Correspondence Section
October 14, 2015

Dear Regional Planning Partner:

Subject: 2015 Fall Transportation Meetings

**NOVA District Meeting, November 16th; 6:00 - 8:00 p.m.**
4975 Alliance Drive, Fairfax, VA 22030

The Commonwealth Transportation Board will conduct nine public meetings across the state in November 2015 to give stakeholders the opportunity to review and provide comments on transportation projects and priorities. Specifically, information will be provided on projects and strategies submitted for consideration through the HB2 prioritization process. I will co-host this meeting with our local CTB representatives and Secretary of Transportation, Aubrey Layne. We want to build on the efforts during last year’s fall meetings, and it is important that we hear from you and your constituents about those projects you feel are the highest priority for the state’s limited transportation funds.

Our format will be a little different from last year’s meetings. This year’s meetings will consist of an Open House format at **6:00 p.m.** The attendees will be able to review and provide feedback on the projects and strategies submitted for consideration for both the High-Priority Projects Program and the Construction District Grant Program during HB2 application phase. Following the Open House, there will be an opportunity to engage with the Secretary at **7:00 p.m.** in a town hall style format for the public and transportation stakeholders. These meetings are intended to be interactive; there will be no formal public comment. Meeting materials will be available on the web at [http://www.virginiadot.org/2015fallmeetings](http://www.virginiadot.org/2015fallmeetings) starting November 2.

Representatives from the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Office of Intermodal Planning and Investment, and Office of Transportation Public-Private Partnerships will be available to provide information on current initiatives and to answer any questions.

I encourage you to come and speak with our transportation agency representatives. If you cannot attend the meetings, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov by December 11, 2015. Comments on rail and public transportation projects may be sent to DRPT Public Information Officer at 600 East Main Street, Suite 2102, Richmond, VA 23219 or e-mail them to drptpr@drpt.virginia.gov. I truly appreciate your participation at this session. If you have any questions prior to the meeting, please contact Maria Sinner at 703-259-2342.

Sincerely,

[Signature]

Helen Cuervo, P.E.
District Administrator
Northern Virginia District
October 6, 2015

Mr. Marty Nohe  
Chairman, Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Dear Chairman Nohe:

Thank you for your letter dated September 14, 2015 regarding the capacity issues at the American Legion Bridge.

I appreciate the Authority’s support for initiating discussions with Maryland to examine options to improve travel on I-495 from American Legion Bridge to the I-270 Spur. The potential extension of Express Lanes along this corridor will help further expand the regional network of Express Lanes, provide new travel choices for commuters and create incentives for carpooling and transit use.

It is my expectation that the Commonwealth Transportation Board will consider a resolution regarding the Potomac River Crossing Study at its October meeting. A draft resolution has been posted on the Board’s website – www.ctb.virginia.gov. The current version of the resolution identifies improvements to the American Legion Bridge as the most pressing need and directs staff to examine and prioritize other potential Potomac River crossing improvements.

Thank you for your leadership on transportation in Northern Virginia.

Sincerely,

Aubrey L. Layne, Jr.
October 6, 2015

Ms. Kimberly Alexander
City Manager
City of Manassas Park
One Park Center Court
Manassas Park, VA 20111-2395

Dear Ms. Alexander,

I am responding to your email dated September 22, 2015 requesting a determination of eligibility for the use of HB 2313 30 percent local revenues as noted below:

- To meet the City of Manassas Park’s subsidy requirements for PRTC and VRE.

According to the identified request, it appears that the request may be consistent with the use of 30% revenues as identified in the legislation.

Per HB 2313 legislation, 30% funding can be used for the purposes identified below:

1. additional urban or secondary road construction;
2. for other capital improvements that reduce congestion;
3. for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority;
4. or for public transportation purposes.

If you have any additional questions concerning the appropriateness of a specific potential use or expenditure, please let me know and the NVTA will be glad to work through the question with the City.

Best regards,

Monica Backmon
Executive Director

cc: Jeannette Rishell, Council member, City of Manassas Park
    NVTA Council of Counsels
    Michael Longhi, NVTA, CFO

www.TheNoVaAuthority.org
Monica Backmon

From: Kimberly Alexander <k.alexander@manassasparkva.gov>
Sent: Tuesday, September 22, 2015 1:08 PM
To: Monica Backmon
Subject: RE: Clarification - Possibility of 5% increase in VRE subsidy

Thanks!

Kimberly L. Alexander
City Manager, City of Manassas Park
One Park Center Court
Manassas Park, VA 20111

Office: (703) 335-8813
Cell: (571) 359-2248
Fax: (703) 335-0053

Visit us at www.CityOfManassasPark.us!

From: Monica Backmon [mailto:Monica.Backmon@thenovaauthority.org]
Sent: Monday, September 21, 2015 7:57 PM
To: Kimberly Alexander <k.alexander@manassasparkva.gov>
Subject: Re: Clarification - Possibility of 5% increase in VRE subsidy

Kim,

I will touch base with the Council of Counsel and get back to you as soon as possible.

Best,
Monica

Monica Backmon
Executive Director
703-642-4650 (O)
571-355-4176 (C)
Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia
3040 Williams Drive ® Suite 200 ® Fairfax, VA 22031
www.TheNoVaAuthority.org

On Sep 21, 2015, at 6:08 PM, Kimberly Alexander <k.alexander@manassasparkva.gov> wrote:
Monica,

Please see the below discussion. Can you provide any direction on this?

Kimberly L. Alexander  
City Manager, City of Manassas Park  
One Park Center Court  
Manassas Park, VA  20111  

Office: (703) 335-8813  
Cell: (571) 359-2248  
Fax: (703) 335-0053

Visit us at www.CityOfManassasPark.us!

From: JM Rishell  
[mailto:rishellmpcity@verizon.net]  
Sent: Friday, September 18, 2015 5:57 PM  
To: Jeanette Rishell  
<a>rishellmpcity@verizon.net</a>; Frank Jones  
<a>f.jones@manassasparkva.gov</a>  
Cc: Kimberly Alexander  
<a>k.alexander@manassasparkva.gov</a>; S Naddoni  
<a>s.naddoni@manassasparkva.gov</a>; Gary Fields  
<a>g.fields@manassasparkva.gov</a>; 2015 Governing Body  
<a>2015GoverningBody@manassasparkva.gov</a>  
Subject: Clarification - Possibility of 5% increase in VRE subsidy

I meant that the 30% funding would not necessarily be used for the 5% VRE subsidy increase, but that something might be shift to VRE, and in turn the 30% used for the category from where the VRE 5% was taken.

Jeanette M Rishell  
Councilmember  
City of Manassas Park  
Cell = 703-401-0498

From: JM Rishell  
[mailto:rishellmpcity@verizon.net]  
Date: Friday, September 18, 2015 at 4:28 PM  
To: Frank Jones  
<a>f.jones@manassasparkva.gov</a>  
Cc: JM Rishell  
<a>rishellmpcity@verizon.net</a>, Kimberly Alexander  
<a>k.alexander@manassasparkva.gov</a>,  
Suhas Naddoni  
<a>s.naddoni@manassasparkva.gov</a>, Gary Fields  
<a>g.fields@manassasparkva.gov</a>, 2015 Governing Body  
<a>2015GoverningBody@manassasparkva.gov</a>  
Subject: Re: Possibility of 5% increase in VRE subsidy

A verbal assent from the NVTA of that possibility, would need to be followed up with a written request for a written determination from NVTA legal team

Sent from cell phone

On Sep 18, 2015, at 3:43 PM, Frank Jones  
<a>f.jones@manassasparkva.gov</a>  
wrote:
I don't know the details on how those funds can be obligated.

V/R

Frank Jones
Mayor
Manassas Park, VA

On Sep 18, 2015, at 3:41 PM, JM Rishell
<RishellMPCity@verizon.net> wrote:

Is it possible to move around funding in such a way that NVTA 30% funds can fill in the cracks, so to speak

Sent from cell phone

On Sep 18, 2015, at 3:06 PM, Frank Jones
<f.jones@manassasparkva.gov> wrote:

This is an impact in at least 3 areas of the budget and is impacting the current fiscal year available funds. Areas that I see are:

1. Funds available to pay our share of PRTC

2. Funds available to pay our share of VRE

3. Funds available for local transportation uses

The VRE possible increase will take the path as identified by Suhas. I have not seen anything from PRTC at this point on a local funding requirement. We know that PRTC is at least $7M shortfalled if current level of service is to be sustained. This is an issue for PWC more than anything.

As the cost of fuel continues to decline, the funds collected based on the 2% calculation decrease. Good news for the consumer but real funding impact to transportation.
Believe we need to watch this closely as we may not have the funds available we had projected to support local transportation projects.

V/R

Frank Jones
Mayor
Manassas Park, VA

On Sep 18, 2015, at 2:01 PM, Kimberly Alexander
<k.alexander@manassasparkva.gov> wrote:

Gary,

Please be aware of the below. We will need to plan for this in FY 17 unless they decide not to move forward with it.

Sent from my Verizon Wireless 4G LTE DROID

S Naddoni
<s.naddoni@manassasparkva.gov> wrote:

VRE staff have said that the subsidy has not been increased in two years. Anyway the commissions have to deliberate it and approve it before the Operations Board can do anything.

Sent from my BlackBerry

From: Frank Jones
Sent: Friday, September 18, 2015 1:50 PM
To: S Naddoni
Cc: Kimberly Alexander; 2015 Governing Body
Subject: Re: Possibility of 5% increase in VRE subsidy
And this is at a time when the motor fuels tax is generating much less funding due to the lower gas prices.

V/R

Frank Jones
Mayor
Manassas Park, VA

On Sep 18, 2015, at 11:04 AM, S Naddoni
<&s.naddoni@manassasparkv
a.gov> wrote:

Kim,
Just a heads up,
VRE has proposed a 5% increase in jurisdictional subsidy for ?FY17 to the commissions (PRTC & NVTC). That may mean $25,000 increase in the annual contribution from the 2% motor fuels tax fund.

Suhas Naddoni
Sent from my BlackBerry

---

Total Control Panel

To: 2015governingbody@manassasparkva.gov
From: rishelmpcity@verizon.net

Message Score: 1
My Spam Blocking Level: Medium
High (60): Pas
Medium (75): Low (90): Pass

Block this sender
Blockverizon.net

This message was delivered because the content filter score did not exceed your filter level.
Total Control Panel

To: k.alexander@manassasparkva.gov
From: rishellmpcity@verizon.net

Message Score: 1
My Spam Blocking Level: Medium

Block this sender
Block verizon.net

This message was delivered because the content filter score did not exceed your filter level.

---

Total Control Panel

To: k.alexander@manassasparkva.gov
From: monica.backmon@thenovaauthority.org

Message Score: 35
My Spam Blocking Level: Medium

Block this sender
Block thenovaauthority.org

This message was delivered because the content filter score did not exceed your filter level.
Overview

• Purpose and Objectives
• Existing Roadway Infrastructure
• Proposed Transportation Alternative
• Roadway Layout
• Land Ownership
• Current ROW Conditions
• Bull Run Regional Park Mitigation
• Sudley Rd./Godwin Dr. Intersection
• Lomond/Sudley Manor Dr. Teardrop Interchanges
• VA28 Bypass Interchange with Route 28 near Compton Road
• VA28 Bypass Interchange with I-66 Express Lanes Access Road
• I-66 Express Lanes Interchange
• Tri-County Pkwy Location Study Decision
• Change to the Fairfax County Comp. Plan
• Mass Transit
• Proposed Bus Rapid Transit (BRT) Route
• Estimated Construction Costs
• Funding/Benefits of the project
• Next Steps, Conclusion & Contact

Mark Scheufler – Northern Virginia Citizen
scheufler@gmail.com, 571-229-7551
www.novarapidtransit.org
www.facebook.com/FixRoute28
Purpose and Objectives

Purpose:
- Outline a cost effective multi-modal transportation alternative to connect Manassas, Virginia with I-66 and activity centers in Fairfax and Arlington Counties. This includes Tysons, Fairfax Corner, Ballston, and Reston.

Objectives:
- Improve transportation mobility, capacity and access
- Reduce congestion
- Increase mass transit usage through the expansion of existing transit service
- Enhance the linkage of communities and the transportation system that serves those communities.
- Accommodate social demands, environmental goals and economic development needs.
Existing Roadway Infrastructure

- The main roadways between Manassas to I-66 are Route 234 Business/Sudley Rd. and Route 28 through Centreville. Route 234 Business has 17 traffic lights and Route 28 has 12 traffic lights between Old Town Manassas and I-66. This inhibits reliable transportation options to activity centers.
- Route 28 between Manassas and Centreville is controlled by four separate jurisdictions (City of Manassas, City of Manassas Park, Prince William County, and Fairfax Counties) with different priorities for the roadway.
- Route 28 is a mostly a four-lane primary road and Route 234 Business/Sudley Rd. is a mostly a six lane primary road. Parcels along both roadways in Prince William County are developed and expansion would require significant right-of-way (ROW) acquisition.
Proposed Transportation Alternative

A new **four-lane** limited access road between the Godwin Dr./Sudley Rd intersection (Manassas) and Route 28 in Fairfax County connecting south of the Route 28/Compton Rd. intersection.

A new **two-lane** access road to the I-66 Express Lanes between I-66 near the Bull Run Special Events Center and the new Route 28 Bypass/Godwin Dr Extension

A new **two-lane** transit/busway between the Godwin Dr./Sudley Rd intersection and the access road to the I-66 express lanes

Detailed Interactive Map Link:
http://g.co/maps/reaas
1 - Along Northern Virginia Electric Cooperative ROW
2 - Next to Bull Run Special Events Center
Current ROW Conditions

North from Lomond Dr.

South from Sudley Manor Dr.

South from Lomond Dr.

North from Bull Run
Bull Run Regional Park Mitigation

Bridges over the Bull Run and Cub Run will accommodate Bluebell trail and Bull Run-Occoquan trail

Access Road will follow Northern Virginia Electric Cooperative (NOVEC) ROW through Bull Run Regional Park
Sudley Rd./Godwin Dr. Intersection

- Example of potential intersection at Sudley Rd/234 Business and Godwin Rd/VA28 Bypass
- Two Approach Continuous Flow Intersection (Displaced Left Turn)
Lomond/Sudley Manor Dr. Teardrop Interchanges

• Recommended Teardrop interchanges at Lomond Dr. or Sudley Manor Dr. Interchanges
Recommended VA28 Bypass Interchange with Route 28 near Compton Road south of Compton Rd
Recommended VA28 Bypass Interchange to Access Road to I-66 Express Lanes North of Cub Run
I-66 Express Lanes Interchange

Recommended I-66 Express Lanes Interchange with Access Road from VA28 Bypass near Compton Rd.

Key Elements:
1. Due to the location of Cub Run north of I-66 Westbound, Shift I-66 Eastbound to the south to allow access for the connection to the I-66 HOT Express Lanes
2. Access from VA28 Bypass Express Lane Extension to I-66 Eastbound HOT Express Lanes
3. Access from Westbound I-66 Express Lanes to VA28 Bypass Express Lanes Connection
4. Connection on Compton Rd maintained
The general alignment was studied as part of the Tri-County Parkway Location Study in 2005 (http://www.virginiadot.org/projects/northernvirginia/tri-county_parkway_location_study.asp).

The Comprehensive Plan Alternative alignment was not selected for the following reason: “The Federal Highway Administration has expressed concerns about the impacts of segment E of the Comprehensive Plan Alternative due to the impacts to public park land; therefore, federal funds may not be available for the development of this alternative.”

Note: Segment E was planned to be a Six-Lane facility through Bull Run Park.

The access road to the I-66 Express Lanes alternative will have a reduced environmental impact on Bull Run Regional Park by taking a different alignment to Compton Rd (blue) and having a smaller two-lane footprint.
Change to the Fairfax County Comprehensive Plan
Mass Transit

- The access road would include three transit stations at Sudley Rd (234 Business), Lomond Dr. and Sudley Manor Dr.
- All-day transit to/from Tysons Corner Metro and Manassas with 5-10 minute headways during peak times and 20-30 minute headways during off-peak times (Operating: 4:30am to 1:00am M-F)
- Transit on the current area roads do not provide reliable a time savings to driving. (More frequent and reliable transit will induce more riders and reduce traffic)
- **$5.00** - Excepted one-way trip fare (2018) between the Manassas Area and Tysons Corner Metro Station.
Proposed All-Day BRT Route between Manassas and Tysons
## Estimated Design/Construction Costs

Note: This was developed by a local citizen using information gathered from previously completed projects

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<tr>
<th>Item</th>
<th>Unit</th>
<th>Amount</th>
<th>Unit Measure</th>
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Funding/Benefits of the project

Funding Recommendations:
- Northern Virginia Transportation Authority - $150 Million
- VDOT/I-66 Express Lanes Project - $70 Million
- Prince William County/City of Manassas - $20 Million
- Fairfax County - $10 Million

Benefits:
- Creates a more direct and reliable route to the Old Town Manassas Central Business District (CBD) and PWC Innovation Technology Park from Washington D.C./Fairfax County
- Incorporates transit stations and park and ride lots would be build for commuters and recreational users along the road at @ Sudley Rd., Lomond Dr. and Sudley Manor Dr. access points
- Provides **20 minute** travel time savings for transit riders over current OmniRide options and **10 minute** travel time savings for vehicles during peak periods.
- Reduces traffic volumes on Route 28 and Route 234 Business in Prince William County
- Reduces traffic volumes on I-66 between Route 234 Business and Route 28 interchanges
- Creates connection with proposed “I-66 Express Lanes” to the east towards Washington D.C. for transit vehicles, carpoolers (HOV3), and SOV and HOV2 toll paying vehicles
- Creates a connection between Sudley Manor Dr. and Rugby Rd. to provide better access to Ben Lomond Park and Splashdown Water park and reduce traffic levels on Lomond Dr.
- Provides a five mile bike trail through Bull Run Regional Park to the Cub Run Trail System
- Construction could proceed quickly and at a **lower cost** because it would not impact existing road infrastructure
- Public sector owns 95%+ of the land
Next Steps:
Prince William County is leading a Route 28 (Manassas Bypass)/ Godwin Drive Extended study to evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County

Conclusion:
• Enhances transportation options through frequent reliable all-day bus service between Manassas and Tysons Corner
• Provides residents better access to job and educational activity centers.
• Provides users with a choice of a reliable trip time
• Reduces congestion on arterial routes to I-66

Contact:
– Mark Scheufler, scheufler@gmail.com, 571-229-7551, Northern Virginia Citizen
– www.novarapidtransit.org
– www.facebook.com/FixRoute28