

Northern Virginia Transportation Authority

Arlington Memorial Trail



Date Submitted: 07/31/2025

APPLICATION #: ARL-024

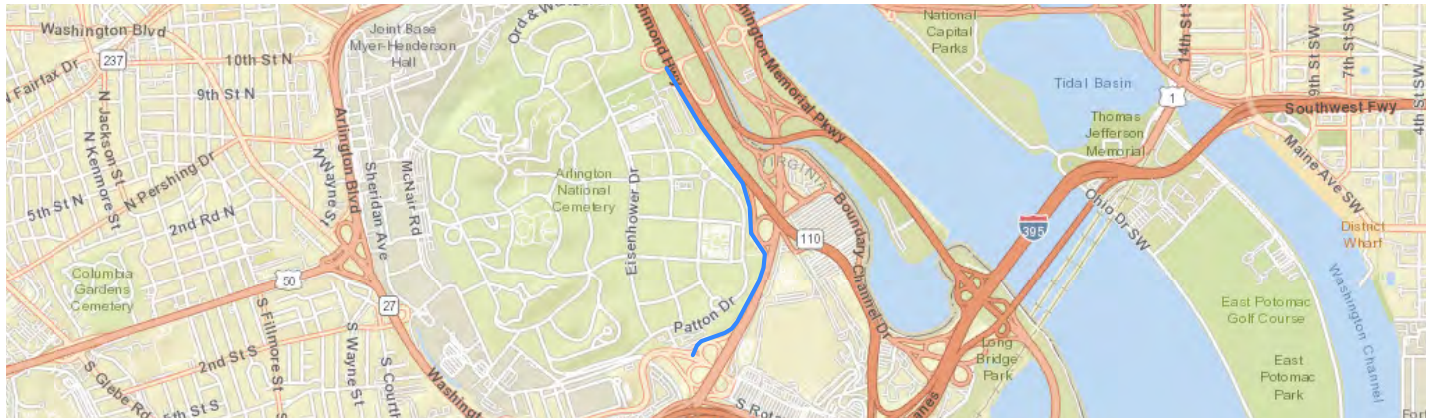
Memorial Avenue to Columbia Pike

Project Description

Multi-user trail between Virginia Route 110 and Arlington National Cemetery, connecting the Pentagon, Pentagon City, and the Columbia Pike corridor with Rosslyn and Memorial Bridge into DC. Serves as a major "crosstown" connection between the I-66 and I-395 corridors at the point where they meet and cross into DC. Trail will be ten feet wide serving bicycle users, pedestrians, and other micromobility users. Previously this project was referred to as the "Arlington Cemetery Wall Trail" and the "Route 110 Trail." Arlington may seek a forward appropriation for this project.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-024
Primary TransAction ID Number	72
Submitting Jurisdiction/Agency	Arlington County
Location	West side of Virginia Route 110 (Washington Blvd) and Virginia Routes 27 and 244 (Washington Blvd and Columbia Pike) from Memorial Avenue (roadway is on approach to Arlington Memorial Bridge, trail rises to roadway grade) to Columbia Pike.
Requested NVTA Funds	\$5,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$29,338,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$838,000	\$5,000,000	\$500,000	\$23,000,000	\$0	\$29,338,000
NVTA Funds Applied	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Local	\$838,000					\$838,000
Total Other	\$838,000	\$0	\$0	\$0	\$0	\$838,000
Gap	\$0	\$0	\$500,000	\$23,000,000	\$0	\$23,500,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.86
Congestion Reduction Relative to Cost (CRRC) Rank	21
TransAction Project Rating	5.03
TransAction Project Rank	24
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	2.86%
Local Priority	7
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$10,000,000

Northern Virginia Transportation Authority

South George Mason Drive Multimodal Improvements



Date Submitted: 07/30/2025

APPLICATION #: ARL-026

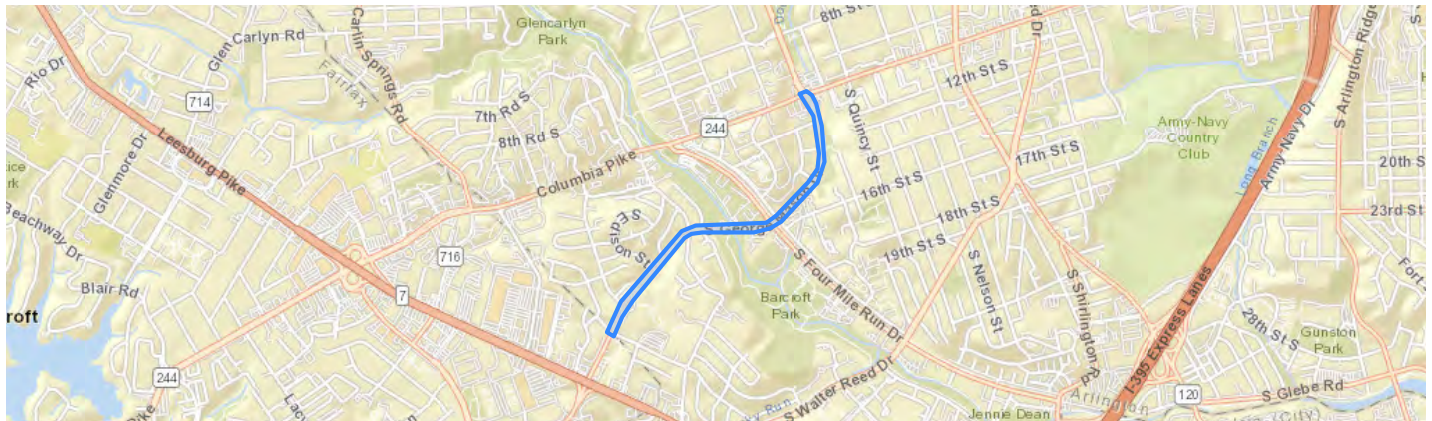
Columbia Pike to South Dinwiddie Street

Project Description

Reconstruct South George Mason Drive to new roadway section with two travel lanes in each direction and a 12-foot wide multi-use trail on the east side between Columbia Pike and South Four Mile Run Drive, and two travel lanes in each direction and a 12-foot wide multi-use trail on the west side between South Four Mile Run Drive and South Dinwiddie Street.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-026
Primary TransAction ID Number	72
Submitting Jurisdiction/Agency	Arlington County
Location	South George Mason Drive between Columbia Pike and South Dinwiddie Street
Requested NVTA Funds	\$36,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$36,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$3,000,000	\$8,000,000	\$25,000,000	\$0	\$36,000,000
NVTA Funds Applied	\$0	\$3,000,000	\$8,000,000	\$25,000,000	\$0	\$36,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	1.50
Congestion Reduction Relative to Cost (CRRC) Rank	19
TransAction Project Rating	10.93
TransAction Project Rank	13
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$10,838,000

South George Mason Drive and South Four Mile Run Drive Intersection Improvements

Date Submitted:
07/31/2025

APPLICATION #: ARL-027

Including Grade-Separation of the Washington and Old Dominion (W&OD) Trail

Project Description

Design improved six-legged conventional intersection (South George Mason, South Four Mile Run Drive [Major] and South Four Mile Run Drive [Minor]) to improve safety for all users and to tie into new roadway sections of South George Mason Drive with two travel lanes in each direction and a new 12 foot wide multiuse trail on the east side (north of the intersection) and a new 12 foot wide multi use trail on the west side (south of the intersection). Design new grade separated crossing (bridge) of Washington and Old Dominion (W&OD) Trail over improved intersection for through movements and create new at-grade connections between relocated W&OD Trail in the vicinity of the new bridge and intersection and the new multiuse trail along South George Mason Drive. - Change SB approach from Thru Left, Thru, Thru Right to Left, Thru, Thru, Thru Right - Remove taper / receiving lane from WB departure - Add median separator for mid-intersection leg on SGMD between 4MR Major and Minor - Increase left turn storage for NB approach - Reduce crossing distances for all legs - Upgrade traffic signals and ped signals and ITS infrastructure

Primary Mode(s)	Secondary Mode(s)
Application Number	ARL-027
Primary TransAction ID Number	72
Submitting Jurisdiction/Agency	Arlington County
Location	Intersection of South George Mason Drive and Four Mile Run Drive (Major and Minor)
Requested NVTA Funds	\$8,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$64,375,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$8,500,000	\$875,000	\$55,000,000	\$0	\$64,375,000
NVTA Funds Applied	\$0	\$8,500,000	\$0	\$0	\$0	\$8,500,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$875,000	\$55,000,000	\$0	\$55,875,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.49
Congestion Reduction Relative to Cost (CRRC) Rank	23
TransAction Project Rating	7.87
TransAction Project Rank	17
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$10,000,000

Northern Virginia Transportation Authority



North Glebe Rd at I-66 WB Off-Ramp Intersection Improvements

Date Submitted:
07/31/2025

APPLICATION #: ARL-028

Project Description

Improve connection to Custis Trail. Modify existing drainage (detailed stormwater management plans to be developed in preliminary engineering / design). Add high visibility crosswalks for SB approach leg / NB departure leg and WB approach. Reduce existing median on SB approach leg / NB departure leg. Add 5' curb on E side of NB approach. Remove and replace dynamic message sign from median on SB approach. Shift Glebe travel lanes to the east and reduce median. Widen existing sidewalk to 10' on west side of N. Glebe Rd between 13th St and 14th St N. Underground electric utilities on west side of N. Glebe Rd between 13th St N and 14th St N. Relocate signal pole for SB approach; add signal leading pedestrian interval for crossing N. Glebe and I-66 WB off-ramp.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-028
Primary TransAction ID Number	443
Submitting Jurisdiction/Agency	Arlington County
Location	North Glebe Road (VA 120) at I-66 WB Off-Ramp
Requested NVTA Funds	\$10,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$17,500,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$1,800,000	\$8,200,000	\$7,500,000	\$0	\$17,500,000
NVTA Funds Applied	\$0	\$1,800,000	\$8,200,000	\$0	\$0	\$10,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	2.18
Congestion Reduction Relative to Cost (CRRC) Rank	16
TransAction Project Rating	7.08
TransAction Project Rank	19
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	10
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$12,000,000

Northern Virginia Transportation Authority




South Glebe Road and West Glebe Road Intersection Improvements

Date Submitted:
07/31/2025

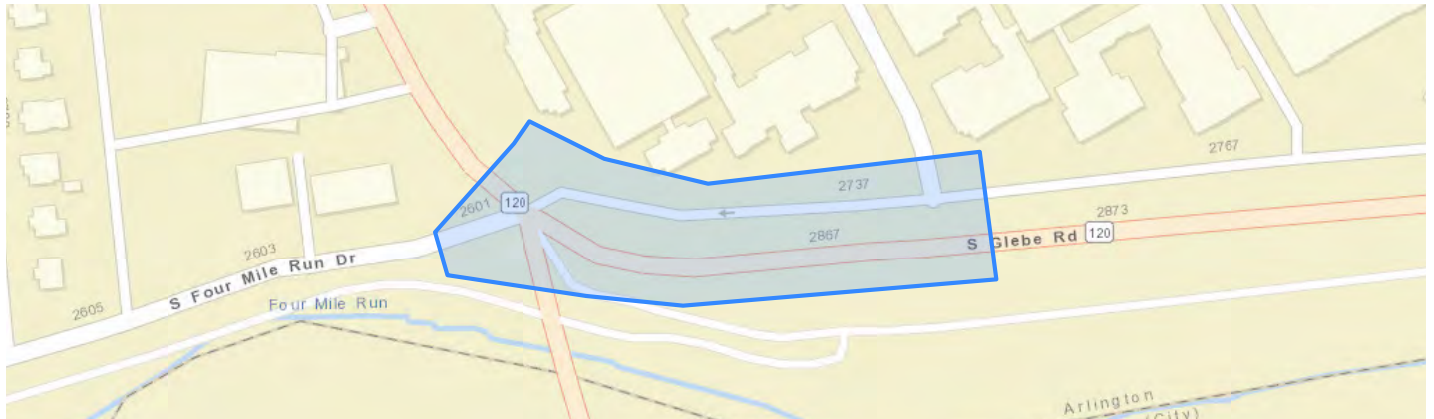
APPLICATION #: ARL-029

Project Description

Reconstruct intersection by truncating current service road leg to NB South Glebe Road to and converting South Adams Street leg to traditional t-intersection with NB South Glebe Road (right-in right-out only). There are two concepts for the South Four Mile Run leg, one of which will be retained and taken to final design and construction. Construct median pedestrian refuges and reduce crossing distances for northbound South Glebe approach and West Glebe leg. Upgrade traffic signals.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	ARL-029
Primary TransAction ID Number	368
Submitting Jurisdiction/Agency	Arlington County
Location	Intersection of South Glebe Road, West Glebe Road, South Four Mile Run Drive, and South Adams Street
Requested NVTA Funds	\$10,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$10,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$1,500,000	\$500,000	\$8,000,000	\$0	\$10,000,000
NVTA Funds Applied	\$0	\$1,500,000	\$500,000	\$8,000,000	\$0	\$10,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	7.96
Congestion Reduction Relative to Cost (CRRC) Rank	9
TransAction Project Rating	6.72
TransAction Project Rank	20
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	4
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$6,600,000

Northern Virginia Transportation Authority



Court House Metro Station Access Improvements

Date Submitted: 07/30/2025

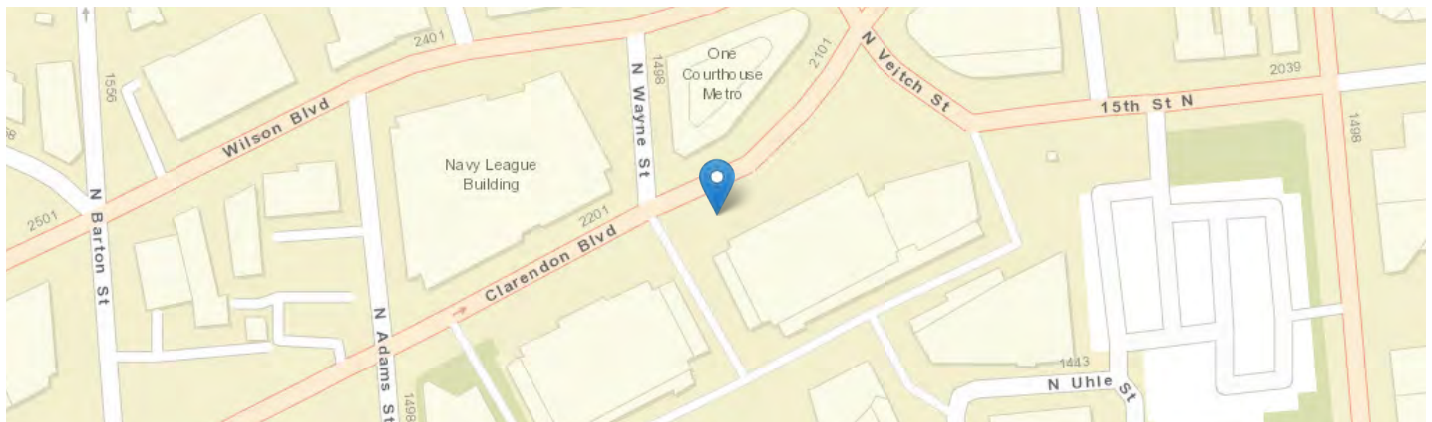
APPLICATION #: ARL-030

Project Description

Two new high-speed elevators (350 feet/minute) approximately two blocks from main escalator entrance. More than doubles elevator capacity at Court House Metro station, and provides a de facto western entrance to the station at a fraction of the cost of an entire new escalator portal.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-030
Primary TransAction ID Number	65
Submitting Jurisdiction/Agency	Arlington County
Location	On the sidewalk in front of 2200 Clarendon Blvd, Arlington, VA
Requested NVTA Funds	\$11,655,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$67,127,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2034

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$11,655,000	\$757,000	\$54,715,000	\$0	\$67,127,000
NVTA Funds Applied	\$0	\$11,655,000	\$0	\$0	\$0	\$11,655,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$757,000	\$54,715,000	\$0	\$55,472,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.05
Congestion Reduction Relative to Cost (CRRC) Rank	27
TransAction Project Rating	7.99
TransAction Project Rank	16
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	3
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$11,874,000

Northern Virginia Transportation Authority




Next Generation Bus Rider Info

Date Submitted: 07/30/2025

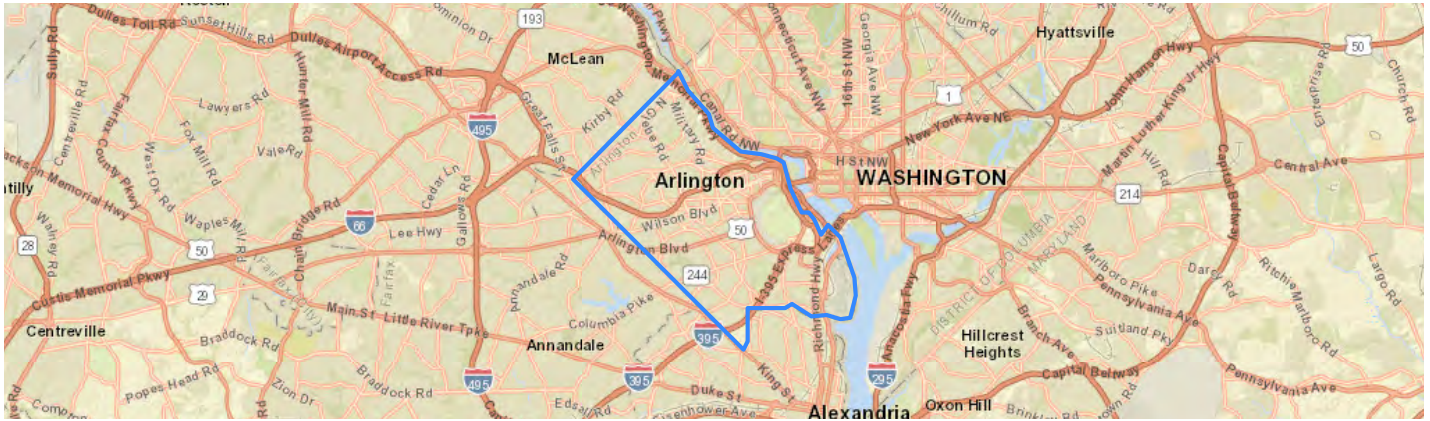
APPLICATION #: ARL-031

Project Description

Bus technology project to upgrade passenger-facing route and schedule information. Replaces obsolete paper maps and schedules at every ART bus stop with new dynamic QR-code system. Adds digital displays inside all ART buses that communicate upcoming stop information, transfers, safety information, and other announcements to riders onboard buses. Project is roughly the bus equivalent to a highway Integrated Corridor Management project, improving rider's ability to make informed choices.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	ARL-031
Primary TransAction ID Number	103
Submitting Jurisdiction/Agency	Arlington County
Location	Countywide. Project adds new signs at all ART bus stops, and adds new digital displays inside all ART buses.
Requested NVTA Funds	\$2,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$2,500,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2031

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$0	\$0	\$250,000	\$2,250,000	\$2,500,000
NVTA Funds Applied	\$0	\$0	\$0	\$250,000	\$2,250,000	\$2,500,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	60.50
Congestion Reduction Relative to Cost (CRRC) Rank	1
TransAction Project Rating	19.21
TransAction Project Rank	6
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	12
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	18
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$371,786,000

Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,000,000	\$1,000,000	\$12,000,000	\$0	\$15,000,000
NVTA Funds Applied	\$0	\$2,000,000	\$1,000,000	\$12,000,000	\$0	\$15,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	3.73
Congestion Reduction Relative to Cost (CRRC) Rank	14
TransAction Project Rating	3.77
TransAction Project Rank	27
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	9
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$2,000,000

Northern Virginia Transportation Authority

South Glebe Road and 7th Street South Intersection Improvements



Date Submitted:
08/01/2025

APPLICATION #: ARL-033

South Glebe Road at 7th Street South

Project Description

Remove 265' of north leg 6' wide median and install double yellow line for SB LT lane; Realign offset EB and WB approaches. Replace span wire traffic signal with mast arm and pole signals and upgraded ITS infrastructure. Improve ADA curb ramps on NW/NE/SW quadrants. Improve NB/SB sidewalks.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-033
Primary TransAction ID Number	447
Submitting Jurisdiction/Agency	Arlington County
Location	South Glebe Road at 7th Street South
Requested NVTA Funds	\$3,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$10,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,000,000	\$1,000,000	\$7,000,000	\$0	\$10,000,000
NVTA Funds Applied	\$0	\$2,000,000	\$1,000,000	\$0	\$0	\$3,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$7,000,000	\$0	\$7,000,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	5.79
Congestion Reduction Relative to Cost (CRRC) Rank	10
TransAction Project Rating	6.18
TransAction Project Rank	22
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	8
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$12,000,000

Northern Virginia Transportation Authority




North Glebe Road at Quincy Street / Henderson Road Intersection Improvements Date Submitted: 08/01/2025

APPLICATION #: ARL-034

North Glebe Rd Intersection with N. Quincy St and Henderson Rd

Project Description

Reconfigure lanes to reduce conflicts and improve safety. Install turn lanes in both NB and SB directions, reduce the NB receiving lanes, eliminate bus pull-out to improve boarding / alighting, rebuild signals, and improve sidewalks and curb ramps.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	ARL-034
Primary TransAction ID Number	447
Submitting Jurisdiction/Agency	Arlington County
Location	N. Glebe Rd Intersection with Henderson Rd (EB approach) and N. Quincy St (WB approach)
Requested NVTA Funds	\$5,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$15,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,000,000	\$3,000,000	\$10,000,000	\$0	\$15,000,000
NVTA Funds Applied	\$0	\$2,000,000	\$3,000,000	\$0	\$0	\$5,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	2.98
Congestion Reduction Relative to Cost (CRRC) Rank	15
TransAction Project Rating	12.95
TransAction Project Rank	10
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	5
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$2,000,000



Northern Virginia Transportation Authority

Performance Parking Initiative Phases 2 and 3

Date Submitted:
08/01/2025

APPLICATION #: ARL-035

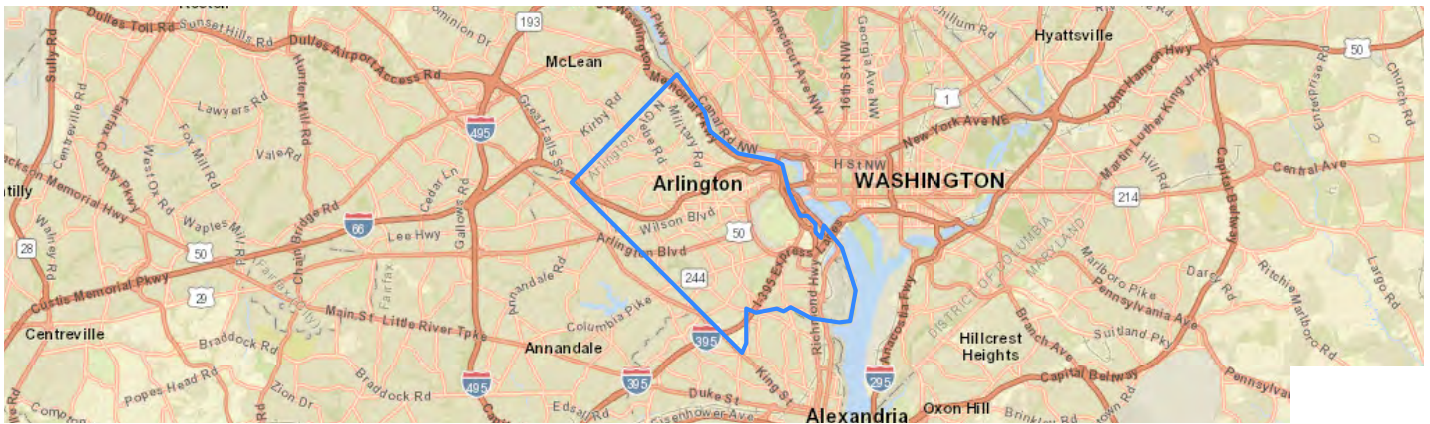
Street parking & curbside management optimization. User info and AI-based predictive decision support system

Project Description

The Performance Parking initiative optimizes street parking and curbside management with dynamic pricing that responds to demand, lowering prices at low demand locations and raising prices at high demand locations. The program communicates cost and space availability to drivers. Phase 1 was a pilot project that tested the feasibility of the concept. This project expands the program with additional phases: Phase 2: Occupancy sensor and user infrastructure expansion: Deploys approximately 1200 parking occupancy sensors and real time availability displays to new areas including commercial corridors, loading zones, and short-term parking spaces. Phase 3: AI-based predictive decision support system. Implements a sophisticated AI model to power deep data insights and predictive analytics. The system will identify patterns and forecast demand, seasonality, and turnover activity, and forecast how all of these are influenced by price sensitivity and enforcement activity. It'll sift through historical trends, real-time APIs, sensor data, transaction data, and other data to enable more efficient pricing and curb management recommendations, allowing us to adjust regulations to better align with parking behavior and need.

Primary Mode(s)	Secondary Mode(s)
Application Number	ARL-035
Primary TransAction ID Number	460
Submitting Jurisdiction/Agency	Arlington County
Location	The sensor expansion will be strategically implemented countywide with the focus encompassing the Rosslyn-Ballston (R-B) corridor, the Richmond Highway corridor, the Columbia Pike corridor, and the Shirlington activity center. It may also extend into Residential Permit Parking (RPP) zones. Arlington County currently manages over 5,700 on-street metered parking spaces. Building upon the success of the existing Performance Parking Pilot project which features sensors in approximately 4,500 on-street metered parking spaces in the I-66 and I-395 corridors, this initiative will significantly expand the sensor infrastructure. This expansion will target the short-term parking and loading on-street spaces within these corridors, as well as integrate new sensor deployments within other commercial areas with many competing demands.
Requested NVTA Funds	\$4,587,747.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$4,587,747.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$0	\$0	\$541,632	\$4,046,115	\$4,587,747
NVTA Funds Applied	\$0	\$0	\$0	\$541,632	\$4,046,115	\$4,587,747
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	19.76
Congestion Reduction Relative to Cost (CRRC) Rank	2
TransAction Project Rating	12.22
TransAction Project Rank	12
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	13
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	11
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$205,350,000

Northern Virginia Transportation Authority

Custis Trail Widening and Modernization

Date Submitted: 07/30/2025

APPLICATION #: ARL-036

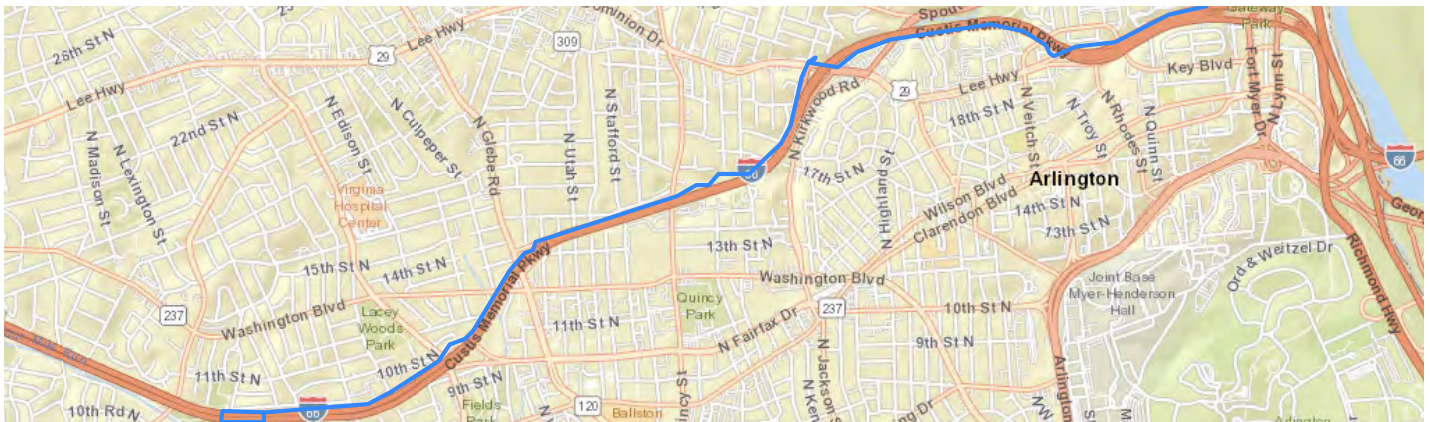
Capacity and Access Improvements

Project Description

Reconstruct 4.24 miles of the Custis Trail to widen the facility to a consistent 12- feet to increase capacity and access for trail users. Modernize grading and runoff, simplify complex trail intersections, remove pinch points and blind spots, and upgrade trail lighting. Arlington may seek a forward appropriation for this project.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-036
Primary TransAction ID Number	72
Submitting Jurisdiction/Agency	Arlington County
Location	The project is along the existing Custis Trail, which runs parallel to I-66 through Arlington. The project begins at the Custis Trail's western terminus, near the county's western border, where the trail intersects the Washington and Old Dominion Trail. The project's eastern terminus is at North Oak Street near Rosslyn.
Requested NVTA Funds	\$2,400,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$29,900,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2036

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,400,000	\$1,500,000	\$26,000,000	\$0	\$29,900,000
NVTA Funds Applied	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$1,500,000	\$26,000,000	\$0	\$27,500,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	9.15
Congestion Reduction Relative to Cost (CRRC) Rank	6
TransAction Project Rating	6.08
TransAction Project Rank	23
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	11
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$5,000,000

Northern Virginia Transportation Authority

Eads Street Multimodal Improvements





Date Submitted: 07/30/2025

APPLICATION #: ARL-037

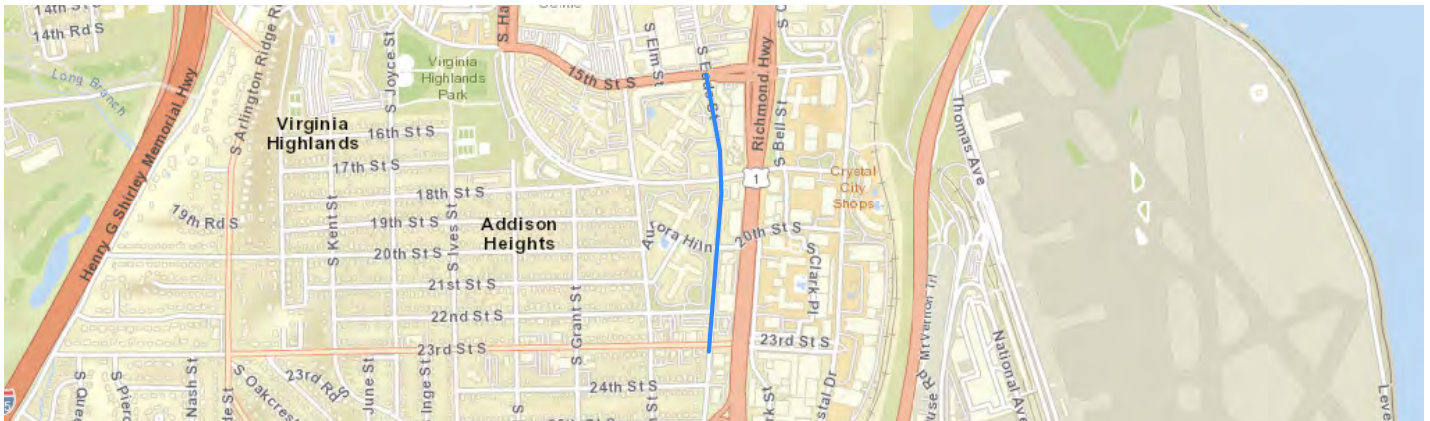
15th Street South to 23rd Street South

Project Description

Design phase for a "complete street" rebuild of a roughly 1/2 mile segment of Eads Street in Pentagon City to include improved intersections, sidewalks, protected bikeways, and possibly other elements such as floating bus stops and traffic signal upgrades. Eads Street is historically a side street but is transitioning to be one of the main streets in the Pentagon City activity center, and a major front door for TOD including Amazon HQ2, but its design is obsolete and does not well serve this new purpose. The construction phase of this project will upgrade the section south of 15th Street to match the existing section between 12th and 15th.

Primary Mode(s)	Secondary Mode(s)
	  
Application Number	ARL-037
Primary TransAction ID Number	112
Submitting Jurisdiction/Agency	Arlington County
Location	South Eads Street in Pentagon City between 15th Street South and 23rd Street South.
Requested NVTA Funds	\$2,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$18,300,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,000,000	\$300,000	\$16,000,000	\$0	\$18,300,000
NVTA Funds Applied	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$300,000	\$16,000,000	\$0	\$16,300,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	1.57
Congestion Reduction Relative to Cost (CRRC) Rank	18
TransAction Project Rating	23.20
TransAction Project Rank	4
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	75.69%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	6
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	6
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$104,650,000



Northern Virginia Transportation Authority

Richmond Highway (Route 1) Bus Rapid Transit

Date Submitted: 08/01/2025

APPLICATION #: FFX-141

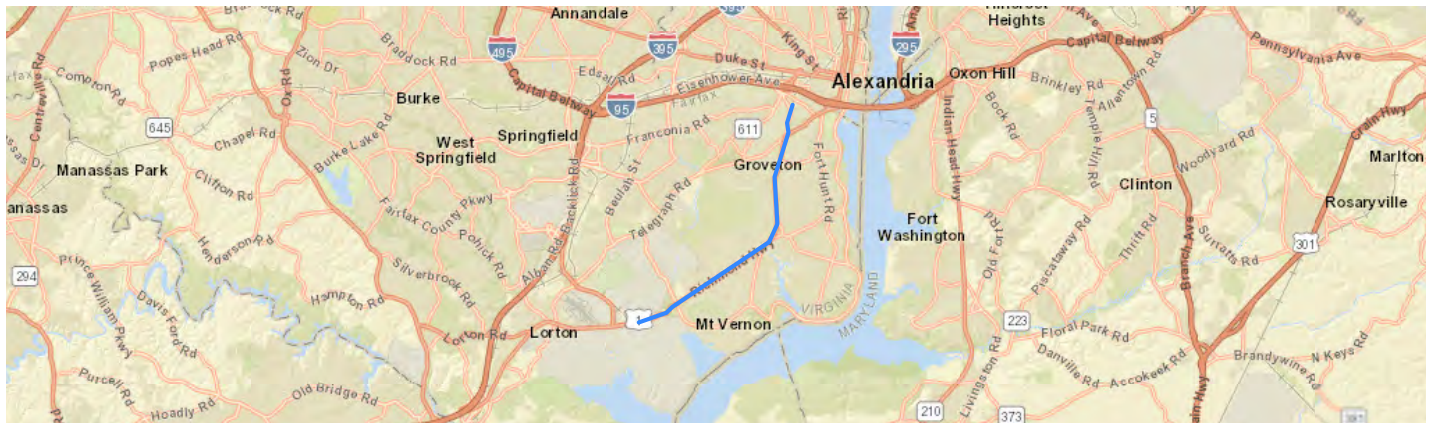
Huntington Metrorail Station to Fort Belvoir

Project Description

The Richmond Highway Bus Rapid Transit (BRT) Project is an approximately 7.4 mile transit project that will run from Huntington Metrorail Station along North Kings Highway and within the median of Richmond Highway (US Route 1) to Fort Belvoir. The project matches the adopted Fairfax County Comprehensive Plan Amendment, EMBARK Richmond Highway. This includes a median reserved for transit elements (i.e. stations, transitway, etc.), nine BRT stations, a sidewalk, grass buffer for utilities, two-way cycle track for cyclists, a grass median, and three travel lanes in each direction. Pedestrian and bicycle facilities will be constructed continuously within the project limits.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-141
Primary TransAction ID Number	39
Submitting Jurisdiction/Agency	Fairfax County
Location	The first station will be co-located at the existing WMATA Huntington Metrorail Station. BRT will run in mixed traffic from North Kings Highway to Shields Avenue, approximately 3/4 of a mile. The alignment will then continue within the center of Richmond Highway, until Fort Belvoir (Belvoir Road). The limits of disturbance to the North extend to Bell Haven on Richmond Highway, and the WMATA Property at Huntington. On the south side, the limits of disturbance extend down Belvoir Rd and past the intersection on Richmond Highway at least 1000 ft.
Requested NVTA Funds	\$463,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$330,000,000.00
Total Cost to Complete Project	\$987,290,200.00

Project Location



Project Milestones

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

Year of expected project completion: FY2034

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$110,000,000	\$204,000,000	\$609,890,200	\$63,400,000	\$987,290,200
NVTA Funds Applied	\$0	\$1,000,000	\$10,000,000	\$401,000,000	\$51,000,000	\$463,000,000
CMAQ				\$15,960,000		\$15,960,000
RSTP				\$25,140,000		\$25,140,000
Other Federal				\$43,010,000		\$43,010,000
Other Federal			\$0	\$3,600,000		\$3,600,000
Revenue Sharing				\$12,030,000		\$12,030,000
Local				\$170,000		\$170,000
Previous NVTA 70%		\$101,000,000	\$122,000,000	\$107,000,000	\$0	\$330,000,000
NVTA 30%		\$8,000,000	\$2,000,000	\$1,980,200	\$12,400,000	\$24,380,200
Other			\$20,000,000	\$0		\$20,000,000
SmartScale			\$50,000,000			\$50,000,000
Total Other	\$0	\$109,000,000	\$194,000,000	\$208,890,200	\$12,400,000	\$524,290,200
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	8.73
Congestion Reduction Relative to Cost (CRRC) Rank	7
TransAction Project Rating	70.36
TransAction Project Rank	1
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	89.00%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	74.21%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	19.68%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$638,595,000



Northern Virginia Transportation Authority


**Route 50 North Collector Road - Tall Cedars Parkway to Route
28**

Date Submitted:
07/31/2025

APPLICATION #: LDN-040

Project Description

The increasing traffic demands in the county is particularly pronounced along the eastern segment of U.S. Route 50 between Tall Cedars Parkway and Route 28. Within this 2.5 mile stretch of roadway, seven signalized intersections impede the projected 2040 average daily trips of 95,400 that will utilize this roadway segment. This scenario results in volume to capacity ratios (V/C's) of 1.63 along this stretch of road. The Route 50 North Collector Road solves this issue by providing a parallel route to U.S. Route 50 between Tall Cedars Boulevard and Route 28. This new four-lane facility is the result of close collaboration between the Metropolitan Washington Airports Authority, Loudoun County and Fairfax County. The facility will accommodate development of the new southern terminal and air cargo improvements included on the Airport Layout Plan developed by Dulles Airport. The improvements include a new 4-lane median divided, closed-section (curb & gutter) road extending approximately 3.2 miles between the Route 50/Tall Cedars Parkway intersection at the west end and the Route 28/Air & Space Museum Parkway Interchange at the east end. Signalized intersections are anticipated at Route 28, the new "quadrant roadway" intersection approximately 1,100' north of Route 50, Pleasant Valley Road, Stonecroft Boulevard, and a new intersection which maintains access to the Air & Space Museum and Flight Line Road. At the intersection with Tall Cedars Parkway, a 10' wide shared use path will be constructed along the east side of Route 50 NCR, connecting at the south to the existing shared use path along Route 50 and extending approximately 2,500' to the north, terminating at a new intersection with Wade Drive. Where the Route 50 NCR is located on Dulles Airport property, the airport perimeter fence will be located approximately 10' to the north of the new road, and the airport's perimeter access road will be relocated and reconstructed immediately north of the fence. This relocated 12' wide gravel access road will allow the Metropolitan Washington Airports Authority (MWAA) and Dulles Airport security personnel to continue perimeter observations along the airports southern boundary. Additional improvements include extension of Wade Road to NCR, intersection improvements at Willard Road, Wade Road, Pleasant Valley Road, Stonecraft Boulevard, and Air & Space Museum and Flight Line Road, as well as culvert improvement at Cub Run and underpass at Air & Space Museum taxiway.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LDN-040
Primary TransAction ID Number	463
Submitting Jurisdiction/Agency	Loudoun County
Location	The U.S. Route 50 North Collector Road is located in both Loudoun County and Fairfax County, Virginia. The project alignment is located approximately one thousand feet north of and parallel with U.S. Route 50. The North Collector Road eastern terminus is the existing interchange of Sully Road (Route 28) and Air and Space Museum Parkway. The proposed roadway follows the Air and Space Museum Parkway alignment west and continues through Dulles International Airport property within the limits of Fairfax County. As the proposed roadway enters Loudoun County, the alignment continues on Dulles Airport property, immediately north of the Dulles Airport property line and adjacent to existing development on private properties. At the western termini, a quadrant roadway will be implemented to improve operations on Route 50, Tall Cedars Parkway, and the Route 50 North Collector Road. The additional roadway segment required to complete the quadrant roadway configuration will be located east of TCP.
Requested NVTA Funds	\$200,000,000.00
NVTA Funds Approved	\$55,250,000
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$400,716,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$28,846,000	\$75,310,000	\$296,560,000	\$0	\$400,716,000
NVTA Funds Applied	\$0	\$0	\$2,500,000	\$197,500,000	\$0	\$200,000,000
RSTP		\$6,001,000	\$6,000,000			\$12,001,000
Local		\$22,845,000	\$66,810,000	\$99,060,000		\$188,715,000
Total Other	\$0	\$28,846,000	\$72,810,000	\$99,060,000	\$0	\$200,716,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	10.10
Congestion Reduction Relative to Cost (CRRC) Rank	5
TransAction Project Rating	30.87
TransAction Project Rank	2
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	43.72%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	50.09%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	3
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$55,250,000



Colonial Highway Pedestrian Safety Improvements Project

Date Submitted: 07/31/2025

APPLICATION #: LDN-041

Project Description

The project encompasses the installation of new sidewalks and ADA-compliant crossings along both sides of E Colonial Highway, extending approximately 3,500 feet. This initiative will enhance pedestrian accessibility and safety, connecting the existing trail east of Hamilton Station Road to recent sidewalk improvements west of the Town office along Colonial Highway. These new improvements will introduce a safe pedestrian route to town businesses and Hamilton Elementary School for all those located within the town limits. In addition, with completion of Loudoun County's planned multi-use path from the town limits west to Purcellville, this project will provide the missing link to a continuous pedestrian network through Hamilton and between the two towns within the busy Route 7 Corridor. The new sidewalks will eventually connect to a planned County multi-use trail further along E Colonial Highway to connect to the recreation and commuter facilities at Scott Jenkins Park. The scope of work includes constructing new sidewalks that meet ADA compliance standards and installing new ADA-compliant pedestrian crossings at key intersections to enhance safety and accessibility. Additionally, the project addresses inadequate existing stormwater management by installing an efficient stormwater drainage system, integrating new curb and gutter systems to properly channel water flow and implementing drainage networks to manage and direct stormwater effectively, preventing flooding, maintaining proper drainage, and preventing pedestrian hazards. As part of the project, there are proposed parking improvements to enhance accessibility and convenience for visitors and residents. Furthermore, new ADA-compliant driveway aprons will be installed, contributing to uniformity and cohesiveness throughout the town limits. To further enhance pedestrian safety and create a more welcoming environment, this project will add pedestrian-scale, dark sky friendly sidewalk lighting. The addition of lighting will improve visibility for pedestrians during evening and nighttime hours, enhancing overall safety and encouraging more foot traffic within the area. The overall goals of this project are to improve pedestrian safety and accessibility through ADA-compliant infrastructure, enhance community connectivity, upgrade inadequate drainage systems to mitigate flooding, and provide a safe and convenient path for pedestrians.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LDN-041
Primary TransAction ID Number	309
Submitting Jurisdiction/Agency	Loudoun County
Location	The project is located along E Colonial Highway, extending approximately 3,500', from the recent sidewalk improvements at N King St within the Town of Hamilton to the existing trail, 100 feet east of Hamilton Station Road.
Requested NVTA Funds	\$8,488,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$8,488,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2034

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$1,586,166	\$1,055,925	\$5,845,909	\$0	\$8,488,000
NVTA Funds Applied	\$0	\$1,586,166	\$1,055,925	\$5,845,909	\$0	\$8,488,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.48
Congestion Reduction Relative to Cost (CRRC) Rank	24
TransAction Project Rating	6.42
TransAction Project Rank	21
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	43.72%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$22,500,000

Northern Virginia Transportation Authority

Van Buren Road North Extension



Date Submitted: 07/31/2025

APPLICATION #: PWC-046

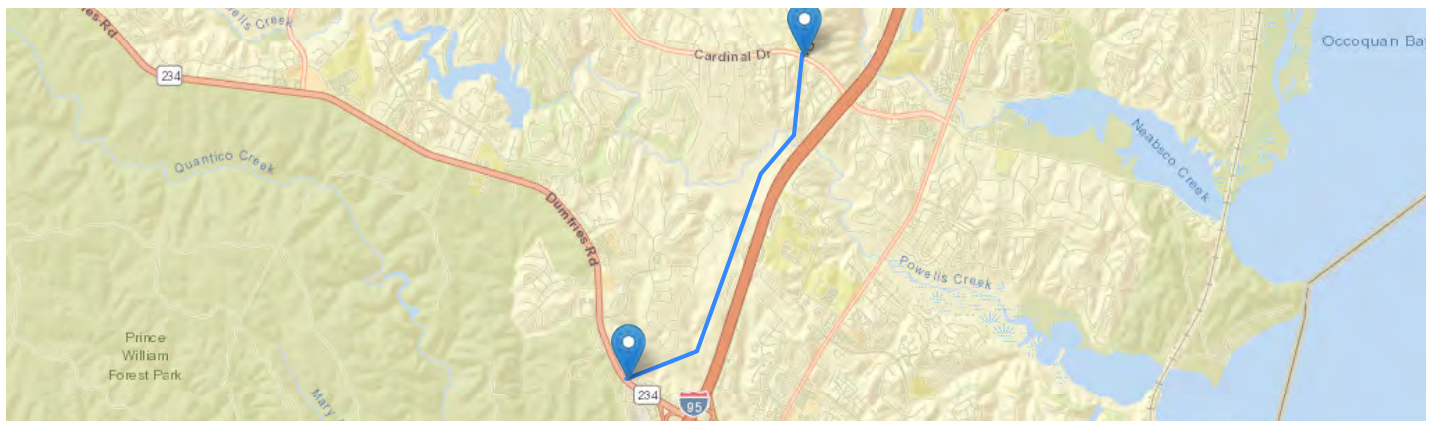
Route 234 (Dumfries Road) to Cardinal Drive

Project Description

The Van Buren Road North Extension project will extend Van Buren Road from Route 234 (Dumfries Road) to Cardinal Drive. The 2.5-mile roadway will be designed as a four-lane divided collector with a 10-foot shared use path along the southbound travel lanes and 5-foot sidewalk along the northbound lanes, and includes construction bridge over Powell's Creek. This project is located parallel to and west of I-95 and Route 1 and perpendicular to and north of Route 234; roadways that are critical to regional growth and mobility but overburdened. The Van Buren Road extension will create an alternative north-south facility and critical intra-County connection that will reduce congestion and improve safety on the existing network, enhance multimodal access and connectivity, and support growth in a regional activity center. Traffic analyses for local and state planning studies have found the Van Buren Road North Extension project reduces congestion, improves throughput, and reduces fatalities and serious injuries on existing roadways by creating capacity in the surrounding network. The project will construct a planned segment of the non-motorized network in the County's Comprehensive Plan Mobility Chapter to improve access and connectivity to the surrounding bike and trail network, as well as to bus transit and carpooling at Route 234 Commuter Lot. This lot is served by OmniRide Express Routes and fare free Local Routes providing bus transit to destinations within the County, Northern Virginia and Washington D.C. The project is partially located within the newly designated Fetter Park/Dumfries Regional Activity Center targeted by the County for transit-oriented, mixed-use development.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-046
Primary TransAction ID Number	273
Submitting Jurisdiction/Agency	Prince William County
Location	Project will construct a roadway between Route 234 (Dumfries Road) and Cardinal Drive located west of and parallel to I-95.
Requested NVTA Funds	\$179,005,800.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$8,000,000.00
Total Cost to Complete Project	\$191,005,800.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$2,000,000	\$10,000,000	\$46,300,800	\$132,705,000	\$0	\$191,005,800
NVTA Funds Applied	\$0	\$0	\$46,300,800	\$132,705,000	\$0	\$179,005,800
NVTA 30%	\$1,600,000	\$2,000,000				\$3,600,000
Local	\$400,000	\$0				\$400,000
Previous NVTA 70%		\$8,000,000				\$8,000,000
Total Other	\$2,000,000	\$10,000,000	\$0	\$0	\$0	\$12,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	16.42
Congestion Reduction Relative to Cost (CRRC) Rank	3
TransAction Project Rating	18.78
TransAction Project Rank	7
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	84.18%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.11%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	2.09%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$18,000,000




Old Bridge/Gordon Boulevard Intersection Improvements

Date Submitted: 07/31/2025

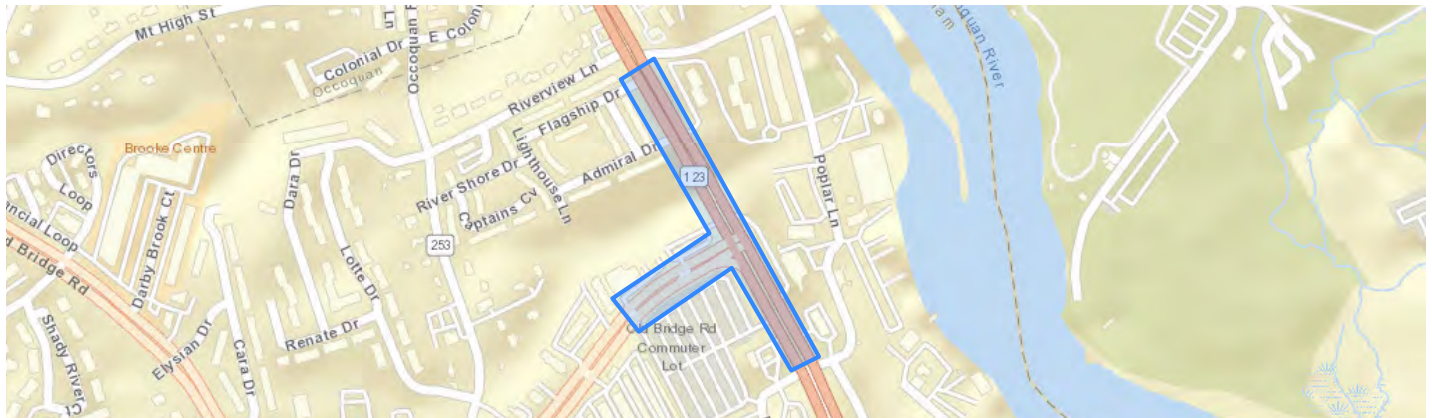
APPLICATION #: PWC-047

Project Description

The project provides a grade-separated solution at the intersection of Gordon Boulevard (Route 123) and Old Bridge Road to reduce congestion and delay at this intersection. The intersection is located just south of the border between Prince William and Fairfax and west of the first I-95 southbound exit entering the County. The capacity issues at the intersection causes queues that extend onto the southbound I-95 off-ramp and contribute to congestion that extends north to Fairfax. The project eliminates the dangerous weaving caused by vehicles exiting 95 crossing two lanes of traffic in less than 1,000 feet to make a left turn on Old Bridge by grade separating the movement to significantly improve safety. A new shared use path will be constructed on northbound Route 123, existing sidewalk on southbound Route 123 and westbound Old Bridge will be replaced, and ADA crosswalks and pedestrian signal crossings will be installed. The interchange will improve access to the Old Bridge Road Commuter Lot for buses and high occupancy vehicles traveling on the I-95 Express Lanes in the PM traveling from destinations north, including the Pentagon and Washington D.C. The project was one of three intersections analyzed in VDOT's Route 123 at I-95 STARS Study and is designed to work with the state's active Route 123 Interchange project and the future Route 1/123 Interchange project to reduce congestion and improve multimodal access on the corridor. Twenty intersection improvements for Old Bridge/Gordon Boulevard were developed and screened according to criteria that included traffic operations, safety, commuter lot and transit, and pedestrian and bicycle connections. The two highest scoring alternatives were flyover ramps, and the County has been using local funds and working with the community to further refine the flyover concept as well as consider other high-ranked alternatives to better meet the access needs of local businesses and residential communities. The project was ranked fourth highest in terms of overall project benefit in SMART Scale Round 6.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	PWC-047
Primary TransAction ID Number	383
Submitting Jurisdiction/Agency	Prince William County
Location	The project constructs an interchange at the intersection of Old Bridge Road and Gordon Boulevard (Route 123) and includes improvements on Route 123 from Riverview Lane to the I-95 south bound exit ramp, Old Bridge Road from Route 123 to the Commuter Lot entrance and Devils Reach Road.
Requested NVTA Funds	\$56,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$94,456,481.00

Project Location



Project Milestones

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

Year of expected project completion: FY2033

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$50,000	\$8,168,000	\$30,347,282	\$55,891,199	\$0	\$94,456,481
NVTA Funds Applied	\$0	\$0	\$15,760,801	\$40,239,199	\$0	\$56,000,000
Other State	\$50,000					\$50,000
Local	\$0	\$8,168,000				\$8,168,000
Revenue Sharing			\$14,586,481	\$0		\$14,586,481
RSTP			\$0	\$15,652,000		\$15,652,000
Total Other	\$50,000	\$8,168,000	\$14,586,481	\$15,652,000	\$0	\$38,456,481
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	5.24
Congestion Reduction Relative to Cost (CRRC) Rank	11
TransAction Project Rating	9.77
TransAction Project Rank	14
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.11%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	40.71%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	3
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$36,000,000

Route 15 Railroad Overpass and Improvements Project



Date Submitted: 07/31/2025

APPLICATION #: PWC-048

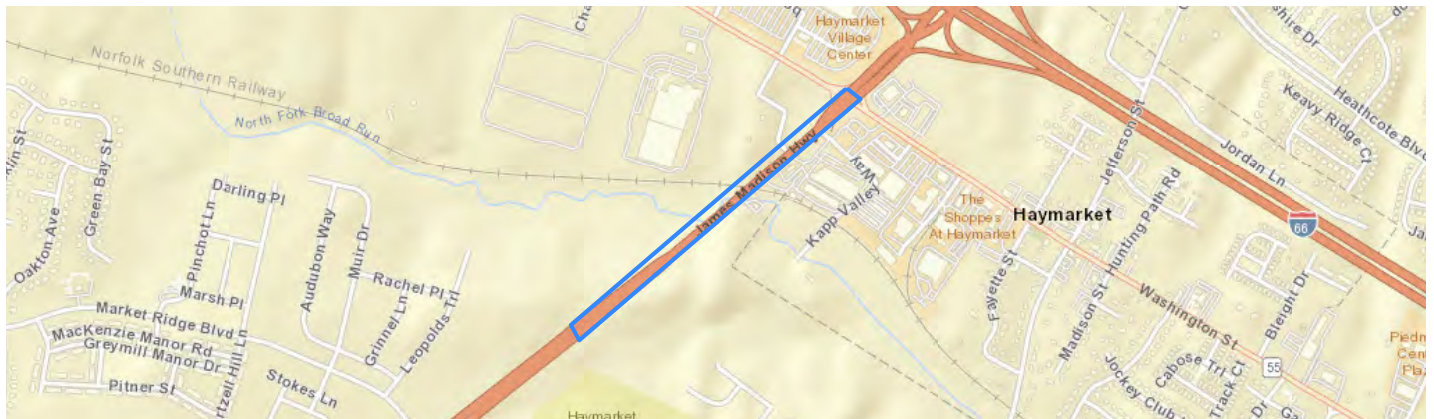
Route 55 to South of Railroad Tracks

Project Description

The Route 15 Railroad Overpass and Improvements project will construct multiple improvements along approximately 3,500 feet (0.6 mile) of Route 15 from the intersection of Route 55 south over the railroad tracks to improve operations, safety and multimodal access in a rapidly growing area of Prince William County. Route 15 runs north-south through Western Prince William County and intersects with Route 66 just 0.1 miles north of the proposed project termini of Route 55. Route 55 runs parallel to I-66 and transitions from John Marshall Highway to Washington Street in the Town of Haymarket at the intersection with Route 15, which serves as the jurisdictional boundary between Prince William County and the Town of Haymarket. Route 15 narrows from four to two lanes south of the intersection with Route 55 as it approaches the at-grade railroad crossing before transitioning back to a four-lane section 1'200 feet south of the railroad tracks. The project will construct a consistent four roadway with shared use path that will be grade separated from the railroad track. Additionally, the project includes intersection improvements that will increase intersection capacity and throughput by increasing the number of turn lanes at Route 15 and Route 55 for traffic accessing I-66. The project's widening of Route 15 will eliminate the current bottleneck caused by the temporary narrowing of the roadway serving high-volumes of traffic access I-66 just 0.3 miles away. This congestion is further exacerbated by closures for freight trains traveling on the Norfolk Southern railroad, which will be eliminated with the overpass. This overpass provides substantial safety benefits by separating at-grade movements and mitigating congestion related rear end and angle crashes. Pedestrian and bicycle facilities currently terminate on Route 15 south of the railroad track at an abrupt dead end and north of the tracks at Route 55. The project will construct a 10-foot asphalt shared use path connecting the existing facilities over the railroad tracks and create a consistent four-lane road with bicycle facilities for 6 miles between Route 234 (Sudley Road) and Throughfare Road (Route 682).

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-048
Primary TransAction ID Number	250
Submitting Jurisdiction/Agency	Prince William County
Location	Project constructs improvements on Route 15 at the intersection with Route 55 (John Marshall Highway) and extending approximately 1'200 feet south of the railroad tracks where Route 15 current transitions from a two to four lane roadway
Requested NVTA Funds	\$65,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$80,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$10,000,000	\$8,000,000	\$62,000,000	\$0	\$80,000,000
NVTA Funds Applied	\$0	\$10,000,000	\$8,000,000	\$47,000,000	\$0	\$65,000,000
RSTP				\$15,000,000		\$15,000,000
Total Other	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	10.87
Congestion Reduction Relative to Cost (CRRC) Rank	4
TransAction Project Rating	7.10
TransAction Project Rank	18
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.11%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	18.75%
Local Priority	4
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$1,500,000


Route 234 Trail at Innovation Park

Date Submitted: 07/31/2025

APPLICATION #: PWC-049
Route 28 to Sudley Manor Drive

Project Description

The project will construct a shared use path on Route 234 (Prince William Parkway) between Route 28 and Sudley Manor Drive and a pedestrian bridge crossing over Route 234 to complete a critical planned segment of the pedestrian and bicycle network that creates connectivity within the Innovation Activity Center and to nearby jurisdictions, Activity Centers and High-Capacity Transit. The Innovation Activity Center borders Route 234, Route 28 and the City of Manassas, half a mile from the VRE Broad Run Station and less than 3 miles from I-66 and Manassas Regional Airport. The Innovation Park Small Area Plan is a data-driven, public informed plan for strategic investments in this Activity Center and the mobility plan is centered on creating a grid network, bicycle and pedestrian connections, and transit service with first-last mile connections. This project advances the mobility plan by constructing a 10-foot asphalt shared use path on the northside of Route 234 for approximately 2.2 miles from the intersection with Route 28 to Sudley Manor Drive and a pedestrian bridge crossing over Route 234 west of the intersection with University Drive with ramps connecting the new shared use path to the existing pedestrian network. The project provides a pedestrian and bicycle facility where none currently exists and provides a grade-separated connection in an area bisected by a six-lane, high-volume roadway to provide internal connectivity and multimodal connections to OmniRide bus transit and the VRE Broad Run Station.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-049
Primary TransAction ID Number	380
Submitting Jurisdiction/Agency	Prince William County
Location	Project on Route 234 (Prince William Parkway) between Route 28 and Sudley Manor Drive. The shared use path will be located on the north side of the roadway and the pedestrian bridge will be west of the intersection with University Boulevard.
Requested NVTA Funds	\$45,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$45,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$4,500,000	\$3,150,000	\$37,350,000	\$0	\$45,000,000
NVTA Funds Applied	\$0	\$4,500,000	\$3,150,000	\$37,350,000	\$0	\$45,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	4.12
Congestion Reduction Relative to Cost (CRRC) Rank	13
TransAction Project Rating	4.95
TransAction Project Rank	25
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.11%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	3
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	4
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$197,994,000

Dale City Transit Priority Project



Date Submitted: 07/31/2025

APPLICATION #: PWC-050

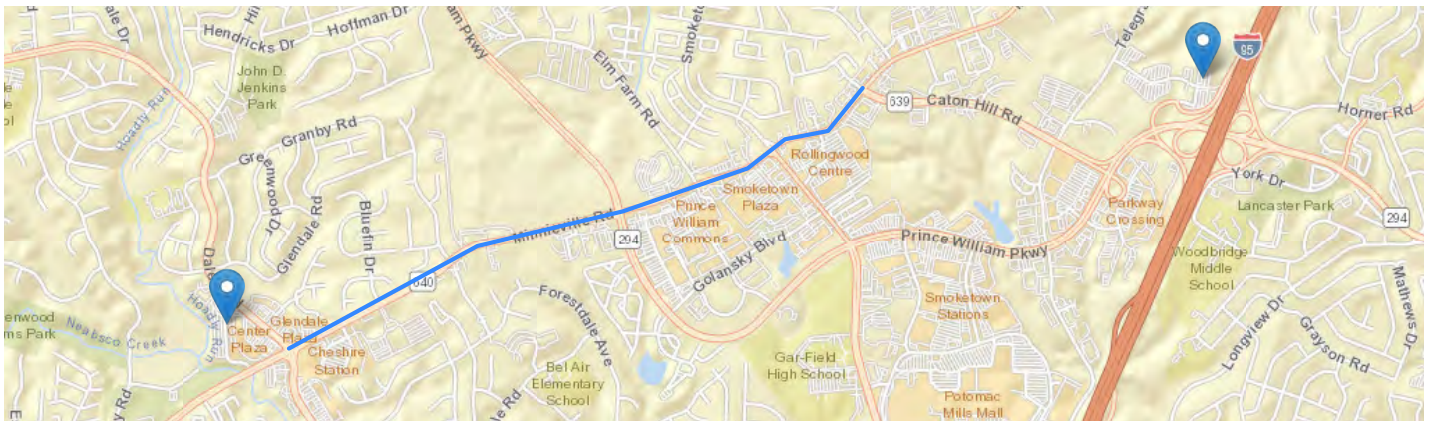
Dale City Commuter Lot to Horner Road Commuter Lot

Project Description

The Dale City Transit Priority project will provide dedicated lanes for bus and high-occupancy vehicle use during AM and PM rush hours between the Dale City Commuter Lot and Horner Road Commuter Lot/I-95. Dale City is well suited for transit-oriented redevelopment as a major gateway to the County with access from I-95 and Prince William Parkway, and established bus routes operated by OmniRide. The Dale City Small Area Plan was an extensive, multi-year planning and public outreach effort to leverage the area’s multimodal potential to support population growth and economic development, and recommended a network centered on connecting transportation hubs in Dale City to I-95. Additionally, the plan recommended use of dedicated bus lanes during rush hours to improve travel times and incentivize use of public transit. The proposed project advances these recommendations by implementing a dedicated travel lane on Minnieville Road for bus and HOV 3+ travel during AM and PM peak period/peak direction to connect multimodal hubs at Dale City, the Parkway and Horner Road Commuter Lot, and I-95. The project will convert an existing travel lane on Minnieville Road in each direction to a restricted lane for bus and HOV 3+ vehicle use with low-cost infrastructure improvements (e.g. stripping, signage) for approximately 1.8 miles between Dale Boulevard and Caton Hill Road. Restrictions are proposed to be for the primary direction during peak periods (i.e. eastbound in AM, westbound in PM). Additional improvements to Caton Hill Road and Gemini Way to facilitate the transition and access between the restricted lanes will be required and further identified as part of the design phase. The project also includes design/redesign of bus stops and passenger amenity infrastructure (i.e. shelters, signage) to accommodate the changes in road design and operations and further improve transit experience and accessibility. Two planning studies have been completed for dedicated bus/HOV lanes in Dale City that noted significant benefits but also challenges to implementing these lanes on a high-use roadway with limited right-of-way. Additionally, this project requires significant coordination with the active Minnieville Road/Prince William Parkway Interchange project and the Virginia Department of Transportation (VDOT). This application requests Design funding for the County to continue to work with stakeholders to successfully address these challenges and advance this project.

Primary Mode(s)	Secondary Mode(s)
	 Other
Application Number	PWC-050
Primary TransAction ID Number	381
Submitting Jurisdiction/Agency	Prince William County
Location	Dale City Commuter Lot (Dale Boulevard and Gemini Way) to Horner Road Commuter Lot (Caton Hill Road)
Requested NVTA Funds	\$6,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$50,080,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$80,000	\$6,000,000	\$5,000,000	\$39,000,000	\$0	\$50,080,000
NVTA Funds Applied	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
Other Federal	\$40,000					\$40,000
Local	\$40,000					\$40,000
Total Other	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Gap	\$0	\$0	\$5,000,000	\$39,000,000	\$0	\$44,000,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	8.02
Congestion Reduction Relative to Cost (CRRC) Rank	8
TransAction Project Rating	21.05
TransAction Project Rank	5
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.11%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.16%
Local Priority	5
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$60,000,000

Northern Virginia Transportation Authority



Eisenhower Avenue and South Van Dorn Street Corridor Improvements

Date Submitted:
07/31/2025

APPLICATION #: ALX-039

Project Description

This project will address current safety needs, advance multimodal transportation for upcoming redevelopment, and support NVTA's and the City's transit investments in BRT (the West End Transitway) by designing and implementing corridor improvements on Eisenhower Avenue between South Van Dorn Street and Cameron Run Park. This project aligns NVTA's TransAction and the City of Alexandria's Vision Zero Action Plan, Alexandria Mobility Plan, and Eisenhower West Small Area Plan. Improvements include installing a missing sidewalk to connect to the Van Dorn Street Metrorail Station (with West End Transitway and numerous local bus connections), installing a new two-way cycle track to connect to the existing shared-use path on the eastern end of Eisenhower Avenue, improving bus reliability by providing bus boarding platforms, adding new and improving existing crossings throughout the corridor to better access transit, and encouraging safer vehicle speeds. Additionally, this project will modify operations at the intersection of Eisenhower Avenue and South Van Dorn Street by rerouting left-turn movements to Metro Road, which will significantly improve congestion on both Eisenhower Avenue and South Van Dorn Street. Collectively, these changes will improve mobility, access, safety, and comfort for all roadway users on Eisenhower Avenue.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ALX-039
Primary TransAction ID Number	197
Submitting Jurisdiction/Agency	City of Alexandria
Location	Eisenhower Avenue (from South Van Dorn Street to Cameron Run Park), and South Van Dorn Street (from Eisenhower Avenue to Metro Road).
Requested NVTA Funds	\$21,856,219.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$21,856,219.00

Project Location



Project Milestones

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

Year of expected project completion: FY2034

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,132,946	\$2,077,688	\$17,645,585	\$0	\$21,856,219
NVTA Funds Applied	\$0	\$2,132,946	\$2,077,688	\$17,645,585	\$0	\$21,856,219
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.11
Congestion Reduction Relative to Cost (CRRC) Rank	26
TransAction Project Rating	14.51
TransAction Project Rank	8
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	82.02%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	3
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$106,600,000

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



Date Submitted:
08/01/2025

APPLICATION #: ALX-040

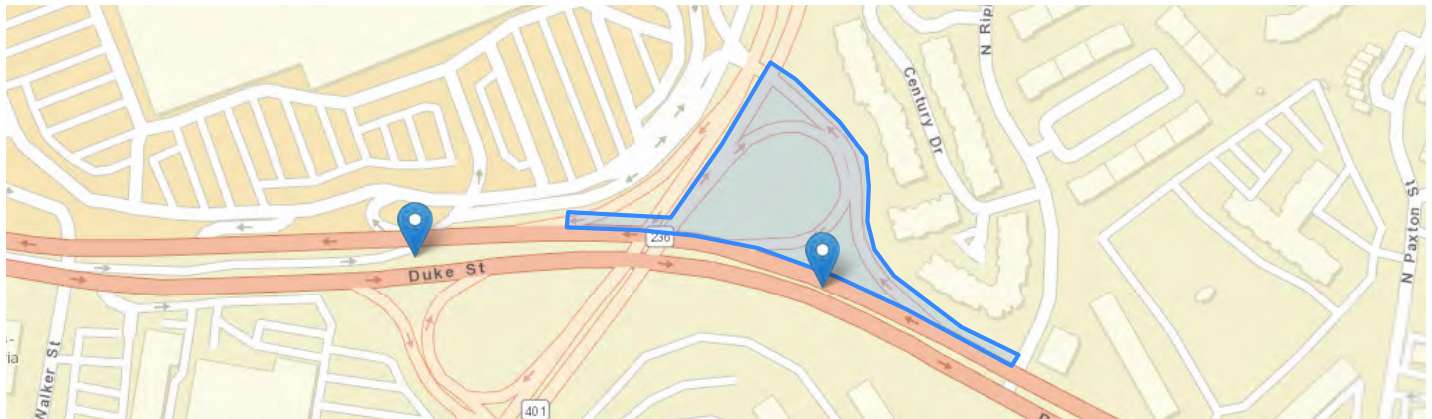
Reconfiguration of Existing Free-Flow Ramps as Intersections with Shared Use Paths

Project Description

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

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

Project Location



Project Milestones

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

Year of expected project completion: FY2031

Project Funding

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

Project Analysis Highlights

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

Haycock Road Shared Use Path

Date Submitted: 08/01/2025

APPLICATION #: CFC-012

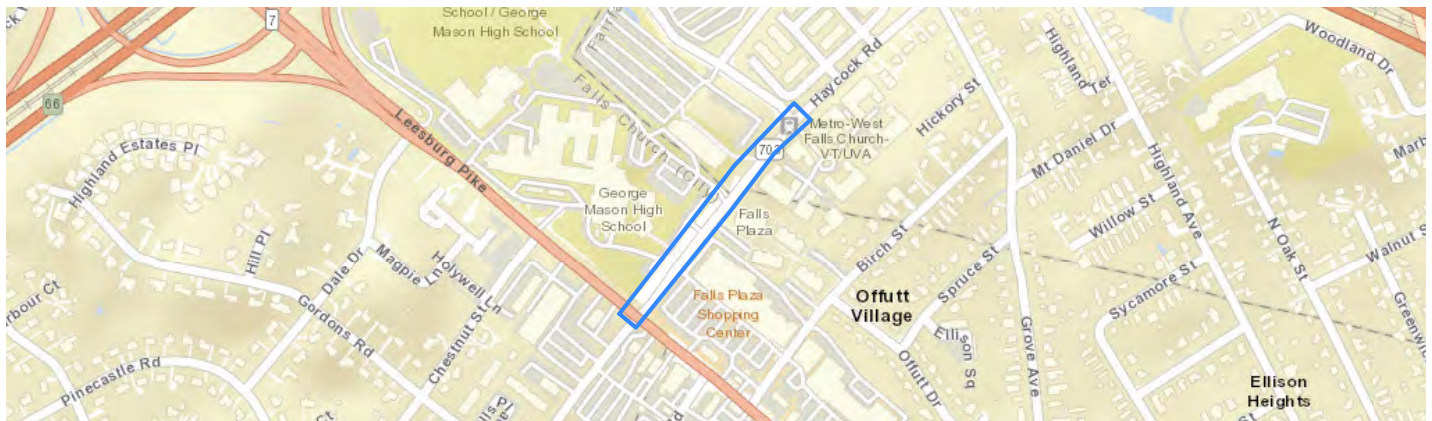
Intersection of Shreve Road & Route 7 to Intersection of Haycock Road & Falls Church Drive

Project Description

Investing in multimodal transportation options helps to build a safe, effective, fiscally sustainable transportation system that enhances quality of life and supports economic growth. Multimodal options have been repeatedly shown to be the most cost-effective transportation investments. This project reflects that trend by investing in multimodal transportation options near the West Falls Church Metrorail Station. The scope of the Haycock Road Shared Use Path Project includes professional and construction services for a new multi-use path to better connect the W&OD Trail with the Secondary Schools Campus, West Falls Project, and the West Falls Church Metrorail Station. The project is located on the east side of Haycock Road and runs from the intersection of West Broad Street/Leesburg Pike (Route 7) and Shreve Road to the intersection of Haycock Road and Falls Church Drive. The project includes a 10' shared use path on the east side of Haycock Road and involves minimal utility work. The project will align with the Shreve Road Shared Use Path Project going in between the W&OD Trail and the intersection with Route 7. City staff expects that design would begin in Fiscal Year (FY) 2027. This project will better connect ongoing and future development near the West Falls Church Metrorail Station and the western part of the City. The City is designated within multiple regional activity centers, and has recently been a focus of infill development. Adjacent to the project area, the West Falls Project includes 9.78 acres of redevelopment, with an estimated Floor Area Ratio (FAR) of 3.52. This is resulting in approximately 1.51 million square feet of additional mixed-use development. Adjacent the West Falls Project, is the Converge Project with 7.51 acres of redevelopment, and the WMATA West Falls Station Project, with approximately 24.2 acres of redevelopment. Without viable travel alternatives, new City and County residents, workers, and visitors will have little choice but to add to the automobile congestion on the already crowded regional highway network in the Route 7 Corridor and the I-66 Corridor. Expanding multimodal transportation options and extending the catchment area of the West Falls Church Metro Station will increase travel options and reduce pressure on the regional highway system. The project is located in both the City of Falls Church and Fairfax County, and will provide new facilities for City and County residents, as well as workers and visitors.

Primary Mode(s)	Secondary Mode(s)
Application Number	CFC-012
Primary TransAction ID Number	66
Submitting Jurisdiction/Agency	City of Falls Church
Location	The project is located along the East Side of Haycock Road between the intersection of Route 7 and Shreve Road, and the intersection of Haycock Road and Falls Church Drive.
Requested NVTA Funds	\$15,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$15,087,696.00

Project Location



Project Milestones

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

Year of expected project completion: FY2033

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$87,696	\$1,500,000	\$3,750,000	\$9,750,000	\$0	\$15,087,696
NVTA Funds Applied	\$0	\$1,500,000	\$3,750,000	\$9,750,000	\$0	\$15,000,000
Local	\$87,696					\$87,696
Total Other	\$87,696	\$0	\$0	\$0	\$0	\$87,696
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	1.22
Congestion Reduction Relative to Cost (CRRC) Rank	20
TransAction Project Rating	4.32
TransAction Project Rank	26
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	55.32%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.58%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	4
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$28,416,685

Annandale Road Multimodal Improvements



Date Submitted: 08/01/2025

APPLICATION #: CFC-013

South Washington Street to Hillwood Avenue

Project Description

Investing in multimodal transportation options helps to build a safe, effective, fiscally sustainable transportation system that enhances quality of life and supports economic growth. Multimodal options have been repeatedly shown to be the most cost-effective transportation investments. This project reflects that trend by investing in multimodal transportation options along the West Broad Street/Route 7 and S Washington Street/Route 29 corridors. The scope of this project includes professional and construction services for multimodal improvements along Annandale Road, between South Washington Street and Hillwood Avenue, along with safety improvements at, between, and adjacent the two intersections. The project includes sidewalk widening, bicycle improvements, updated intersection geometry, crosswalks, ADA ramps and signal improvements. Utility undergrounding and relocation are also included in the project. City staff expects that the project would begin in Fiscal Year (FY) 2031. Shortening crossing distances and providing pedestrian signal heads reduces potential conflicts between pedestrians and vehicles. Tightening intersection geometry and narrowing travel lanes slows vehicular traffic. ADA ramp improvements enhance accessibility. All these improvements will help to increase safety at and adjacent two of the City's least comfortable intersections.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	CFC-013
Primary TransAction ID Number	66
Submitting Jurisdiction/Agency	City of Falls Church
Location	The project is located at, around, and between the intersection of S Washington Street and Annandale Road, and the intersection of Hillwood Avenue and Annandale Road.
Requested NVTA Funds	\$30,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$30,000,000.00

Project Location



Project Milestones

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

Year of expected project completion: FY2035

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$3,000,000	\$7,500,000	\$19,500,000	\$0	\$30,000,000
NVTA Funds Applied	\$0	\$3,000,000	\$7,500,000	\$19,500,000	\$0	\$30,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	2.17
Congestion Reduction Relative to Cost (CRRC) Rank	17
TransAction Project Rating	12.84
TransAction Project Rank	11
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	55.32%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	3
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$9,000,000

Northern Virginia Transportation Authority



Manassas VRE Line Rail-with-Trail: Downtown Manassas to Bull Run Trail (Phase 1)

Date Submitted:
07/31/2025

APPLICATION #: MAN-004

Project Description

The City of Manassas Park, the City of Manassas, and Prince William County are jointly submitting this application for a 3-mile multi-use trail along the Manassas VRE Line between Downtown Manassas and Bull Run Trail in Fairfax County. Although the bike network greatly expanded in the Greater Prince William County area in the last five years, major gaps remain in the regional connections. This project would offer a context-sensitive solution by using an existing transportation corridor to create a long-distance off-road active transportation spine. This trail would connect Historic Downtown Manassas and Park Central in Manassas Park and provide access to green spaces and parks such as Mayfield Fort, Signal Hill Park, Blooms Park, and Bull Run Occoquan Trail. It will also provide access to two VRE stations, one of which (Manassas) also serves as the community's Amtrak station.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	MAN-004
Primary TransAction ID Number	439
Submitting Jurisdiction/Agency	City of Manassas
Location	This project is located along the Manassas VRE Line between Downtown Manassas and Bull Run Trail in Fairfax County and crosses Prince William County and the City of Manassas Park.
Requested NVTA Funds	\$30,265,994.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$30,534,594.00

Project Location



Project Milestones

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

Year of expected project completion: FY2034

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$268,600	\$2,714,414	\$3,017,295	\$24,534,285	\$0	\$30,534,594
NVTA Funds Applied	\$0	\$2,714,414	\$3,017,295	\$24,534,285	\$0	\$30,265,994
NVTA 30%	\$268,600					\$268,600
Total Other	\$268,600	\$0	\$0	\$0	\$0	\$268,600
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.81
Congestion Reduction Relative to Cost (CRRC) Rank	22
TransAction Project Rating	8.32
TransAction Project Rank	15
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	86.03%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.88%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	5
Number of NVTA-Funded Project(s) Nearby	3
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$2,700,000




South Elden Street Corridor Improvements

Date Submitted: 08/01/2025

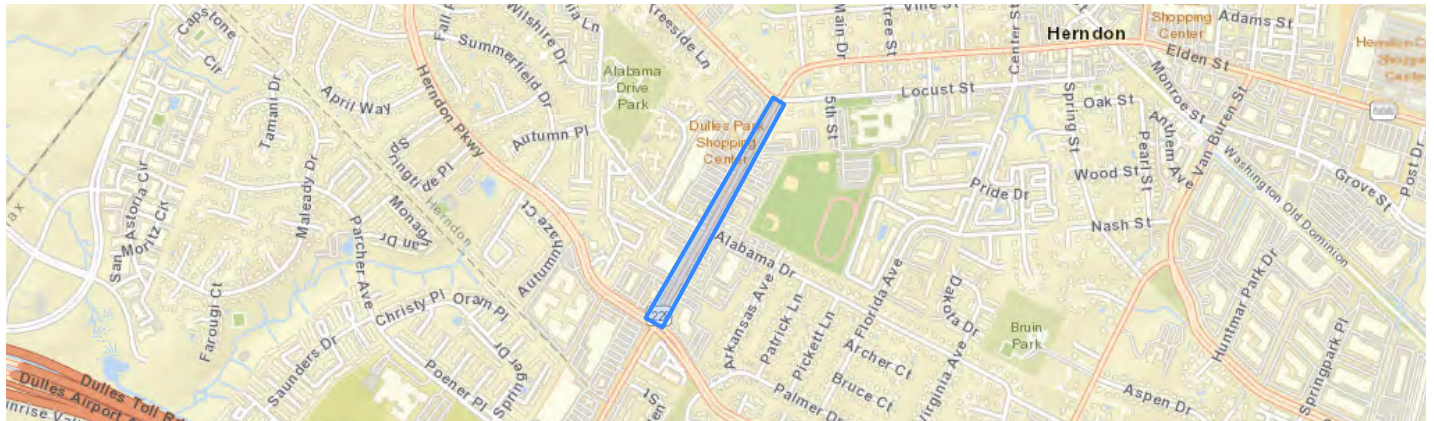
APPLICATION #: HND-016
South Elden St Reconstruction

Project Description

This application aims to assist in funding the construction of a portion of a key arterial corridor in the Northern Virginia region - South Elden Street. The Town of Herndon lies in the northwest quadrant at the intersection of the Dulles Toll Road and the Fairfax County Parkway, both of which are corridors of Regional Significance. Elden Street is a 2.5-mile commercial and residential corridor that bisects the town and connects to both the DTR at Elden Street's southern end and to the Fairfax County Parkway at its eastern end. The South Elden Street Improvements project is for the 0.4-mile section between Sterling Road and Herndon Parkway. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists. The scope is to add an 8-foot shared-use path and to reconstruct the existing 5-lane section to be a 4-lane section with a raised median and dedicated turning lanes. Other improvements include LED traffic/bike/pedestrian signalization, streetlighting, ADA curb cuts, sidewalks, and paver crosswalks. The purpose of this project is to enhance safety and multimodal circulation for drivers, pedestrians, bicyclists, and transit riders, facilitating access to local and regional destinations. Additionally, two Bus Rapid Transit (BRT) lines (#17 & #18) are proposed to run through the entire length of this project. The scope of this project envisions BRT facilities, such as bus stops and a recommended bus pull-off bay, as well as signal modifications necessary for the future proposed BRT.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	HND-016
Primary TransAction ID Number	351
Submitting Jurisdiction/Agency	Town of Herndon
Location	This project is 0.4 mile long and extends between the intersection of South Elden Street/Sterling Road and South Elden Street/Herndon Parkway.
Requested NVTA Funds	\$15,572,514.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$31,572,514.00

Project Location



Project Milestones

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

Year of expected project completion: FY2031

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,146,076	\$3,563,759	\$25,862,679	\$0	\$31,572,514
NVTA Funds Applied	\$0	\$0	\$0	\$15,572,514	\$0	\$15,572,514
SmartScale		\$2,146,076	\$3,563,759	\$10,290,165		\$16,000,000
Total Other	\$0	\$2,146,076	\$3,563,759	\$10,290,165	\$0	\$16,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.47
Congestion Reduction Relative to Cost (CRRC) Rank	25
TransAction Project Rating	14.34
TransAction Project Rank	9
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	36.90%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	50.68%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	4
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$12,500,000