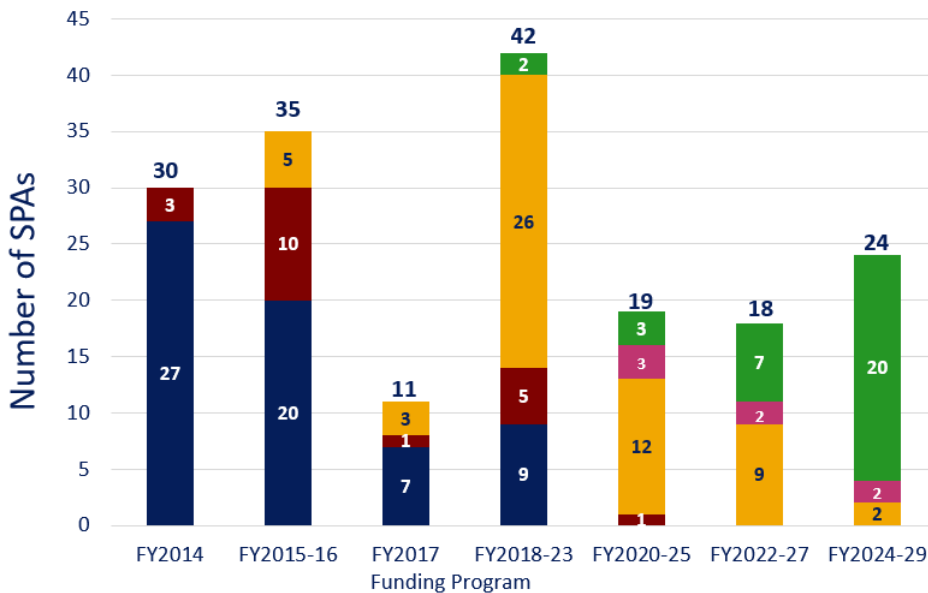
SPA closed out, Project ongoing: SPA has been closed out and NVTA funding has completed. Overall project is still ongoing.

SPA Executed: SPA has been approved by NVTA.

Appropriated but no SPA yet: Funding allocation has been appropriated by NVTA, but SPA has not been executed yet. *(Note: NVTA appropriates the total approved funding amount at time of appropriation.)*

Approved but not appropriated yet: Project Application approved by NVTA, but funding allocation has not been appropriated yet.

Status: Number of SPAs by Program by Category



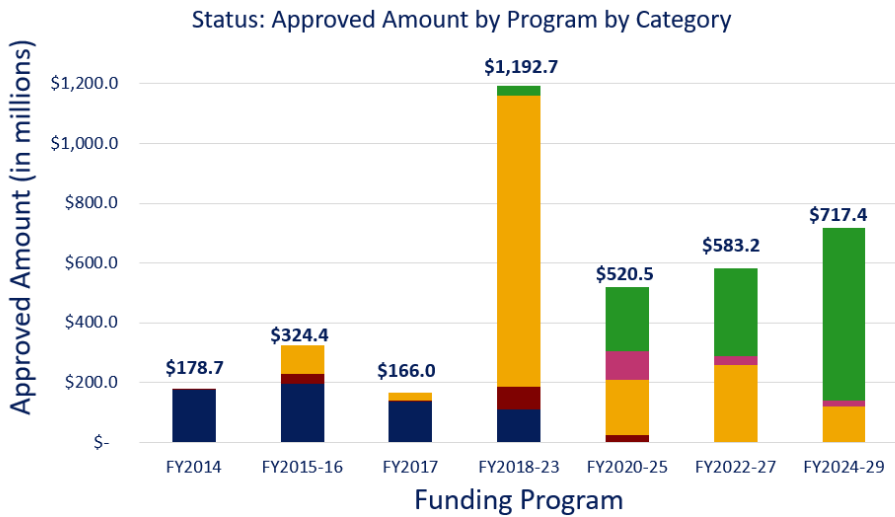
Note: NVTA's updates to the Six Year Program (SYP) allocate revenues from two future (outer) fiscal years (e.g., the FY2024-2029 SYP allocated funding for FY2028 and FY2029).

Project Status – Revenue Approved, Appropriated and Reimbursed as of June 19, 2026

NVTA has approved a total of: **\$3,683,182,918**

NVTA has appropriated a total of: **\$2,563,224,959**

NVTA has reimbursed a total of: **\$1,249,595,459.64** (\$11,019,258.46 in the past month)



5 Classification Categories and Stages of a SPA

SPA closed out; Project complete

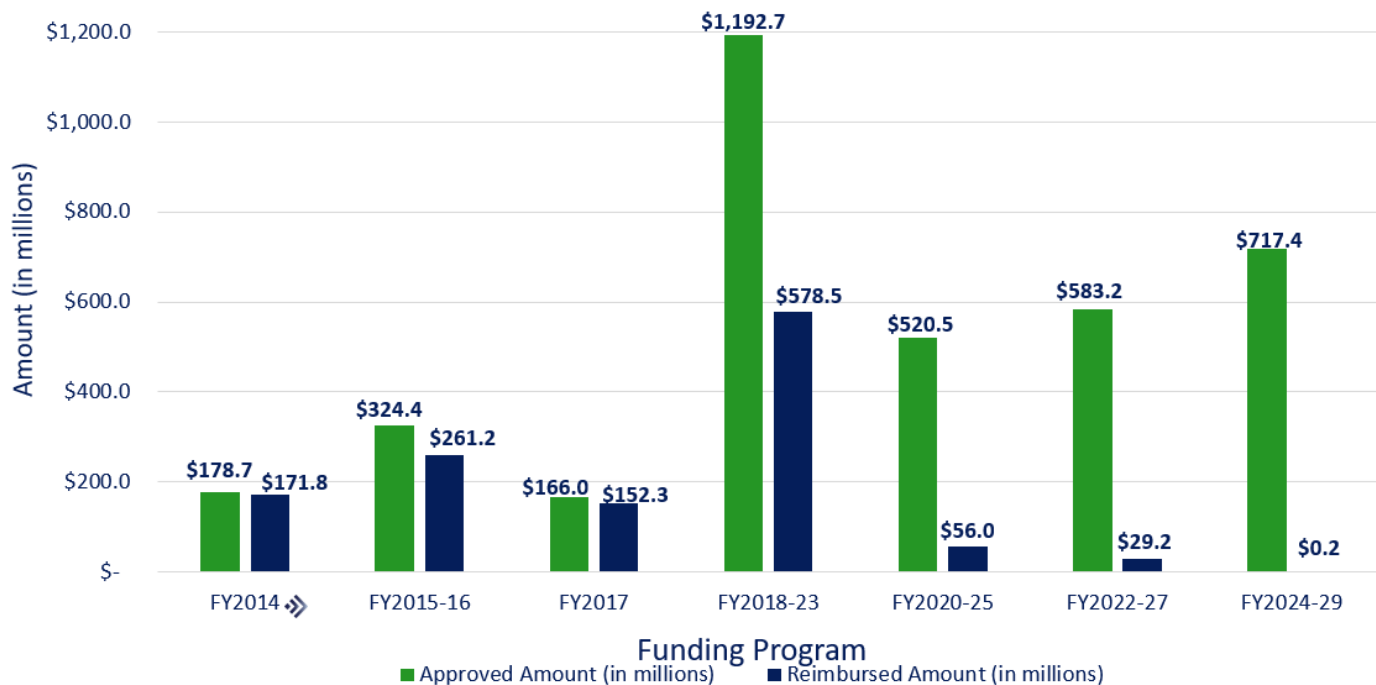
SPA closed out; Project ongoing

SPA Executed

Appropriated but no SPA yet

Approved but not appropriated yet

Status: Approved Amount versus Actual Reimbursed by Program



⇒ NVTA funding program complete. \$6.9M in unspent funds have been returned to Regional Revenue Fund.

Note: SPAs usually request NVTA funds in the outer years of their approved funding period and then continue to drawdown into subsequent fiscal years. (e.g. SPAs in the FY2024-2029 SYP typically begin drawing funds by the end of FY2029, with most not fully utilizing their allocations until FY2032.)

Substantive Project Status Updates

Substantive changes to SPAs for the period May 22, 2026 - June 19, 2026, are outlined below.

SPAs Executed

- None

Updated Funding Schedule

- Prince William County
 - University Boulevard Extension: Devlin Road to Wellington Road (2022-322-1)

SPAs Closed Out

- Arlington County
 - Intelligent Transportation System Improvements (2018-5-1)
- Fairfax County
 - Route 28 Widening: Prince William County Line to Route 29 (2017-10-2)



Substantive Project Status Updates

Substantive changes to SPAs for the period May 22, 2026 - June 19, 2026, are outlined below.

SPA with Significant Drawdowns *

- Arlington County
 - Pentagon City Multimodal Connections and Transitway Extension (2018-4-1)
 - 3% of total SPA amount reimbursed within the past month
- Fairfax County
 - Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road (2018-14-3)
 - 18% of total SPA amount reimbursed within the past month
- Prince William County
 - Prince William Parkway at Clover Hill Road Innovative Intersection (2018-39-1)
 - 5% of total SPA amount reimbursed within the past month
- City of Alexandria
 - Alexandria Bike and Pedestrian Trails Construction and Reconstruction (2022-392-1)
 - 11% of total SPA amount reimbursed within the past month

**Projects where the amount of funds drawn down in the past month are equal or greater than 3% of the total funding allocated.*



Upcoming Public Information Meetings and Events



No meetings or events currently scheduled for NVT
Regional Revenue Funded Projects



Substantive Project Status Updates

Substantive updates reported by the project sponsor for the period of May 22, 2026 – June 19, 2026, are outlined below.

Substantive changes include but are not limited to project administration advancements, start/completion of phases, major engineering progress, project completion date changes, etc.

Project Sponsor	Project Title	Updated Status	% Reimbursed (Program Year(s))
City of Fairfax	Jermantown Road Corridor Improvements Project	At 90% design. ROW and Easements required determined.	FY 2018: 7%
Fairfax County	Richmond Highway (Route 1)/CSX Underpass Widening	Design has paused at 30% with the expectation that it will be included in Transforming Rail in VA Phase 2 if additional funding cannot be secured prior to Phase 2.	FY 2018: No SPA Yet
Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	Construction NTP issued with project completion expected in March 2028.	FY 2018: 11%
Prince William County	University Boulevard Extension: Devlin Road to Wellington Road	Board endorsed the project location and design on 06/02/2026. SPA A/B updated package approved with NVTA to reflect new drawdown schedule. Project status remains the same. Project completion date pushed back from 12/31/2028 to 3/31/2031.	FY 2022: 0%

Substantive Project Status Updates *Continued*

FY2027 Approved Appropriations

The following appropriation requests were approved as part of NVTAs FY2027 budget process. The deadline for these appropriations to be executed as SPAs is by September 10, 2026, Authority Meeting.

Project Sponsor	Project Title (Program Year(s))	Amount
Fairfax County	Soapstone Drive Extension (2020-310-1)	\$15,000,000
Fairfax County	Seven Corners Ring Road Improvements (2022-325-1)	\$4,200,000
Prince William County	Old Bridge Road Widening: Colby Drive to Minnieville Road (2022-327-1)	\$25,000,000
Prince William County	Route 234 Operational Improvements (2024-345-1) <i>Note: This is a forward appropriation from the FY2024-2029 program.</i>	\$10,000,000
Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements (2024-347-1) <i>Note: This is a forward appropriation from the FY2024-2029 program.</i>	\$10,000,000
City of Alexandria	Alexandria Duke Street Transitway (2020-45-2)	\$75,000,000
City of Fairfax	Blenheim Boulevard Multimodal Improvements. (2020-48-2)	\$8,000,000
Total Funds:	7 SPAs	\$147,200,000

Note: NVTAs appropriates the full approved funding amount at the time of appropriation.

Substantive Project Status Updates Continued

Flagged Projects – as of June 19, 2026

Projects are flagged when there has been no update or no new information provided for three consecutive months.

Project Title	Date of Last Update	Jurisdiction	NVTA Funds	% Reimbursed (Program Year(s))
DASH Transit Service Enhancements and Expansion	No new update since March 2026. Last update noted “ <i>Design has been completed and the special use/building permits were issued Feb 2026. The contractor has mobilized on site and completed the installation of erosion control measures. Soil improvements are anticipated to be complete in April 2026 with foundation construction to follow.</i> ”	ALX	\$12,000,000	FY2018: 79%
Franconia-Springfield Platform Improvements	No new update since March 2026. Last update noted “ <i>Stakeholder comments have been received on the 100% design package, and comment resolution is underway. Site Permit package has been submitted to Fairfax County, and is under review.</i> ”	VRE	\$13,000,000	FY 2015: 12%
VRE Crystal City Station Improvements	No new update since March 2026. Last update noted “ <i>The comment resolution process for the Phase 2 90% deliverable is underway. Initial review of the Civil Engineering Plan application by Arlington County has been completed and revisions are underway to address comments. Site Plan Administrative Change application has been submitted to Arlington County. Proposals for CM services have been received. The highest ranked firm has been identified and negotiations are underway.</i> ”	VRE	\$20,200,000	FY 2015: SPA Closed FY 2018: SPA Closed FY 2020: No SPA Yet

No Response Received This Cycle

Project sponsors are required to provide monthly updates on projects. NVTA did not receive a monthly update on the projects listed below.

- **City of Alexandria:** West End Transitway Northern Segment Phase 1 (FY 2015/FY 2018-23)
- **City of Manassas:** Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (FY 2022-27), Roundabout at Route 28 and Sudley Rd (FY 2024-29)
- **Town of Herndon:** East Elden Street Improvements & Widening (FY 2015)
- **Town of Leesburg:** Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY 2018-23), Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (FY 2018-23)
- **Town of Vienna:** Vienna-Carter Library Parking Garage (FY 2015)



CMAQ-RSTP

Transfers

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 2, 2026

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP)
Funds for Fairfax County

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County.
- 2. Background:** On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On June 25, 2026, Fairfax County requested the following reallocation:

- Transfer of \$380,000 of RSTP funds from UPC T26956 (Seven Corners Ring Road, Ph 1A) to UPC 127003 (Seven Corners Ring Road IAR)

Funding for the overall widening project is divided between two UPCs and this transfer will allocate additional funding to the study, allowing the project to continue to advance.

At its meeting on June 25, 2026, the RJACC approved this request.

Attachments:

- A. Fairfax County Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

June 24, 2026

Ms. Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority
2600 Park Tower Dr, Suite 601
Vienna, VA 22180

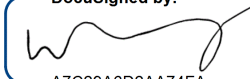
Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Backmon:

Fairfax County requests the approval of the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$380,000 in previously approved Regional Surface Transportation Program (RSTP) funds from the Seven Corners Ring Road, Ph 1A (UPC T26956) to the breakout UPC for the Seven Corners Ring Road Interchange Access Reports (IAR) (UPC 127003). Funding for the overall widening project is divided between two UPCs and this transfer will allocate additional funding to the study, allowing the project to continue to advance.

A supporting transfer spreadsheet has been included for additional details. If you have any questions or concerns about this request, please contact Sara Allred at (703) 787-4972 or sara.allred@fairfaxcounty.gov.

Sincerely,

DocuSigned by:

A7C29A6D2AA74FA...

Noelle Dominguez
Coordination and Funding Division Chief
Fairfax County Department of Transportation (FCDOT)

cc. Gregg Steverson, Director, FCDOT
Martha Coello, Deputy Director, FCDOT
Sara Allred, FCDOT
Carol Bondurant, Virginia Department of Transportation (VDOT)
Tara Atkins, VDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



CMAQ/RSTP Transfer Request Form
 (One Sheet Needed Per Donor Project)

Date: 6/24/2026

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$5,741,000

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
T26956	Seven Corners Ring Road, Ph 1A	RSTP	Y		\$380,000	127003	Seven Corners Ring Road IAR	Y	2025				

TOTAL OF TRANSFER \$380,000.00

Attach Signed Request of Transfer Letter

July 9, 2026

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) funds for Fairfax County.

Dear Mr. Cuttler,

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On June 25, 2026, Fairfax County requested the following:

- Transfer of \$380,000 of RSTP funds from UPC T26956 (Seven Corners Ring Road, Ph 1A) to UPC 127003 (Seven Corners Ring Road IAR)

Funding for the overall widening project is divided between two UPCs and this transfer will allocate additional funding to the study, allowing the project to continue to advance.

The RJACC approved the request on June 25, 2026, and the NVTA was informed at their July 9, 2026, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall, Chair

cc: Monica Backmon, CEO, NVTA
Gregg Steverson, Director of Transportation, Fairfax County
Sara Allred, Senior Transportation Planner, Fairfax County
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA



DRPT Monthly Director's Report

June 2026



Growing Ridership & Relationships

- **Statewide Transit**

- March 2026 ridership was 13.8M, the same level as March 2025. See slide 9 for more details.

- **Virginia Breeze**

- March 2026 Virginia Breeze ridership was 7,360. Ridership was lower than March 2025, likely due to a later spring break. See Slide 11 for more details.
- As part of the Virginia 250 celebrations, DRPT is promoting 50% off Virginia Breeze fares for any trip during the Juneteenth and Independence Day weekends (June 19-21 and July 2-5). The booking window runs from June 8-July 1.

- **Transit Service Delivery Advisory Committee**

- TSDAC met on June 2 to continue discussions about recommended updates to the MERIT and TRIP programs.

- **Industry Engagement**

- On June 5, Director Zimmerman and Deputy Director Fye participated in panels for state agencies at the Intelligent Transportation Society of Virginia's Annual Conference in Richmond.
- On June 24, Director Zimmerman will present on a webinar to the Virginia Association of Counties, providing a DRPT 101 and updates on key initiatives, along with a Q&A.

DRPT in the News

Public Engagement

- **Bike Month & May Bike Month Challenge**

- On May 1, Secretary Donohue and Director Zimmerman joined Richmond Mayor Avula and First Gentleman Spanberger for the launch of Richmond Bike Month.
- The City of Charlottesville won the inaugural Bike Month Challenge, which encouraged residents of the participating cities to bike to work throughout the month of May and record their trips on the ConnectingVA App.
- The friendly competition included Richmond, Charlottesville, Roanoke, Newport News, Williamsburg, Virginia Beach, and Culpeper. The city or town with the most trips taken (not miles travelled) won bragging rights and participating mayors received a “golden” helmet.

- **DRPT Virtual Six-Year Improvement Program Hearing**

- On May 27, DRPT hosted a virtual Six-Year Improvement Program meeting, allowing members of the public who were unable to attend the construction district meetings to provide public comment. Nearly 150 people registered for the event.

Virginia Transit Association Annual Conference

- On May 19 and 20, the Virginia Transit Association held its Annual Conference and Bus Expo in Fredericksburg.
- Lieutenant Governor Hashmi delivered the special keynote closing speech.
- DRPT staff provided several presentations, updating the transit community on the ongoing TSDAC review of MERIT and TRIP, insights from the Coordinated Human Service Mobility Plan, as well as rolling stock challenges and cooperative procurement.



Celebrating our Partners

Milestones from Across the Commonwealth

- On May 22, Hampton Roads Transit held a ribbon cutting at the Virginia Aquarium and Marine Science Center for the re-launching of the Wave Trolley's 42nd year of operations along the Virginia Breeze oceanfront.
 - Additionally, HRT cut the ribbon on four new trolleys to modernize the fleet.
- On May 28, Hampton Roads Transit's board approved a System Optimization Plan (SOP).
 - The SOP right-sizes the HRT network, reducing low-performing routes and reallocating operators to increase service on routes with higher demand.
 - The SOP also utilizes microtransit to fill in the gaps in the network, while also improving frequencies on the 757 Express routes.
 - The changes will happen in phases starting in May 2027.



Transform Rail 2.0

DRPT Rail Update

- **Statewide Rail Plan**

- As part of the Virginia Statewide Rail Plan update, DRPT hosted stakeholder meetings for the business/economic development community and the rail industry on May 26 and for the local transit agency community on May 28.
- A Rail Plan Virtual Public Meeting was held the evening of June 1. Over 200 people registered to attend.
- DRPT presented updates to the several organizations: VPRA Board; Virginia Rail Policy Institute Board; and Virginians for High-Speed Rail (VHSR). DRPT will present during a VHSR Webinar on June 29.
- A second round of surveys, stakeholder meetings, and a second virtual public meeting are planned for late summer.

- **Federal Funding and Technical Assistance**

- Federal Railroad Administration opened its Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Rail Crossing Elimination (RCE) programs for applications.
- DRPT is providing technical assistance to the Hampton Roads Transportation Planning Organization's applications to both programs.
- DRPT and VPRA also provided letters of support to Chesterfield County's application to the RCE Program for its Curtis Street project, which is a project included in the Richmond to Raleigh Tier II EIS.

- **Site Visits**

- DRPT conducted DRPT grant-funded project completion inspections for Buckingham Branch Railroad's Millboro and Lick tunnel improvements, its Charlottesville Yard project, and the South Anna siding project, which added approximately 3,500 feet of new siding track in Hanover County.

Expanding Freight Rail and Jobs in Norfolk

Fairwinds Terminal Services LLC, RIA

- Fairwinds is a veteran-owned, Virginia-based company that is revitalizing a 131-acre waterfront facility, formerly Lamberts Point Docks, in Norfolk.
- Fairwinds targets defense, energy, and niche non-containerized dry cargo markets with a focus on operations that require moving big and heavy components for third parties on a water-to-rail or rail-to-water basis.
- Fairwinds has applied for Rail Industrial Access (RIA) grant funds in the amount of \$750,000 to rehabilitate 12,000 feet of track to serve this facility.
 - Fairwinds' total capital investment in the facility is estimated at \$200M.
 - Fairwinds is also launching railcar transloading at this site to move products between local container terminals and the mid-west.
 - The grant will help support the creation of 250 new jobs and divert 1,054 trucks from Virginia highways per year.



Transforming Rail in Virginia

Virginia Passenger Rail Authority Updates

- **Long Bridge Project**

- The North Package contractor is constructing a major rail support wall which will enable upcoming phases of track shifts to construct the new rail bridge over Maine Avenue SW in D.C.
- The South Package contractor has completed construction access bulkheads on the Virginia and DC shores of the Potomac River that will be used to launch equipment and materials onto barges, allowing safe and efficient movement on and off the water.

- **King & Commonwealth Bridges**

- CTB members visited the Alexandria Station and King & Commonwealth bridges project, where major bridge work is currently underway. As of June 1, the second of three weekend jump span installations outages is in progress. The third weekend installation will occur later in June.

- **New River Valley Passenger Rail Project**

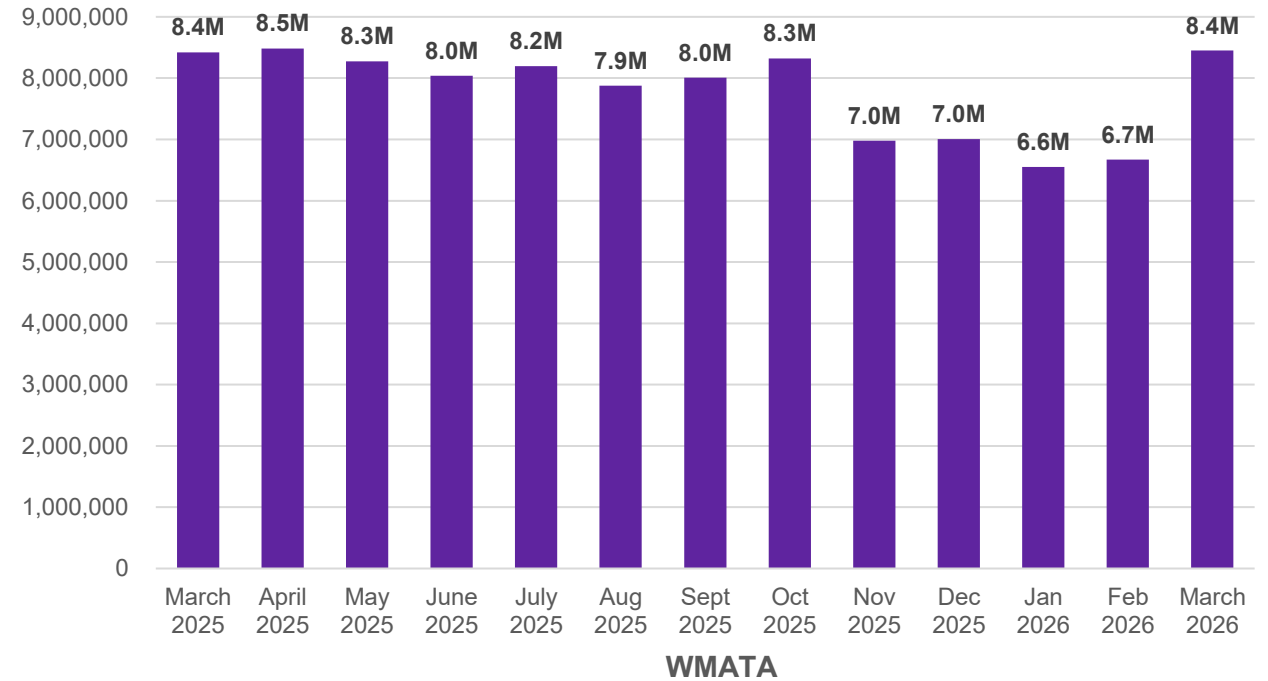
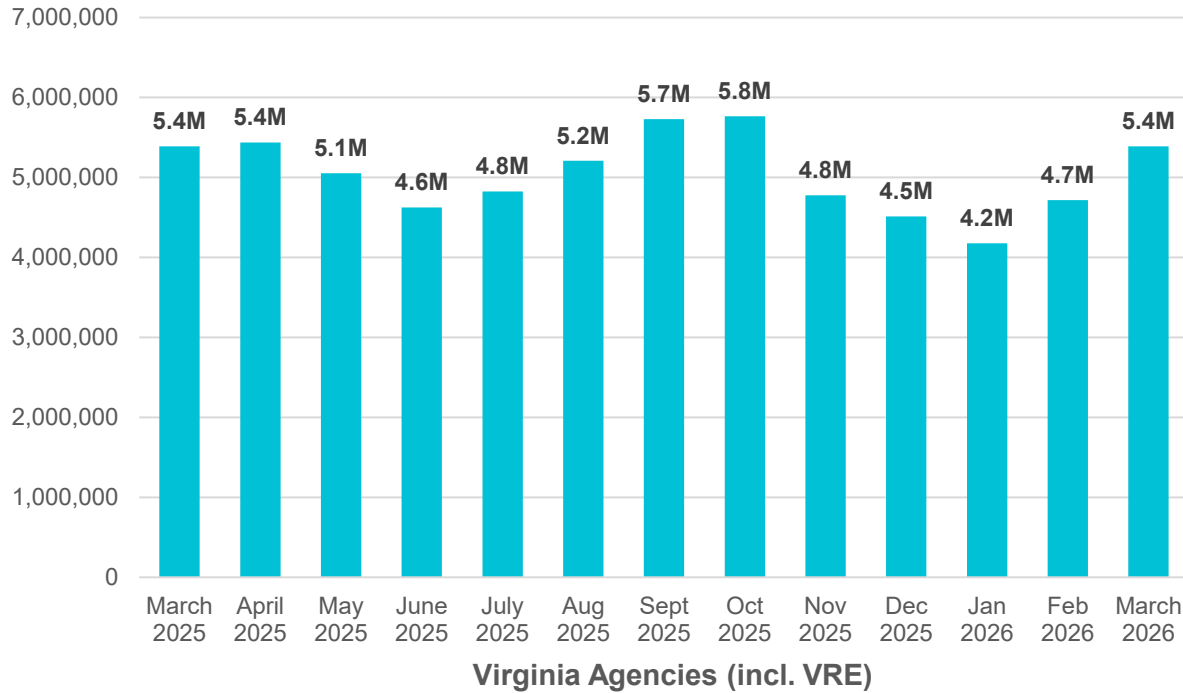
- At the station site in Christiansburg, construction of the high-level passenger platform is progressing; 300 linear feet of concrete for the platform walls has been poured for the 960-footlong platform.
- At the layover facility in Radford, crews are installing ballast in the tracks that were previously installed for this project; the ballast will secure the tracks in place. Norfolk Southern completed a switch/turnout that connects the layover tracks to the mainline tracks.

- **Sidings Projects**

- VPRA and CSX are designing several sections of third track Sidings up and down the rail corridor paralleling I-95. These Sidings will relieve congestion and improve operational fluidity and also enable new service upon completion of TRV projects.
- VPRA staff briefed the VPRA Board of Directors about the design status of the sidings at the May 21 Board Meeting. 30% designs will be submitted throughout Summer 2026.

Statewide Transit Ridership

Statewide Transit Ridership – March 2025 to March 2026

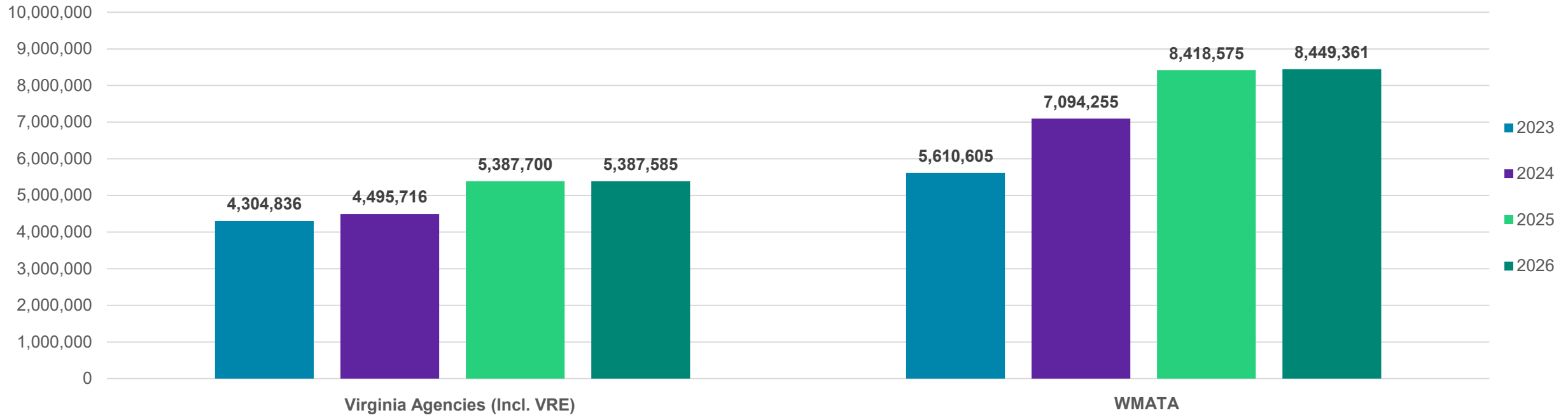


Agencies	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	Total*
Virginia Agencies	5,387,700	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	4,715,787	5,387,585	60,211,142
WMATA	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	6,668,660	8,449,361	92,849,492
Total	13,806,275	13,920,808	13,326,170	12,662,918	13,023,927	13,086,153	13,734,882	14,086,363	11,752,359	11,518,641	10,727,020	11,384,447	13,836,946	153,060,634

*Last 12 Months

Statewide Ridership Comparison: March Year-to-Year

Ridership Comparison: Year-to-Year
2023 – 2026



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	4,304,836	4,495,716	5,387,700	5,387,585	25%	20%	0%
WMATA	5,610,605	7,094,255	8,418,575	8,449,361	51%	19%	0%
Total	9,915,441	11,589,971	13,806,275	13,836,946	40%	19%	0%

Virginia Breeze Ridership – March

In March 2026, ridership on VA Breeze routes totaled 7,360 which was:

- 257% higher than original estimates, and
- 9% lower than March 2025

In March 2026, the VA Breeze contributed to a reduction of 355 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 4% lower than March 2025
- Farebox Rev. – 7% lower than March 2025

Piedmont Express:

- Ridership – 28% lower than March 2025
- Farebox Rev. – 30% lower than March 2025

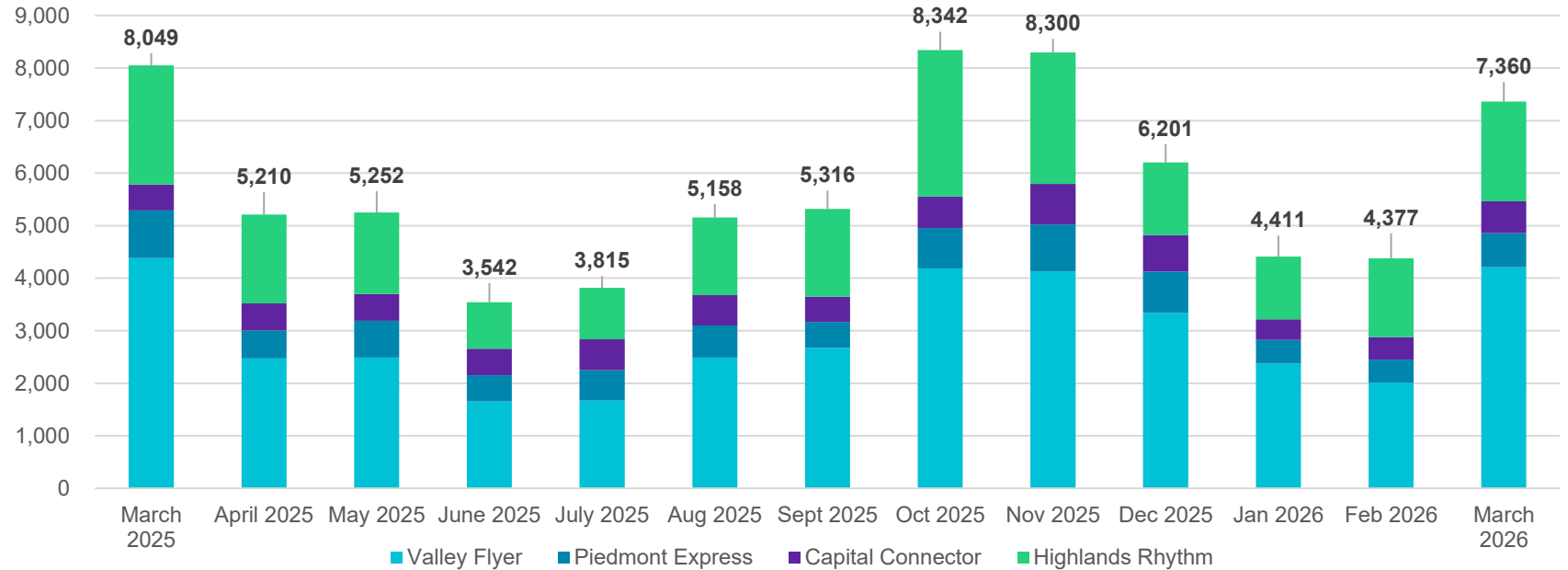
Capital Connector:

- Ridership – 23% higher than March 2025
- Farebox Rev. – 11% higher than March 2025

Highlands Rhythm:

- Ridership – 16% lower than March 2025
- Farebox Rev – 16% lower than March 2025

Virginia Breeze Ridership by Route – March 2025 to March 2026



Route	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	Total*
Valley Flyer	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	4,211	33,720
Piedmont Express	908	531	702	499	577	606	490	767	895	781	451	440	650	7,389
Capital Connector	490	513	508	504	585	581	484	598	778	694	389	424	602	6,660
Highlands Rhythm	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	1,897	19,515
All Routes	8,049	5,210	5,252	3,542	3,815	5,158	5,316	8,342	8,300	6,201	4,411	4,377	7,360	67,284

*Last 12 Months

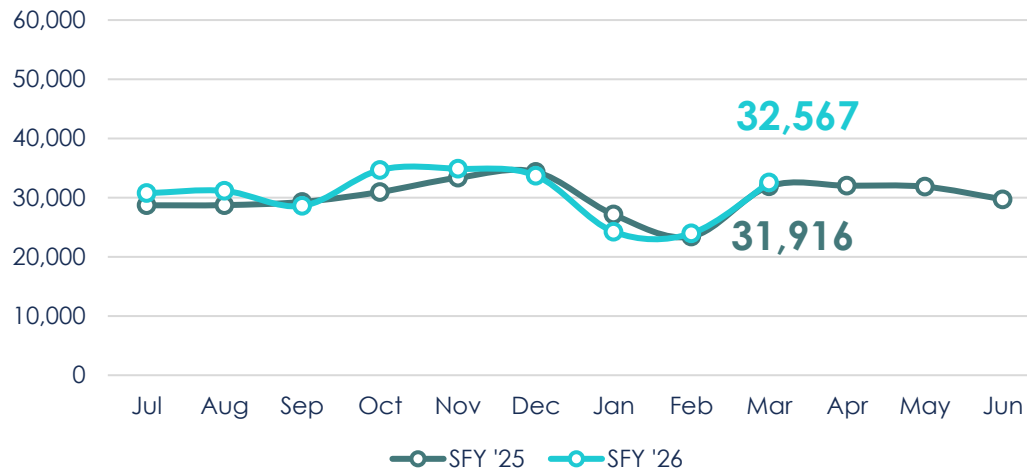
Virginia-Supported Monthly Ridership SFY '26 vs. SFY '25

Select weekend trains operated daily 2/14 – 3/17 due to construction cutover work for the [Portal North Bridge](#) on the NEC.

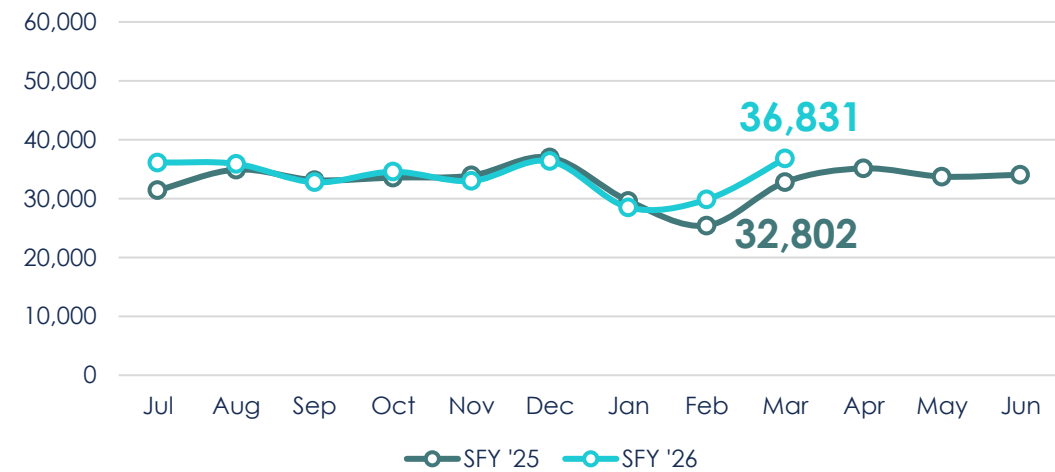
Express buses chart displays both Hampton Roads and Richmond area ridership.

Express bus ridership breakout on Slide 11.

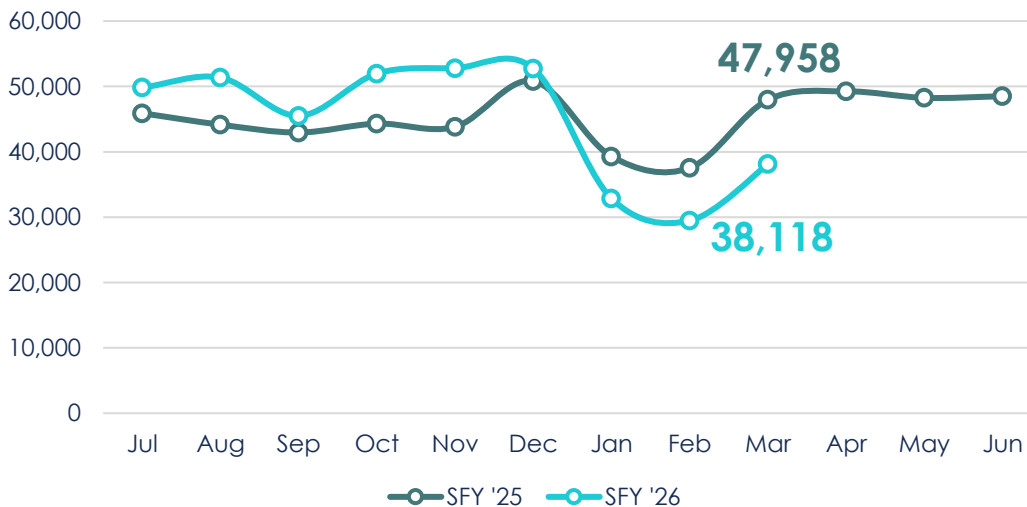
Route 46: Roanoke (+2.0%)



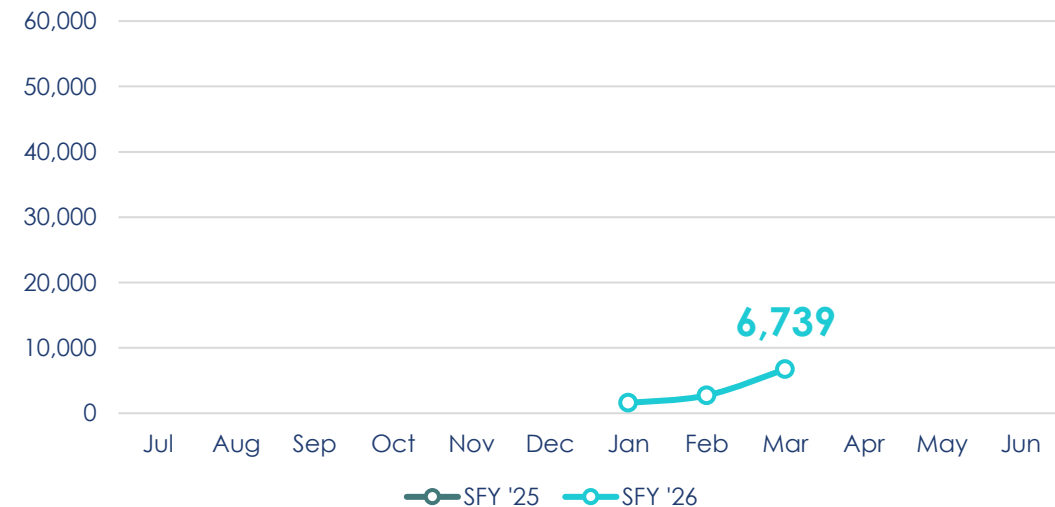
Route 47: Newport News (+12.3%)



Route 50: Norfolk (-20.5%)

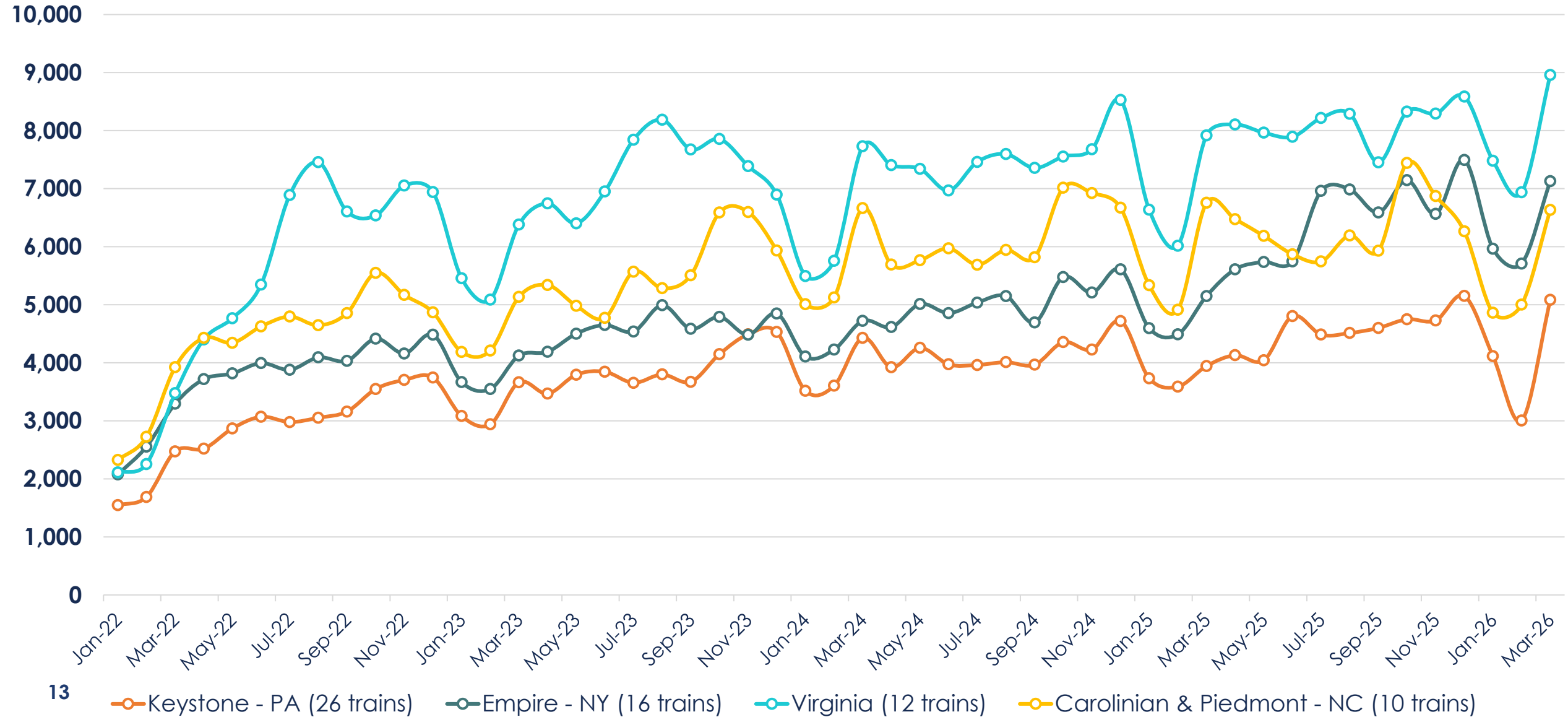


D.C. Express Buses



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



DRPT FY26 Budget Q2 Update

DRPT Financials

Schedule of Budget vs. Actual
As of December 31, 2025
(\$ in Millions)

	Adopted FY 2026	Actual 12/31/2025	Remaining Balance	Percentage Remaining
Public Transportation Programs				
Operating Assistance	\$ 164.3	\$ 65.6	\$ 98.7	60.1%
Capital Assistance	213.2	67.4	145.8	68.4%
Special Programs	9.4	4.0	5.4	57.4%
Ridership Incentive Programs	77.2	11.7	65.5	84.8%
VRE Assistance	17.4	8.7	8.7	50.0%
WMATA Assistance	364.6	212.6	152.0	41.7%
Total	846.1	370.0	476.1	56.3%
Commuter Assistance Programs	7.3	9.3	(2.0)	-27.4%
Human Service Transportation Pgm	6.7	3.6	3.1	46.3%
Planning, Regulation, & Safety Pgm	6.7	2.7	4.0	59.7%
WMATA Dedicated	154.5	77.2	77.3	50.0%
Total Transit Programs	1,021.3	462.8	558.5	54.7%
Rail Assistance Programs				
Rail Preservation Programs	7.7	2.4	5.3	68.8%
Rail Industrial Access	2.7	1.1	1.6	59.3%
Freight Rail and Rail Planning Programs	23.2	6.0	17.2	74.1%
Total Rail Programs	33.6	9.5	24.1	71.7%
Administrative Expenses	19.9	9.5	10.4	52.3%
Agency Total before VPRA	\$ 1,074.8	\$ 481.8	\$ 593.0	55.2%
VPRA Recurring Payments	192.3	88.6	103.7	53.9%
Agency Total	\$ 1,267.1	\$ 570.4	\$ 696.7	55.0%

DRPT Q2 Resources & Commitments

Schedule of Resources and Commitments

As of December 31, 2025

(\$ in Millions)

	12/31/2025			12/31/2024
	Rail	Transit	Total	Total
Resources				
Cash	\$ 62.3	\$ 574.3	\$ 636.6	\$ 624.0
Estimated Revenues - FY 2026	8.0	378.3	386.3	337.6
Accounts Receivable	-	7.9	7.9	3.3
Bonds Receivable	-	-	-	0.6
Anticipated Bond Proceeds	9.5	17.6	27.1	31.6
Anticipated Reimbursement - VDOT	-	223.0	223.0	151.1
Anticipated Reimbursement - VPRA	8.6	-	8.6	9.3
Anticipated Reimbursement - DEQ	-	6.5	6.5	7.3
Anticipated Reimbursement - Federal	40.1	99.7	139.8	158.8
Total Resources (A)	128.5	1,307.3	1,435.8	1,323.6
Commitments				
Transit & TDM Commitments	-	1,121.9	1,121.9	1,036.8
Rail Commitments	107.5	-	107.5	123.1
VPRA Commitments	15.5	-	15.5	12.0
Total Commitments (B)	123.0	1,121.9	1,244.9	1,171.9
Funds Available	\$ 5.5	\$ 185.4	\$ 190.9	\$ 151.7



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