



CLERK TO THE
COUNTY BOARD

MASON KUSHNIR

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
E-MAIL: COUNTYBOARD@ARLINGTONVA.US
PHONE: (703) 228-3130



BOARD MEMBERS

CHAIR TAKIS KARANTONIS
VICE-CHAIR MATT DE FERRANTI

MAUREEN COFFEY
SUSAN CUNNINGHAM
JULIUS D. "JD" SPAIN, SR.

CERTIFICATION

I hereby certify that at its September 13, 2025 Regular Meeting, on a consent motion by TAKIS KARANTONIS, Chair seconded by MATT DE FERRANTI, Vice-Chair, and carried by a vote of 5 to 0, the voting recorded as follows: Takis Karantonis, Chair - Aye, Matt de Ferranti, Vice-Chair - Aye, Maureen Coffey, Member - Aye, Susan Cunningham, Member - Aye, and Julius D. "JD" Spain, Sr., Member - Aye, the County Board of Arlington, Virginia, approved the C.M. RECOMMENDATIONS in the attached County Manager's report dated September 8, 2025.

SUBJECT: 22. Northern Virginia Transportation Authority (NVTA) Fiscal Year (FY) 2030-FY2031 Six Year Program (SYP) Funding Applications.

Given under my hand this 22nd day of September, 2025.



Mason Kushnir, Clerk
Arlington County Board

By: Jonathan Davis, Deputy Clerk



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item
Meeting of September 13, 2025

DATE: September 8, 2025

SUBJECT: Northern Virginia Transportation Authority (NVTa) Fiscal Year (FY) 2030-FY2031 Six Year Program (SYP) Funding Applications.

C. M. RECOMMENDATION:

1. Adopt the resolution (Attachment A) authorizing Arlington County's 13 funding applications to the NVTa, shown in priority order in the resolution, with a total funding request of \$115.7 million.
2. Authorize the County Manager, or his designee, to execute NVTa Standard Project Agreements (SPAs) for any projects that are awarded funding by the NVTa, subject to review of the SPA as to form by the County Attorney.

ISSUES: There are no known issues at the time of this report.

SUMMARY: County Board authorization and a resolution of support are required to submit applications for regional transportation funding to the NVTa for the FY 2026-2031 SYP update. The attached resolution (Attachment A) directs those applications be submitted to the NVTa for the FY 2026-2031 SYP update for the following projects and indicates the Board's support for the applications:

- A. South George Mason Drive Multimodal Improvements: \$36 million
- B. South George Mason Drive and South Four Mile Run Drive Intersection Improvements: \$8.5 million
- C. Court House Metro Station Access Improvements: \$11.7 million
- D. South Glebe Road and West Glebe Road Intersection Improvements: \$10 million
- E. North Glebe Road at Quincy St/ Henderson Road Intersection Improvements: \$5 million
- F. Eads Street Multimodal Improvements: \$2 million
- G. Arlington Memorial Trail: \$5 million
- H. South Glebe Road and 7th Street South Intersection Improvements: \$3 million
- I. Arlington Blvd Trail: \$15 million
- J. North Glebe Road at I-66 Westbound Off-Ramp Intersection Improvements: \$10 million
- K. Custis Trail Widening and Modernization: \$2.4 million
- L. Next Generation Bus Information: \$2.5 million

County Manager:

MJS / MJC

County Attorney:

RES

RE: MJC

Staff: Rich Roisman, DES-Transportation

M. Performance Parking Initiative Phases 2 and 3: \$4.6 million

BACKGROUND: The NVTa issues a [Call for Regional Transportation Projects](#) every two years. Additional information on the NVTa's funding sources and application evaluation process may be found in a [staff report](#) accompanying the County's 2019 funding application. For the FY2026-FY2031 SYP update, applications were due to the NVTa on August 15, 2025. Governing body resolutions of support not included with the applications are due on October 31, 2025. Applications must be for projects included in the NVTa regional long-range transportation plan, called TransAction, and resolutions of support must include the TransAction project names and identification numbers.

DISCUSSION: Applications show in ranked order below.. Staff proposes applying for 13 projects for a total funding request of \$115.7 million. All applications are for projects that are already in the adopted Capital Improvement Program (CIP), except for E, H, and J. Applications E, H, and J are based on recommendations from a recently completed Virginia Department of Transportation (VDOT) [study](#) of Glebe Road (VA 120) and those projects will be added to the CIP in the next update.

The 13 applications are listed and briefly described below, in priority order.

A. South George Mason Drive Multimodal Improvements: \$36 million

This project implements the preferred alternative from the [South George Mason Drive Multimodal Transportation Study](#) Segments 2 and 3. The project will Reconstruct South George Mason Drive to a 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. This application is for design, right-of-way (ROW), utilities, and construction.

B. South George Mason Drive and South Four Mile Run Drive Intersection Improvements: \$8.5 million

This project improves the subject six-legged intersection to improve safety for all users and tie into the new roadway sections of South George Mason Drive constructed by Application A above. The project also proposes to grade-separate the Washington and Old Dominion (W&OD) Trail by aligning the trail onto a new bridge over the intersection. This application is for design only.

C. Court House Metro Station Access Improvements: \$11.7 million

This project installs two new high-speed elevators (350 feet/minute) approximately two blocks from the main escalator entrance. This application is for design only.

D. South Glebe Road and West Glebe Road Intersection Improvements: \$10 million

This project improves the subject intersection by improving the geometry, adding median pedestrian refuges, reducing crossing distances, and upgrading traffic signals. This application is for design, ROW, utilities, and construction.

E. North Glebe Road at Quincy Street/ Henderson Road Intersection Improvements: \$5 million

This project improves the subject intersection by reconfiguring lanes to reduce conflicts and improve safety, installing new turn lanes, improving a bus stop, sidewalks, and curb ramps, and upgrading traffic signals. This application is for design and ROW and utilities only.

F. Eads Street Multimodal Improvements: \$2 million

This project is for a complete street rebuild of a roughly half-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. This application is for design only.

G. [Arlington Memorial Trail](#): \$5 million

This project is a 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 the District of Columbia. This application is for design only.

H. South Glebe Road and 7th Street South Intersection Improvements: \$3 million

This project improves intersection geometry, sidewalks, curb ramps, and upgrades traffic signals. This application is for design and ROW and utilities only.

I. Arlington Boulevard Trail: \$15 million

This project is for the subject trail on the north side of Arlington Blvd (US 50) between North Granada Street and North Jackson Street. This application is for design, ROW, utilities, and construction.

J. North Glebe Road at I-66 Westbound Off-Ramp Intersection Improvements: \$10 million

This project is improved sidewalks, curb ramps, intersection geometry, signal upgrades, utility undergrounding, and connection to the Custis Trail. This application is for design, ROW, and utilities only.

K. Custis Trail Widening and Modernization: \$2.4 million

This project is for improvements to the Custis Trail based on a recent [needs assessment](#) of the facility. This application is for design only.

L. Next Generation Bus Information: \$2.5 million

This technology project upgrades the paper maps and schedules at all ART bus stops to a dynamic QR-code system and adds digital displays inside all ART buses that communicate upcoming stop information, transfers, safety information, and other announcements to riders onboard buses. This application is for asset acquisition and installation (NVTA phase: construction).

M. Performance Parking Initiative Phases 2 and 3: \$4.6 million

This project expands and makes permanent the [Performance Parking Pilot](#). Phase 2 will be occupancy sensor and user infrastructure expansion. Phase 3 will implement an artificial intelligence (AI)-based predictive decision support system. This application is for asset acquisition and installation (NVTA phase: construction).

PUBLIC ENGAGEMENT:

Level of Engagement: Communicate

Outreach Methods: Candidate projects for the NVTA SYP update are selected based on reviewed program eligibility requirements and project evaluation criteria as well as major County, State, and regional transportation plans. The resulting list of projects is reviewed for each bi-annual funding cycle by the Transportation Commission.

Community Feedback: The Transportation Commission reviewed this item at their meeting on August 28 and voted 9 to 0 to (1) adopt the resolution (Attachment A) authorizing Arlington County's 13 funding applications to the NVTA, shown in priority order in the resolution, with a total funding request of \$115.7 million and (2) authorize the County Manager, or his designee, to execute NVTA Standard Project Agreements (SPAs) for any projects that are awarded funding by the NVTA, subject to review of the SPA as to form by the County Attorney.

FISCAL IMPACT: NVTA Regional Revenue does not require a local match. Under NVTA [Policy 30](#), any cost overruns for projects deemed to be “fully funded” at the time of application must be covered by non-NVTA funding sources. The applications impacted by this policy are A, D, I, L, and M.

All applications are for projects that are already in the adopted Capital Improvement Program (CIP), except for E, H, and J. Applications E, H, and J are based on recommendations from a recently completed Virginia Department of Transportation (VDOT) [study](#) of Glebe Road (VA 120) and those projects will be added to the CIP in the next update.

Attachment A

RESOLUTION SUPPORTING AND AUTHORIZING APPLICATIONS TO THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY 2026– FY 2031 SIX YEAR PROGRAM UPDATE

WHEREAS, the County Board of Arlington County, Virginia (“County Board”) desires to submit applications to the Northern Virginia Transportation Authority (“NVTA”) for 13 projects totaling \$115,700,000 as part of the FY 2026 – FY 2031 Six Year Program Update; and

WHEREAS, \$36,000,000 of these funds will be requested for the South George Mason Drive Multimodal Improvements (TransAction Project ID and Title: 72 - Arlington Regional Trail Network); and

WHEREAS, \$8,500,000 of these funds will be requested for the South George Mason Drive and South Four Mile Run Drive Intersection Improvements (Primary TransAction Project ID and Title: 72 - Arlington Regional Trail Network; Secondary TransAction Project ID and Title: 406 - W&OD Regional Trail Capacity and Connectivity Enhancements); and

WHEREAS, \$11,700,000 of these funds will be requested for the Court House Metro Station Access Improvements (TransAction Project ID and Title: 65 - Courthouse Metrorail Station Access); and

WHEREAS, \$10,000,000 of these funds will be requested for the South Glebe Road and West Glebe Road Intersection Improvements (TransAction Project ID and Title: 368 - West Glebe Road Bridge Improvements); and

WHEREAS, \$5,000,000 of these funds will be requested for the North Glebe Road at Quincy St/ Henderson Road Intersection Improvements (Primary TransAction Project ID and Title: 447 - Glebe Road: US 29 to Potomac Yard High-Capacity Transit and Multimodal Improvements; Secondary TransAction Project ID and Title: 104 - Arlington ITS Projects); and

WHEREAS, \$2,000,000 of these funds will be requested for the Eads Street Multimodal Improvements (TransAction Project ID and Title: 112 - Crystal City Corridor Urban Pedestrian/Bicycle Network); and

WHEREAS, \$5,000,000 of these funds will be requested for the Arlington Memorial Trail (TransAction Project ID and Title: 72 - Arlington Regional Trail Network); and

WHEREAS, \$3,000,000 of these funds will be requested for the South Glebe Road and 7th Street South Intersection Improvements (Primary TransAction Project ID and Title: 447 - Glebe Road: US 29 to Potomac Yard High Capacity Transit and Multimodal Improvements; Secondary TransAction Project ID and Title: 104 - Arlington ITS Projects); and

WHEREAS, \$15,000,000 of these funds will be requested for the Arlington Blvd Trail (TransAction Project ID and Title: 72 - Arlington Regional Trail Network); and

WHEREAS, \$10,000,000 of these funds will be requested for the North Glebe Road at I-66 Westbound Off-Ramp Intersection Improvements (Primary TransAction Project ID and Title: 443 - Route 309/Glebe Road: McLean to Ballston Bike Connections; Secondary TransAction Project ID and Title: 447 - Glebe Road: US 29 to Potomac Yard High-Capacity Transit and Multimodal Improvements; and

WHEREAS, \$2,400,000 of these funds will be requested for the Custis Trail Widening and Modernization (TransAction Project ID and Title: 72 - Arlington Regional Trail Network); and

WHEREAS, \$2,500,000 of these funds will be requested for the Next Generation Bus Information: (Primary TransAction Project ID and Title: 103 - Arlington TDM Package; Secondary Transaction Project IDs and Titles:

- 40 - Columbia Pike Express Transit Network (PrTN)
- 46 - Route 29 and Route 50 Enhanced Bus
- 62 - East Falls Church Metrorail Station Second Entrance
- 63 - Ballston-MU Additional Entrance
- 65 - Courthouse Metrorail Station Access
- 70 - East Falls Church Metrorail Station Multimodal Improvements
- 71 - Lee Highway Bus Improvements
- 73 - East-West ICM Program: Parallel Arterial Operations Improvements
- 89 - Crystal City Metrorail Station Second Entrance
- 94 - I-95/I-395 ICM Program
- 105 - Metrorail Station Access and Capacity Improvements
- 123 - ART Service Improvements and Bus Maintenance Facilities
- 127 - I-66 / Orange Line Bus Facility Improvements
- 128 - Metrorail Blue and Yellow Line Bus Facility Improvements
- 289 - Dunn Loring to Ballston Enhanced Bus
- 290 - Arlington Mobility Hubs
- 292 - Lee Highway (Route 29) Multimodal Improvements
- 321 - Pentagon City Metrorail Second Entrance
- 322 - Shirlington Bus Station Expansion
- 323 - Crystal City Bus Improvements
- 338 - I-95 ITS/ICM Improvements
- 339 - Northern Virginia ITS/ICM Improvements
- 340 - Northern Virginia TDM Strategies
- 346 - Rosslyn-Ballston Corridor Express Bus
- 401 - Army Navy Drive Transit Center at the Pentagon
- 447 - Glebe Road: US 29 to Potomac Yard High-Capacity Transit and Multimodal Improvements); and

WHEREAS, \$4,600,000 of these funds will be requested for the Performance Parking Initiative Phases 2 and 3 (Primary TransAction Project ID and Title: 460 - RM3P; Secondary TransAction Project IDs and Titles: 103 - Arlington TDM Package; 339 - Northern Virginia ITS/ICM Improvements).

NOW, THEREFORE, BE IT RESOLVED THAT the County Board hereby supports the making of the applications and authorizes and directs the County Manager to make the applications to the NVTa for \$115,700,000 for the above-described projects as part of the FY 2026 – FY 2031 Six Year Program Update.

BE IT FURTHER RESOLVED THAT the County Board authorizes the County Manager, or his designee, to execute a Standard Project Agreement for each NVTa-approved project subject to approval of such agreement as to form by the County Attorney.

ADOPTED this 13th day of September, 2025.