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# Greater Prince William TRAILS COALITION

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*January, 2026 Newsletter*



## Quarterly Meeting on January 22, 10:00-11:30am

Y'all come. We gather via Zoom and in person (donuts, coffee, tea provided) at George Mason University's Potomac Science Center at Belmont Bay. [Register](#) for details.

Agenda includes:

- status report on Prince William County [Trails Master Plan](#)
- how to fund trails in 2026
- status of Davis Ford Park Master Plan and trails development there
- impacts of shifting major trails construction responsibility to new Department of Transportation and Capital Construction
- updates from member organizations in Greater Prince William Trails Coalition



## Funding Trails in 2026

The cities of Manassas and Manassas Park have funded and constructed most of their planned trails. Elected officials in the two cities have invested in the mobility infrastructure required to create live-work-play walkable communities.

Prince William County, in contrast, has prioritized expanding the road network with Shared Use Paths added just as a side component to new highways. For decades, trails were constructed just by volunteers, grant funding and proffers from developers.

The Neabsco Boardwalk was a rare project pushed to completion by a county supervisor with a vision. In 2019, voter approval of a park bond spurred a series of projects with one-time funding. Some, such as the [\*\*Powells Creek Crossing\*\*](#), are still in the planning phase.

Starting with the FY25 budget, the Board of County Supervisors (BOCS) began to allocate \$1 million/year for trails construction. To date, only one project for use of that funding has been announced, the Jefferson Park/Veterans Park Connector Trail.

The public phase of the development of the FY27 budget begins on January 20 when the [\*\*Finance and Budget Committee\*\*](#) meets. For the last year, advocates have been encouraging county staff and the 8 members of the BOCS to allocate substantial funding for bike/pedestrian infrastructure in the FY27-32 Capital Improvements Program. The [\*\*Trails and Blueways Council\*\*](#) has been particularly active in suggesting projects and priorities for funding.

How much funding is needed? The 2040 Mobility Chapter estimated \$7 billion would be required for new roads, but produced no cost estimate for trails. The [\*\*Trails Master Plan\*\*](#) is expected to identify the overall costs required to start rebalancing the mobility network and build different trail

segments. That plan is projected to be submitted to the BOCS for approval in March, which will allow time for recommendations to be incorporated in the FY27 budget.



## How Much \$\$\$ Has Northern Virginia Transportation Authority (NVTA) Allocated for Bike/Pedestrian Infrastructure?

The next meeting of the Northern Virginia Transportation Authority (NVTA) is January 8. Tax revenue is dedicated to NVTA for transportation projects. 70% of that revenue is allocated by NVTA for regional projects and 30% is provided to individual jurisdictions for local projects.

The NVTA's "NOVA Gateway" dashboard shows approved and actual allocations for road, transit, and bike/pedestrian projects. It currently includes \$4.6 billion of approved funding for 381 projects in the Northern Virginia region.

\$2.5 billion has been allocated already to 109 projects. 42 projects are in Prince William County.

- 18 of those projects use \$1,075,284,890 from the 70% NVTA funding
- 6 of those projects use the local 30% match totaling \$17,993,068

Dedicated bike/pedestrian projects, excluding shared use paths adjacent to road projects, include \$16,535,070 - less than 2% of the total - for:

Prince William County:

- North Woodbridge Pedestrian Bridge (Project #452)

NVTA: \$1,000,000

- Kerill Road Raised Crosswalk (Project #456)

NVTA: \$25,000

- Route 234 Bicycle and Pedestrian Facility Over I-95 (Project #344)

NVTA: \$12,000,000

- Dumfries Road Shared Use Path/Trail (Country Club Drive to Exeter Drive) (Project #445)

NVTA: \$91.552

Manassas:

- **Sudley Sidewalk (Grant Ave. to Mathis Ave.)** (Project #537)

NVTA: \$485,000

- **Dumfries Road Sidewalk Infill (Milic St. to Hastings Dr.)** (Project #536)

NVTA: \$230,000

- **Longstreet Sidewalk** (Project #535)

NVTA: \$1,750,000

- **Battle St (Portner Street to Quarry Road)** (Project #522)

NVTA: \$381,646

- **Wellington Road Shared-Use Path Gap (Nokesville Road to Prince William Street)** (Project #532)

NVTA: \$482,000

Manassas Park:

- **Sidewalk, Curb & Gutter, and Asphalt Repairs** (Project #541)

NVTA: \$562,597

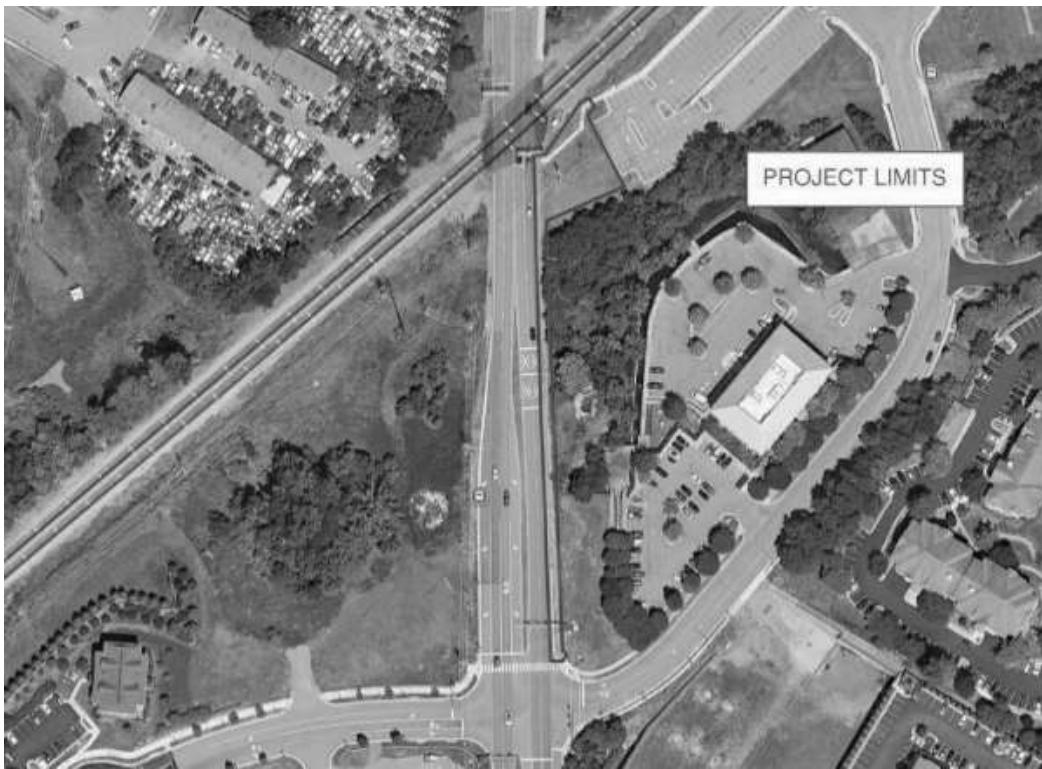


## Second Sunday Hike on January 11

Ice and snow forced us to postpone the planned December exploration of **Broad Run Greenway**

- so we'll try again on January 11, 1:00-3:00pm. **Register**, so we can notify you in case the weather does not cooperate... again.

We will hike about 3 miles from Route 28 upstream through a wooded area in the stream corridor, past the historic site of Milford Mill. There are some hills and rocky areas. Part of the hike will be on an established trail, and some will be off-trail in open wooded areas. Well-behaved dogs on a leash are welcome.



## Manassas Park Moves Another Step Forward

On January 6, the Governing Body will act on a request from the Virginia Department of Transportation to approve the design for closing the sidewalk gap between the railroad tracks on Manassas Drive to Railroad Avenue, the entry into the VRE station.

The new sidewalk will enhance access for walkers, bikers, and those in wheelchairs. The 600 feet of new sidewalk will cost \$1.7 million, an average cost of over \$15 million/mile. It is funded by a Federal Transportation Alternatives Program (TAP) grant and will be completed in 2029.

The Governing Body is also expected to approve \$300,000 of Congestion Mitigation and Air Quality (CMAQ) funding for the city's Active Transportation Program. Projects that reduce ozone precursors, carbon monoxide, and particulate matter emissions qualify for CMAQ funding. The city plans to use the \$300,000 for "active mobility" (non-recreational) trail projects to increase connectivity and encourage walking/biking rather than driving a vehicle.



## Prince William Trails and Streams Coalition Turns 20!

The most influential, longest-serving trails organization in Prince William County is the Prince William Trails and Streams Coalition. It organized starting in December 2006 to assist what was at the time called the Prince William County Park Authority.

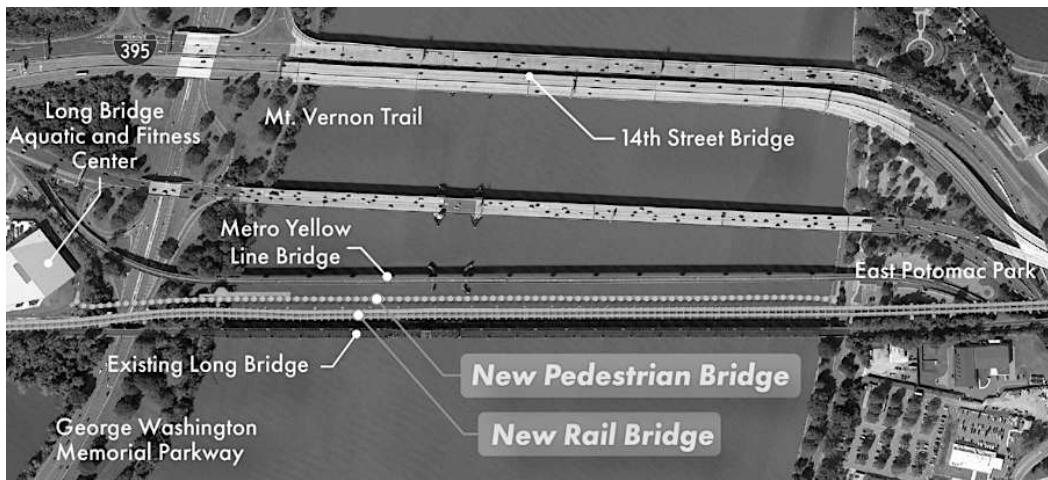
Members built many of the initial trails in county parks - Valley View, Locust Shade, Andrew Leitch, James S. Long, Silver Lake, Broad Run Greenway, Nokesville Park, and Doves Landing. They helped create the county's first Adopt-A-Trail Program in 2016. Thank the members for their advocacy and volunteer work if you use the public canoe/kayak launch site on the Occoquan River.

The Prince William Trails and Streams Coalition helped craft the trails plan in the Parks, Open Space, and Trails chapter in Prince William County's 2008 long-range Comprehensive Plan. A representative has served on the Prince William Trails and Blueways Council since it was created in 2010, and on the Greater Prince William Trails Coalition since it was organized in 2019.

The Prince William Trails and Streams Coalition was deeply involved in developing the county's trails plan when it was updated in the 2022 Mobility Chapter. It has facilitated obtaining permission for the public to cross private property owned by the Lake Ridge Parks and Recreation Association (LRPRA) for the Occoquan Greenway.

It has helped residents recognize that public trails increase property values as well as the quality of life. Public advocacy and engagement has continued with steady contributions to the Trails Master Plan, to be released soon by the county, and developing the final route for the Potomac Heritage National Scenic Trail.

The group is especially active as a service organization. It sponsors the Second Sunday Hikes each month with the Greater Prince William Trails Coalition. For 16 years, it has recruited volunteers for stream cleanups - especially on the Occoquan River, Marumsco Creek, and Neabsco Creek and Boardwalk. It helps with the monthly cleanouts of the litter trap ("bandalong") on Neabsco Creek. When trees fall across a trail or grass obscures the route, guess who has helped get the work done for two decades now?



## In Other News...

- **Federal funding shifts cloud Virginia's transportation plans for 2026** (*Virginia Mercury*, December 26) According to the director of **BikeWalkRVA**, the US Department of Transportation “*has been ordered to oppose the funding of bike/ped projects. They are viewed as antagonistic to cars and driving.*”
- **Metro to install 20 new bike racks in East Falls Church after safety concerns** (*Arl NOW*, December 18)
- **Future pedestrian bridge over Potomac seen as benefiting county aquatics facility** (*ArlNOW*, December 26) The mile-long new bike/pedestrian bridge across the Potomac River (see above) will be built after the new railroad bridge, with completion likely in 2030. At the moment, no equivalent bike/ped bridge is planned when the Virginia Passenger Rail Authority constructs a new track over the Occoquan River in the 2030's.
- Check out the **monthly newsletter** of the Dahlgren Railroad Heritage Trail.
- **Virginia DMV launches new online system for highway safety grants** (*Virginia Mercury*, December 31) Non-profits can apply for grants starting at \$5,000.
- Want to stretch your legs in 2026? Record your biking/hiking miles in the **2026 Challenge: Hike or Bicycle 250 Miles in Prince William Forest Park**.
- The January 31 (2:00-3:30pm) talk in the Bull Run Mountain Conservancy “Speakers Series” will be **A Hiker's History of the Appalachian Trail** by Mills Kelley.



*supplies for constructing the Featherstone segment of the Potomac Heritage National Scenic Trail  
(picture courtesy Kevin Parker)*

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