

Implementation Plan

**For The
Potomac Heritage
National Scenic Trail
In Prince William County**



**Prepared for the
Prince William County Park Authority
by the Northern Virginia Regional Commission
December 2002**

Purpose and Intent

The Potomac Heritage National Scenic Trail Implementation Plan is meant to serve as an implementation and planning tool for future decision making efforts. It is important to note that the actual alignment of the various trail segments may vary from the locations shown in this document, as individual land features, unsuitable terrain, property ownership and citizen needs will all be considered in the determining the final route. The key objective is to provide a primary trail corridor, with side linkages and loops, that is safe, accessible, and can be used for recreation or as an alternate form of transportation.

This plan is the result of a coordinated effort between the Prince William County Planning Office, Prince William County Park Authority, U.S. Fish and Wildlife Service, National Park Service, and the Virginia Department of Conservation and Recreation. The specific alignment of the trail segments through the various federal and state properties along the corridor will be the responsibility of the agencies that own and manage those properties.

This plan is consistent with the Parks, Recreation and Open Space Plan within the Prince William County Comprehensive Plan and with the Prince William County Park Authority's Trails and Greenways Master Plan. As stipulated in the County's Comprehensive Plan, private property owners will not be obligated to participate in the implementation of this trail and neither the County nor the Park Authority will condemn private property to implement this plan.

Acknowledgments

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The Prince William County Park Authority was founded in 1977 by the Prince William County Board of Supervisors, to provide the County's residents and visitors with quality recreational programs and facilities. The Park Authority is an autonomous organization governed by an eight member board appointed by the County Board of Supervisors and funded by a tax transfer and revenue-producing facilities.

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The Northern Virginia Regional Commission (NVRC) is an independent public agency chartered in 1969 to plan for the physical, social and economic development of the region. The Commission serves in an advisory capacity to local, state and federal governments and as an advocate for Northern Virginia and its 1.8 million residents. The Commission's policies and programs are established by a 42 member Board of Commissioners comprised of elected officials and private citizens appointed by the governing bodies of the Counties of Arlington, Fairfax, Loudoun and Prince William; the Cities of Alexandria, Fairfax, Falls Church, Manassas, Manassas Park, and the Towns of Dumfries, Herndon, Leesburg, Purcellville and Vienna.

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I.

INTRODUCTION

With passage of the National Trails System Act of 1968, Congress authorized a national system of trails based on multiple partnerships and substantial roles for citizens organizations. Subsequently, the Department of Interior (DOI) and the Department of Agriculture have been authorized and funded to study the feasibility of establishing additional national scenic trails. In 1974, DOI completed a feasibility study that led to Congressional enactment of Public Law 98-11 in March, 1983, and establishment of the Potomac Heritage National Scenic Trail (PHNST). The original concept proposed to establish 704 miles of connecting trails through Virginia, Pennsylvania, Maryland and Washington D.C. The Act establishing the Potomac Heritage National Scenic Trail states that no lands outside the exterior boundaries of any federally administered area may be acquired by the federal government for the Trail, making local initiatives extremely vital to completing the Trail. To date, approximately 300 miles of the Potomac Heritage National Scenic Trail have been designated.

In the Summer of 2001, the National Park Service entered into a cooperative agreement with the Northern Virginia Regional Commission (NVRC) to identify practical opportunities for development of the PHNST in Prince William and Fairfax Counties. NVRC staff, with considerable assistance and guidance from local government staff, developed the recommendations contained within this report. The recommended alignment and potential alternative alignments for the PHNST are based on local government plans, studies and field work conducted by NVRC.

HOW TO USE THIS REPORT

The information contained within this report represents a snapshot of the conditions and status of the Potomac Heritage National Scenic Trail

in Prince William County. Circumstances along the corridor will change from day to day, as will cost estimates for construction (see Appendix A for Cost Estimate Methodology) and the viability of routing a trail within certain areas in the County. Anyone interested in a particular section of the trail should consult one or more of the following agencies or organizations: the Prince William County Department of Planning and Zoning; Prince William County Department of Public Works; the Prince William County Park Authority; Virginia Department of Conservation and Recreation, U.S. Fish and Wildlife Service; or the National Park Service (contact information is listed in Appendix D). All of these agencies have some jurisdiction and oversight of the PHNST in Prince William County.

This report has divided the PHNST corridor in Prince William County into two segments. Each segment begins with a chart that provides a summary of the trail corridor, providing information on trail length, status of planning, trail surface type, major water bodies that are crossed, where to find the trail section on U.S. Geological Survey maps (7.5 minute quadrangles), and a list of the major parks and attractions that could be connected by the trail. Each section also provides a written description of the recommended alignment, as well as any alternative alignments followed by a brief discussion of the opportunities and issues that exist within the corridor. The chapter concludes with a summary of the immediate next steps that need to be taken to achieve construction of the trail in Prince William County.

Each section also includes an aerial photograph of the trail corridor, a detailed map and a spreadsheet that summarizes the specific costs, status and elements that need to be constructed before the trail is considered completed. Each trail element has an index number that can be cross referenced to the adjoining map. The cost estimates do not take into account any funds that may be needed for land acquisitions or the purchase of easements.

The Trail at a Glance

TRAIL CHARACTERISTICS

TRAIL CORRIDOR: Stafford/Prince William County Boundary to Harpers Ferry, West Virginia

LENGTH: 121.73 Miles (81.87 Planned, 39.86 Existing)

Arlington - 8.94 (Existing)

Alexandria - 4.38 Miles (Existing)

Fairfax - 41.69 Miles (25.272 Existing, 16.42 Planned)

Loudoun - 45.56 Miles (.78 Existing, 44.77 planned)

Prince William - 21.17 (.49 Existing, 20.68 planned)

TRAIL SURFACE TYPES: Paved Asphalt - 49 Estimated Miles

Stone Dust - 27 Estimated Miles

Natural - 44 Estimated Miles

PUBLIC PARK LINKAGES: Locust Shade Park, Prince William Forest National Park, Leesylvania State Park, Occoquan Bay NWR, Veterans Memorial Park, G.W. Parkway, Potomac Overlook, Oronoco Bay, Founders, Torpedo Factory, Waterfront, Potomac View, Jones Point, Fort Hunt, Washington Mill, Grist Mill

PRIMARY TRAIL LINKAGES: Chain Bridge, Custis Lee, Key Bridge, Theodore Roosevelt Bridge, Memorial

Bridge, 14th Street Bridge, Four Mile Run, Eisenhower Avenue/Cameron Run

PROMINENT HERITAGE, AND CULTURAL LINKAGES: Rippon Lodge, Potomac Overlook, Fort C.F. Smith, Theodore Roosevelt Island, Arlington Cemetery, Arlington House, Numerous Sites in Old Town Alexandria, Jones Point, Dyke Marsh, River Farm, Fort Hunt, Mt. Vernon

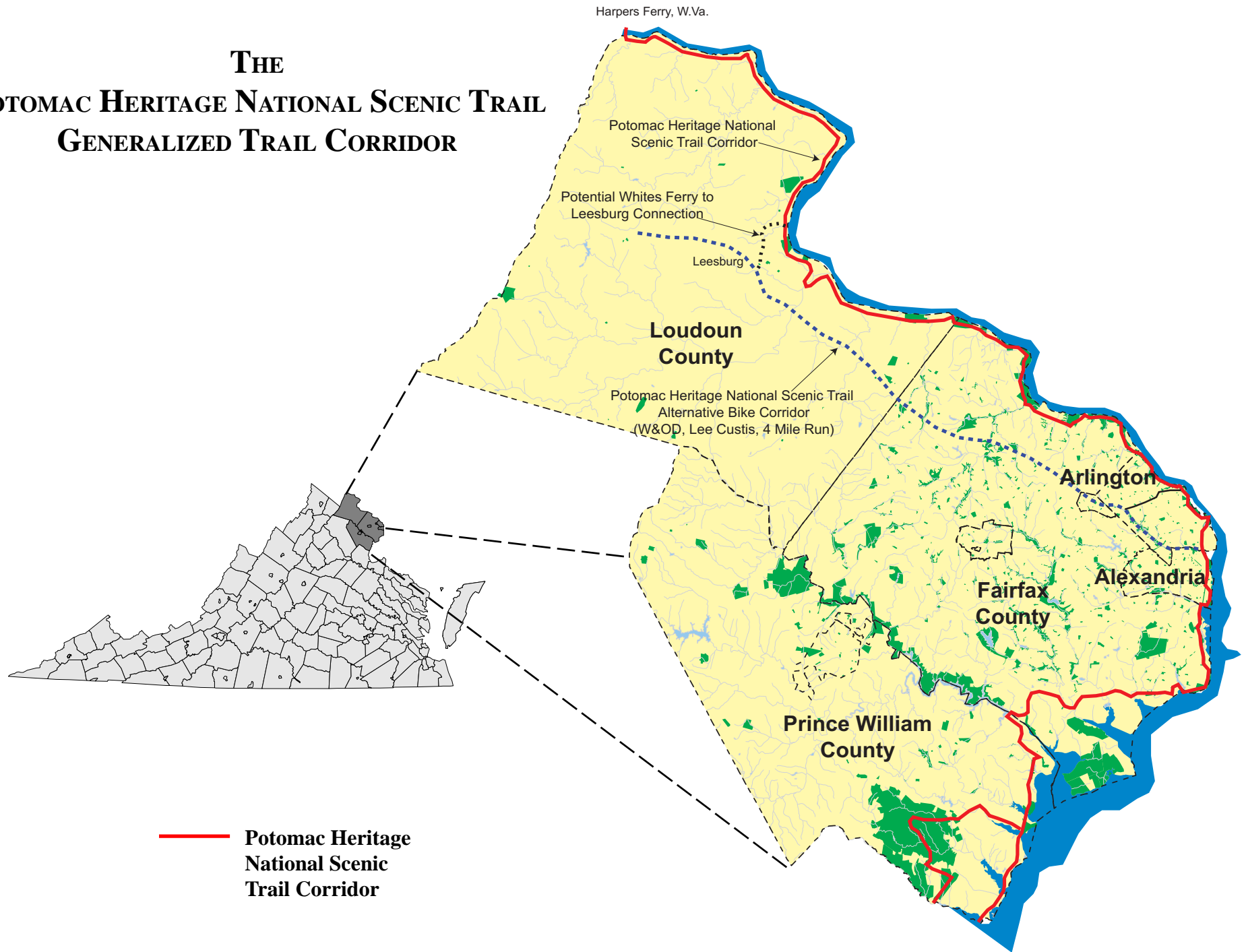
COUNTY BY COUNTY SUMMARY

	Mileage	Percent	Estimated Cost ¹	Avg. Cost Per Mile
City of Alexandria				
Trail Completed	4.38	100%		\$ -
Trail Planned	0	0%	\$ -	\$ -
Total	4.38	100%	\$ -	\$ -
Arlington County				
Trail Completed	8.94	100%		\$ -
Trail Planned	0	0%	\$ -	\$ -
Total	8.94	100%	\$ -	\$ -
Fairfax County				
Trail Completed	25.27	61%		\$ -
Trail Planned	16.42	39%	\$ 5,751,439	\$ 350,369
Total	41.69	100%	\$ 5,751,439	
Loudoun County				
Trail Completed	0.78	2%		\$ -
Trail Planned	44.77	98%	\$ 7,699,388	\$ 171,959
Total	45.56	100%	\$ 7,699,388	
Prince William County*				
Trail Completed	0.49	2%		\$ -
Trail Planned	27.37	98%	\$ 6,880,333	\$ 251,395
Total	27.86	100%	\$ 6,880,333	
Northern Virginia Corridor				
Trail Completed	39.86	31%		\$ -
Trail Planned	88.56	69%	\$ 20,331,160	\$ 229,579
Total	128.42	100%	\$ 20,331,160	

*Prince William Estimate is for the Recommended Shoreline alignment.

¹ Does not include land acquisition costs, but does include estimated costs for bridges and signage.

THE POTOMAC HERITAGE NATIONAL SCENIC TRAIL GENERALIZED TRAIL CORRIDOR



The PHNST in Prince William County

TRAIL CHARACTERISTICS

TRAIL CORRIDOR:	Stafford County Boundary to Fairfax County Boundary
LENGTH:	Prince William - 21.17 Recommended Shoreline Alignment (.49 Existing, 20.68 planned)
COST ESTIMATE	
FOR COMPLETION:	\$6,880,333 (Approx. \$332,727 per mile).
PUBLIC PARK LINKAGES:	Locust Shade Park, Prince William Forest National Park, Leesylvania State Park, Julie Metz Wetland Bank, Neabsco Eagles Park, Occoquan Bay NWR, Veterans Memorial Park,
COMMUNITY LINKAGES:	Town of Quantico, Cherry Hill, Montclair, Southbridge, Townes of Newport, Newport, Powells Landing, Rippon Landing, Dawson Landing, Riverside Station, Featherstone Farms, Featherstone Shores, Belmont Bay, Woodbridge, and the Town of Occoquan.
PRIMARY TRAIL LINKAGES:	Trail systems within Locust Shade, Prince William Forest, Leesylvania State, Veterans Memorial parks, Occoquan Bay NWR, and Belmont Bay development.

Property Ownership Status Within the PHNST Corridor

Recommended Shoreline Alignment Summary			
Ownership Designation	Segment Length (Feet)	Miles	Percent of Total Segment Length
Private	15,910	3.01	15.06%
Public/Existing	86,590	16.40	81.98%
Easement	3,118	0.59	2.95%
Segment Length	105,618	20.00	100.00%

Alternative Prince William Forest Loop Alignment Summary			
Ownership Designation	Segment Length (Feet)	Miles	Percent of Total Segment Length
Private	17,876	3.39	12.15%
Public/Existing	121,247	22.96	82.42%
Easement	7,991	1.51	5.43%
Segment Length	147,114	27.86	100.00%

SUMMARY AND RECOMMENDATIONS

With over 87% of the alternative Prince William Forest Loop Trail corridor either already in existing trail, proffered easements or within the public domain, the establishment of the PHNST in Prince William County is extremely close to becoming a reality. While resolving the issues of routing the trail through or around the remaining private land holdings and linking with the planned corridors in Stafford and Fairfax County will remain somewhat problematic, they do not seem insurmountable at this juncture.

The preferred route of the PHNST remains along a corridor that closely parallels the CSX right-of-way and the Potomac River shoreline. A large percentage (almost 68%) of this corridor is also in the public domain or secured by easements. The County continue to act to secure this corridor as opportunities arise to acquire public access. However, the shoreline route still remains

stalled due to the trail corridor's proximity to the CSX railroad tracks and the recent efforts by the U.S. Department of Defense to limit public access to the Quantico Marine Corps installation. For the short term, County efforts to establish the PHNST might prove to be more effective if the alternative, Prince William Forest Loop route is pursued in the interim.

A number of exciting loop trails and intercounty connections present very good opportunities for developing trail amenities in Prince William County. If an easement is dedicated along the Dominion utility right-of-way through Newport Village the establishment of a loop trail in the Leesylvania State Park area is very close to fruition. On a larger scale, the implementation of a continuous public trail corridor that links the existing trail in Belmont Bay to Occoquan Bay NWR, Veterans Memorial Park, Rippon Lodge, the Julie Metz Wetland Bank, Leesylvania State Park, Prince William National Forest and Locust Shade Park is also very close to becoming a reality.

While opportunities abound in Prince William County, there remain numerous steps that need to be undertaken before the PHNST can be completely constructed. Some of these steps have been summarized below, and ranked by priority from those items that need immediate attention to the issues that can be addressed in the future. The list of items was developed through consultation with staff from the Prince William County Park Authority, Prince William County Planning Office, Leesylvania State Park, U.S. Fish and Wildlife Service, and Prince William Forest National Park. The priority items include:

IMMEDIATE ACTIONS

1. Secure public access easement for Dominion right-of-way through Newport Village.
2. Identify sources of funding, in-kind services and volunteer resources to begin construction of the Leesylvania loop trail.
3. Incorporate the recommended, alternative and loop trail alignments for the PHNST into the Prince William County Comprehensive Plan.

4. With assistance from NVRC staff, research opportunities to identify new sources of funding for trail construction.
5. Work with the Montclair Homeowners Association and the Four Seasons developer to identify a suitable route for the PHNST between the proffered easement in Four Seasons and Route 234.
6. Initiate discussions with VRE concerning access to Occoquan Bay NWR through the Rippon Landing VRE station platform.
7. Ensure that appropriate trail connections are made along Rippon Landing Boulevard.

INTERMEDIATE ACTIONS

1. Monitor status of Kramer property to ensure an easement is secured adjacent to Powell's Creek.
2. Complete construction of trail between Rippon Landing Park and Neabsco Eagles Park.
3. Complete construction of trail between Neabsco Eagles Park and Leesylvania State Park.
4. Identify a suitable trail route between Veterans Memorial Park and the southern section of Occoquan Bay NWR.
5. Upgrade/enhance existing trail segments along Rippon Landing Boulevard.

FUTURE ACTIONS

1. Initiate discussions with CSX concerning co-use of their right-of-way in designated areas and use of their existing and/or future train bridges for trail crossings.
2. Continue to work with VDOT to construct trail adjacent to Route 123 between Belmont Bay and the Fairfax County line.
3. Work with appropriate agencies to identify a suitable route for the PHNST between Southbridge development and the Town of Quantico.
4. Initiate discussions with Marine Corps concerning access to Russell Road and the Chopawomsic Creek trail.
5. Identify a suitable route along Powells Creek and ensure connections between public lands and easements.

STAFFORD COUNTY LINE TO LEESYLVANIA STATE PARK

Length:	9.85 Miles (Recommended Shoreline Alignment) 17.17 Miles (Prince William Forest Loop)
Status:	All Alignments Planned
Trail Type:	Varying Surface Types - 10' paved asphalt and natural surface
USGS Quadrangles:	Quantico, Indian Head
Water Body:	Potomac River, Quantico Creek, Powells Creek, Neabsco Creek
Linkages:	Planned Greenway Trails at Powells Creek and Neabsco Creek; Planned Dominion utility corridor trails; Leesylvania State Park

IV. THE PHNST Segment IN PRINCE WILLIAM COUNTY 1

OVERVIEW

In response to the attacks on America on September 11, 2001, United States military installations have been put on high alert and public entry has been substantially limited. As a result, an alternative route for the Potomac Heritage National Scenic Trail has been incorporated into the analysis of the segment that would have originally been routed through the Quantico Marine Corps Base. Additionally, between the Town of Quantico and the Featherstone national Wildlife Refuge, a proposed "shoreline" alignment will cross three creeks - Quantico, Powells and Neabsco. Every crossing will require substantial improvements to the existing railroad bridges or new structures to provide safe and separate pedestrian access. These substantial improvements will make these segments quite costly, which may also be reason to look at alternative loops that can tie in heritage resources that are west of the Potomac River shoreline. The most significant resources in the interior of this segment include Prince William Forest National Park, Locust Shade Park, the Town of Dumfries, and Rippon Lodge.

RECOMMENDED ALIGNMENT

The preferred route from the Stafford County line enters onto Quantico Marine Corps Base and follows the eastern side of the Route 1 right-of-way north to Russell Road. Turning east on Russell Road, the trail would be located in the right-of-way south of Russell Road, turning north at Barnett Avenue until reaching Potomac Avenue on the outskirts of the Town of Quantico. At Potomac Avenue, the trail would turn slightly east to parallel the CSX railroad right-of-way and continues north to Quantico Creek. At Quantico Creek the trail would either 1) cross over the embayment utilizing the existing railroad bridge; or 2) cross over the embayment using a newly constructed bridge.

On the north shore of Quantico Creek the trail continues along the western side of the CSX right-of-way passing Dominion's Possum Point Plant. Following the CSX right-of-way north of the Cockpit Point Petroleum facility, the trail avoids privately held lands on the shoreline by following Cockpit Point Road right-of-way. Looping to the west and then turning again north the trail would enter the

proposed Southbridge development, where the trail is to be incorporated into the final site plans. At Powells Creek, as at Quantico Creek, the trail would either utilize the existing railroad bridge or require a new crossing.

On the north banks of Powells Creek the trail would enter into Leesylvania State Park. In the park connecting trails that take users to the Potomac Shoreline and other park facilities could be utilized. The main course of the trail can follow two paths through Leesylvania State Park. The first alternative would roughly follow the park entrance road and would connect with Neabsco Road and then turn west following the road right-of-way until turning north again at the Prince William County Park Authority's Neabsco Eagles Park.

The second alternative is to stay east of the CSX right-of-way to the south bank of the Neabsco Creek and to cross the embayment by either using the existing railroad bridge or building a new facility.

Prince William Forest Loop Alignment

A good opportunity exists to provide an alternative loop trail that would bring trail users through Prince William Forest National Park and back along Powells Creek to Leesylvania State Park. Where the recommended trail corridor leaves the Dominion utility right-of-way near Locust Shade Park, the trail would continue north through Locust Shade Park until reaching Route 619. At Route 619, the trail would turn west following the road right-of-way to the entrance of Prince William Forest National Park. The trail would turn north and proceed through Prince William Forest using both new and existing trail networks. Where the trail exits Prince William Forest at Route 234, the trail would turn east again and utilize the newly planned trail that will parallel Route 234. The trail would continue east until reaching the entrance to Montclair, where it would cross Route 234 and enter into the Montclair development. Using the existing sidewalks in Montclair the trail would follow Country Club Drive, then turn east on Waterway Drive. At Northgate Drive the trail would turn east again and follow the existing sidewalks until reaching a small public park at Powells Creek.

Ideally the trail would follow Powells Creek all the way to Leesylvania State Park. The Prince William County Park Authority has a proffered easement on the Four Seasons property adjacent to Montclair and is seeking the same from KSI along the creek within their planned developments further east. A challenge in this corridor is finding a suitable route through the Montclair Golf Course and/or through some of the private properties that are adjacent to Powells Creek and the Four Seasons development.

Leesylvania Loop Trail

Another good opportunity to place trail on the ground in the short term has been identified in the

vicinity of Leesylvania State Park. As currently conceived the Leesylvania Loop Trail would utilize existing public lands owned by the Commonwealth (Leesylvania State Park) and by Prince William County along the Powells and Neabsco Creek shorelines. The trail would also utilize easements being sought from KSI to pass through the planned residential development adjacent to Powells Creek. To loop back to the Neabsco Eagle Park, the existing Dominion utility right-of-way could be utilized. At Neabsco Road the trail would pass over to the north and enter into the Julie Metz Wetlands Bank to take advantage of the existing trail network within these public lands. The total loop would consist of just under 5 miles of trail.

OPPORTUNITIES & ISSUES

- Recommend that Prince William and Stafford Counties, the City of Fredericksburg, the National Park Service and other interested organizations work with CSX officials to study the feasibility of aligning the PHNST along some portions of the CSX railroad right-of-way from the City of Fredericksburg to the Fairfax County line.
- If a trail alignment is allowed within the Quantico Marine Corps Base, Prince William County should work with the Town of Quantico and private landowners located on C Street to ensure adequate right-of-way for the PHNST on the east side of the CSX railroad tracks.
- Study the suitability of routing a trail along Possum Point Road from the utility corridor right-of-way west of Cockpit Point Road to the Dominion Power Plant. Work with VDOT to examine the suitability of locating pedestrian/bicycle facilities on the existing Possum Point Road bridge crossing the CSX railroad tracks.
- Recommend that Prince William County and the National Park Service work with Dominion to study alignments for the Potomac Heritage Trail through the Possum Point Power Plant area, and through the contiguous lands to the north.
- Encourage Prince William County and the National Park Service to work with Sun Refining and Marketing, Inc. to determine a suitable route for the PHNST through the asphalt terminal on Cockpit Point.
- Recommend that Prince William County continue to encourage the developers of the Cherry Hill peninsula (Southbridge) to incorporate the PHNST into their plans, and to provide trail linkages and access locations (including potential parking).
- Recommend that the Virginia Department of Conservation and Recreation include the PHNST in the Master Plan for Leesylvania State Park, making provisions for trail linkages and access locations.
- If the Prince William Forest National Park loop trail is pursued, a suitable connection between the sidewalk trails in Montclair and the existing easement within the Four Seasons development must be determined.

POTOMAC HERITAGE NATIONAL SCENIC TRAIL
Prince William County Corridor Assessment
Map 1 - Trail Construction Cost Estimates

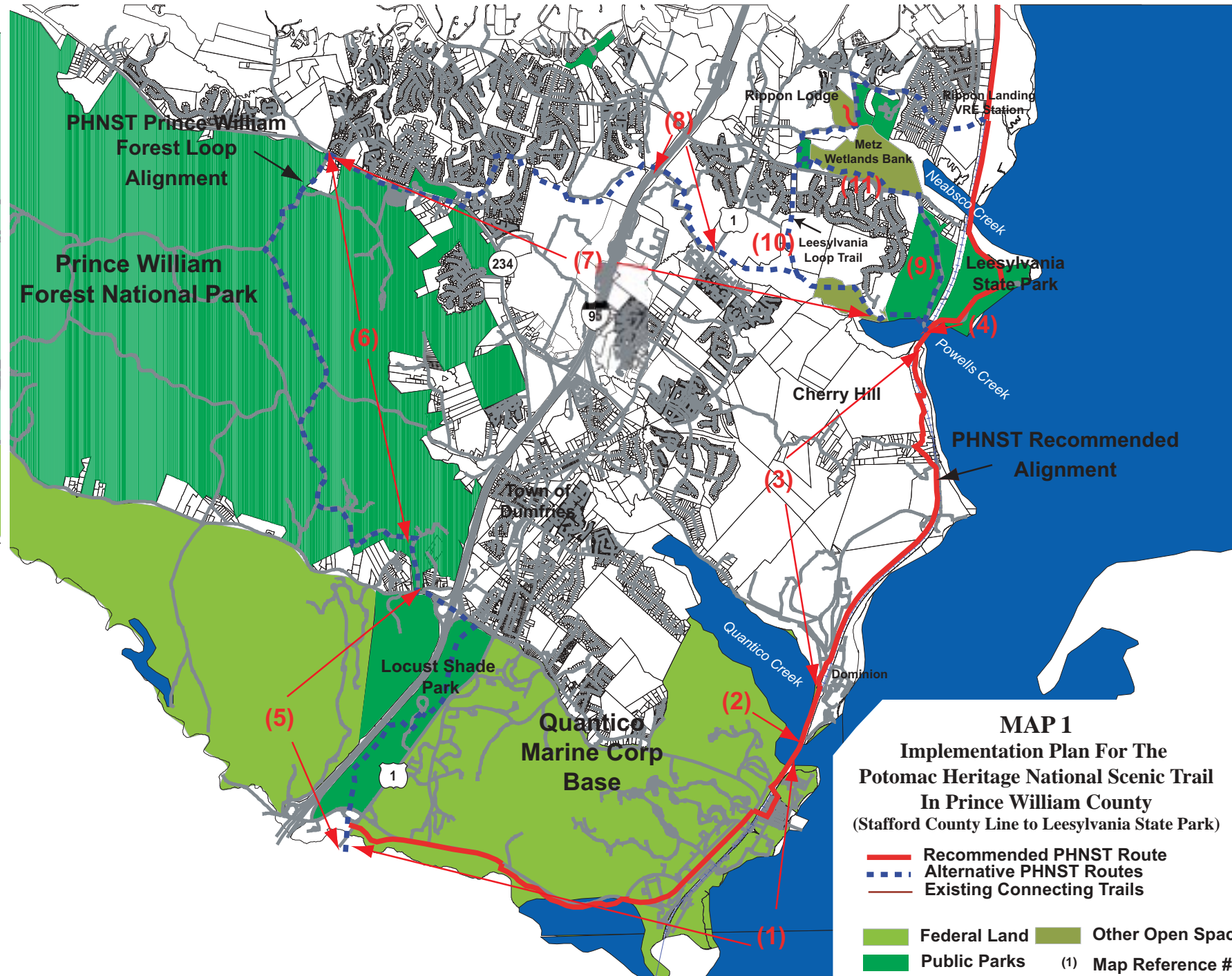
TRAIL SEGMENTS	FEET	COST (est.)	MILEPOSTS ¹					Map ref. #	COMMENTS / DESCRIPTION
			A	B	C	D	E		
Map 1 Stafford County Line to Leesylvania State Park									
Recommended Shoreline Alignment									
<i>Stafford County Line to Possum Point</i>	27,300	\$ 1,303,100						1	Asphalt 10' wide multi-use trail. Corridor begins at Chopawamsic Creek and proceeds through the Town of Quantico to Quantico Creek. Corridor is aligned within the CSX right-of-way, which necessitates the establishment of fenced or landscaped barriers for the entire length (adding approximately \$128,000 to the total costs of this segment).
<i>Large Bridge over Quantico Creek</i>	1,573	\$ 1,179,750						2	If a pedestrian structure cannot be affixed to the existing CSX bridge, a new large bridge is needed to cross over Quantico Creek.
<i>Possum Point to Powells Creek</i>	22,066	\$ 1,057,102						3	Asphalt 10' wide multi-use trail. Corridor continues to follow the CSX right-of-way, necessitating the establishment of fenced or landscaped barriers for the entire length (adding approximately \$211,000 to the total costs of this segment).
<i>Large Bridge over Powells Creek</i>	1,045	\$ 783,750						4	If a pedestrian structure cannot be affixed to the existing CSX bridge, a new large bridge is needed to cross over Powells Creek.
Subtotal	51,984	\$ 4,323,702							
Amenities									
<i>Large Sign</i>	3	\$ 600							Placed at major access point(s). Town of Quantico, Possum Point Road, and Cherry Hill.
<i>Small Trail Sign</i>	26	\$ 2,599							Placed every 2,000 feet.
Sub-total		\$ 3,199							
Total Cost Recommended Shoreline Alignment		\$ 4,326,901							
Prince William Forest Loop									
<i>Stafford County Line to Prince William Forest Park (south entrance)</i>	18,050	\$ 868,350						5	Crushed stone 6' wide multi-use trail. Corridor begins at Chopawamsic Creek and an existing utility ROW. Proceeds along existing trails in Locust Shade before exiting and turning east adjacent to Rt. 619. Cost estimate could be reduced substantially if existing trails are used and not upgraded.
<i>Prince William Forest Park (south entrance to Rt. 234)</i>	28,628	\$ 916,096						6	Cost estimate for a new grade separated crushed stone 6' wide multi-use trail that would run adjacent to the entrance road and continue along existing natural surface trail corridors in the northern area of the park. Cost estimate could be very low if existing trails and an on-road route are utilized.
<i>Prince William Forest Park to Leesylvania State Park Entrance I-95 and Route 1 Crossings</i>	44,028	\$ 1,012,644						7	Natural surface trail. Cost estimate includes substantial grading in some areas of the corridor.
	TBD	TBD						8	
Total Cost Prince William Forest Loop	90,706	\$ 2,797,090							
Potential Leesylvania Loop									
<i>Entrance of Leesylvania Park to Powells Creek</i>	6,312	\$ 129,396						9	Grade separated crushed stone surface trail and grading.
<i>Powells Creek to Neabsco Road & the existing PWPA Property</i>	12,600	\$ 352,800						10	Natural surface trail with engineering, grading costs included.
<i>Existing PWPA property to Entrance Leesylvania State Park</i>	6,970	\$ 223,040						11	Crushed stone surface. Could be substantially cheaper if existing trail are utilized. Includes grading and engineering costs.
Total Cost Leesylvania Loop	25,882	\$ 705,236							

¹Mileposts:

- A: Segment in a local comprehensive plan (including determination of a final alignment)
- B: Preliminary engineering completed (including environmental, historic and cultural resource reviews)
- C: Property acquisition completed (including appraisal & negotiations)
- D: Final design (including surveying, structural design & inspections)
- E: Construction

Milepost Status Codes:

- X = completed
- U = underway
- \$ = funded
- O = on hold pending administrative/regulatory action

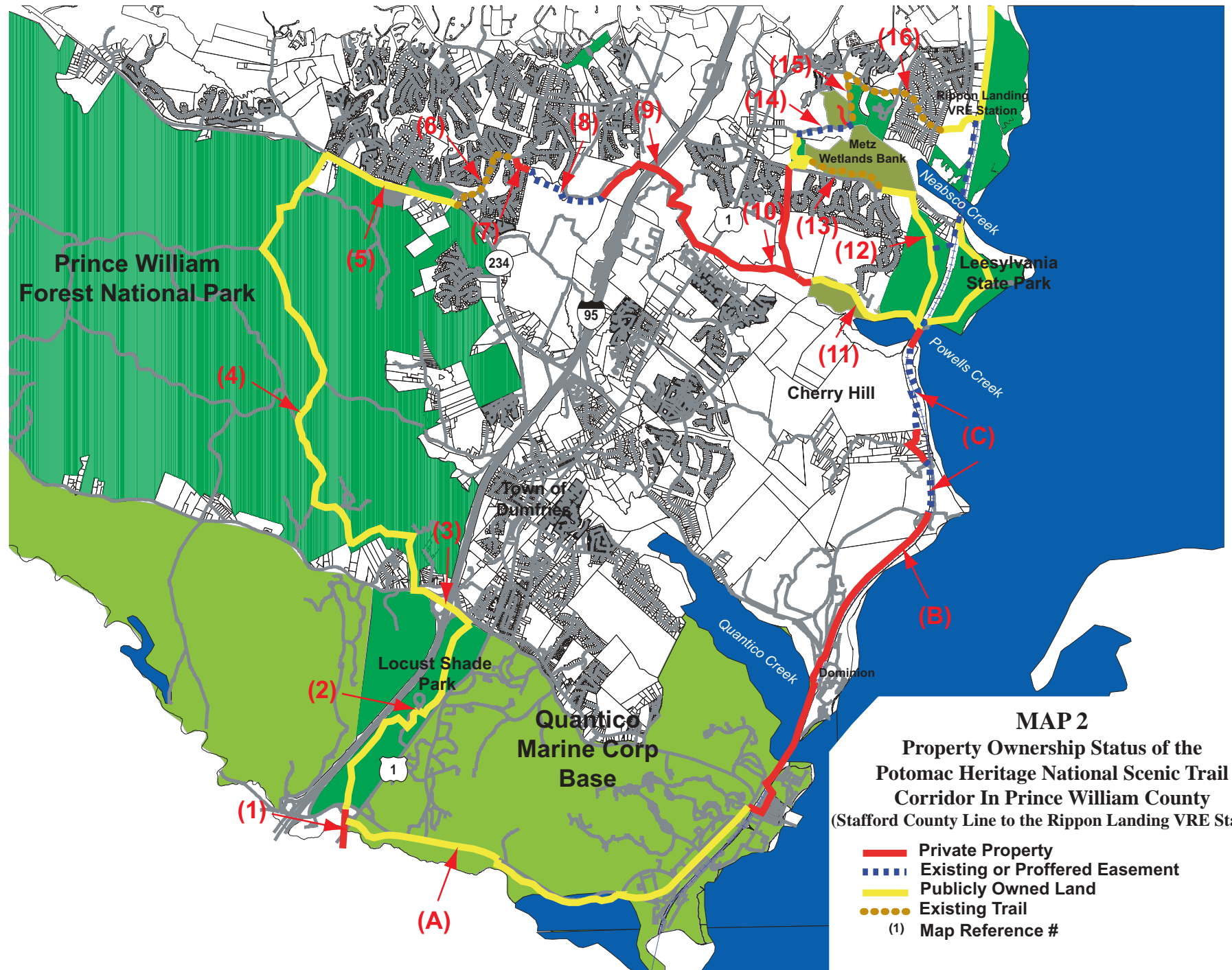


POTOMAC HERITAGE NATIONAL SCENIC TRAIL

Map 2 - Property Ownership Status of the Recommended and Alternative Trail Corridors Stafford County Line to Rippon Landing VRE Station

Recommended Alignment (Shoreline Corridor)			
Map Index Number	Ownership Designation	Segment Length (Feet)	Description
A	Public	28,200	Public lands located within Quantico Marine Corps Base. Some trail exists along Chopawamsic Creek.
B	Private	15,910	Private lands through the Town of Quantico, along the CSX railroad right-of-way and through the Cherry Hill area.
C	Easement	6,156	Proffered Easement. Southbridge development has proffered a trail easement with location to be determined upon submittal of site plan.
Total	Corridor Length	50,266	
Segment Summary			
Ownership Designation	Segment Length (Feet)	Miles	Percent of Total Segment Length
Private	15,910	3.01	31.65%
Public	28,200	5.34	56.10%
Easement	6,156	1.17	12.25%
Segment Length	50,266	9.52	100.00%

Prince William Forest Loop Alternative			
Map Index Number	Ownership Designation	Segment Length (Feet)	Description
1	Private	2,117	Dominion utility right-of-way. From the Stafford County boundary north to the southern boundary of Locust Shade Park, the proposed trail corridor would be located within the Dominion utility right-of-way.
2	Public	12,512	Locust Shade Park. Property owned and managed by Prince William County Park Authority. Could utilize some of the existing trail network.
3	Public	3,267	Virginia Department of Transportation right-of-way. Route 619 right-of-way between Locust Shade Park and Prince William Forest Park to be utilized as potential trail corridor. Must be a grade separated facility.
4	Public	28,405	Prince William Forest Park. Property owned and managed by the National Park Service. Most of the proposed alignment does not utilize existing trails, but follows existing access roads.
5	Public	6,941	Virginia Department of Transportation right-of-way. The proposed trail adjacent to Route 234, between Prince William Forest and Country Club Drive (entrance to Montclair), will utilize the proposed trail facility planned during the expansion and improvement of Route 234.
6	Public	4,247	Local street and sidewalk network. From the entrance of Montclair to Powell's Creek the proposed trail will follow Waterway Drive to Northgate Drive to the point where Powell's Creek intersects.
7	Private	1,116	Between the Four Seasons development and Country Club Drive the trail will have to transverse the Montclair Golf Course and Country Club.
8	Easement	3,774	Easement. Corridor has been secured from Four Seasons Development along Powell's Creek.
9	Private	10,985	Private property parcels. 1 parcel west of I-95, 2 to the east. Republic properties rezoning currently before Board of Supervisors with easement requested along Powell's Creek (50 feet).
10	Private	3,658	Private property. Easement being sought from KSI entire distance of Powell's Creek to Prince William County property as well as north along the utility right-of-way (for the Leesylvania loop trail).
11	Public	6,218	Public land. Parcel owned by Prince William County. A very small private parcel exists between this parcel and Leesylvania State Park.
12	Public	10,186	Public lands. Trail would be within the boundaries of Leesylvania State Park and in VDOT right-of-way adjacent to Neabsco Road.
13	Public	3,810	Utilize existing trails in the Julie Metz Wetlands bank.
14	Easement	3,117	Prince William County Service Authority right-of-way.
15	Public	1,879	Rippon Landing Park. Could possibly utilize existing trails within this public park.
16	Public	8,424	Local road right-of-way or local trail network. On road trail adjacent to Rippon Boulevard to VRE Station. (Portions of this are still under construction)
Total	Corridor Length	110,656	
Segment Summary			
Ownership Designation	Segment Length (Feet)	Miles	Percent of Total Segment Length
Private	17,876	3.39	16.15%
Public	85,889	16.27	77.62%
Easement	6,891	1.31	6.23%
Segment Length	110,656	20.96	100.00%



LEESYLVANIA STATE PARK TO FAIRFAX COUNTY LINE

Length:	10.83 Miles
Status:	All Alignments Planned
Trail Type:	10' paved asphalt multi-use trail
USGS 7.5 Map:	Quantico, Indian Head, Occoquan, Fort Belvoir
Water Body:	Potomac River, Farm Creek, Marumsco Creek, Occoquan Bay, Belmont Bay.
Linkages:	Leesylvania State Park, Featherstone NWR, Veterans Memorial Park, Occoquan Bay NWR, Town of Occoquan

IV. THE PHNST Segment IN PRINCE WILLIAM COUNTY 2

RECOMMENDED ALIGNMENT

The preferred alignment for the PHNST would exit Leesylvania State Park near the entrance road, cross over Neabsco Road and proceed west along the northern edge of the road right-of-way. The trail would connect with the existing trail network within the Julie Metz Wetlands Bank, utilizing the most direct trail to the western edge of the property. Turning slightly north, the trail corridor would skirt the north edge of the existing ballfields and continue west until reaching the eastern edge of the existing utility right-of-way. The terrain in this area becomes perennially wet; therefore a more detailed assessment would be required to determine if an on-ground trail or an elevated trail would be needed to cross from the south to northern edge of Neabsco Creek. As the trail corridor approaches Blackburn Road it would turn east again and follow an existing utility maintenance road until reaching the turn in Blackburn Road where the entrance to Rippon Lodge is located. A loop trail into Rippon Lodge would be an ideal addition here.

From Rippon Lodge, the corridor would pass through the existing public park, Rippon Landing, until reaching Rippon Boulevard. Turning east, the corridor would follow Rippon Boulevard to the existing Virginia Railway Express (VRE) Rippon Landing Station. Utilizing the existing VRE pedestrian crossover, the trail could pass to the east of the train tracks and turn north, travelling along an existing roadbed within Featherstone National Wildlife Refuge (NWR). Travelling parallel with the train tracks the trail would exit Featherstone NWR near Featherstone Road, cross to the west of Veterans Road and continue north along the existing sidewalk. To adequately accommodate multiple uses, the sidewalk facility should be upgraded to at least a 6 foot width.

Utilizing new and existing trails, the PHNST would continue north through Veterans Memorial Park before crossing over Marumsco Creek in the vicinity of the Davidson Beach Industrial Park. At this juncture,

a loop trail could be established that would bring hikers into the Mason Neck Wildlife Refuge (formerly the Harry Diamond Laboratory site). Utilizing an existing access road on the western boundary of the Occoquan Bay NWR, the PHNST would connect with a segment of trail that has been preferred and in some places already built within Belmont Bay. The Belmont Bay trail would bring the corridor west along the southern shoreline of the Occoquan River, exiting the development in the proximity of the Golf Course near Belmont Bay Drive. Two options exist from this point - 1) continue along Belmont Bay Drive to a point where the new Gordon Avenue (Route 123) interchange is being developed; or 2) build an elevated bridge to connect the trail with a narrow peninsula of land that stretched into the Occoquan River and connects to the western edge of Belmont Bay development, then turn south and connect with Gordon Avenue. From Gordon Avenue, the PHNST would follow a roadside trail to the Town of Occoquan (which presents another loop trail opportunity) and into Fair-

fax County on the newly planned Route 123 bridge. Developing a loop trail through the Town of Occoquan would be an attractive addition.

ALTERNATIVE ALIGNMENT

If a pedestrian structure could be adhered to the existing (or a new) CSX bridge crossing Neabsco creek this facility would provide a shorter route and an ideal alignment directly into the Featherstone National Wildlife Refuge from Leesylvania State Park. However, a few private parcels along the south side of Neabsco Creek would require easements.

OPPORTUNITIES AND ISSUES

- Study the feasibility of widening the existing sidewalk along Featherstone Road an Veterans Drive to a minimum of 6 feet.
- Develop an MOU to permit use of the U.S. FWS access road along the western boundary of the Mason Neck NWR (former Harry Diamond Labs site).
- Suggest Prince William County work with VDOT to determine the suitability of placing the Potomac Heritage Trail on Route 123 right-of-way from the planned new interchange at Route 1 to the Fairfax County line.
- Recommend Prince William County to work with the Virginia Railway Express to permit weekend use of existing commuter parking lots and to permit access from the existing Rippon Laniding platform to a future trail alignment within Featherstone NWR.

POTOMAC HERITAGE NATIONAL SCENIC TRAIL
Prince William County Corridor Assessment
Map 3 - Trail Construction Cost Estimates

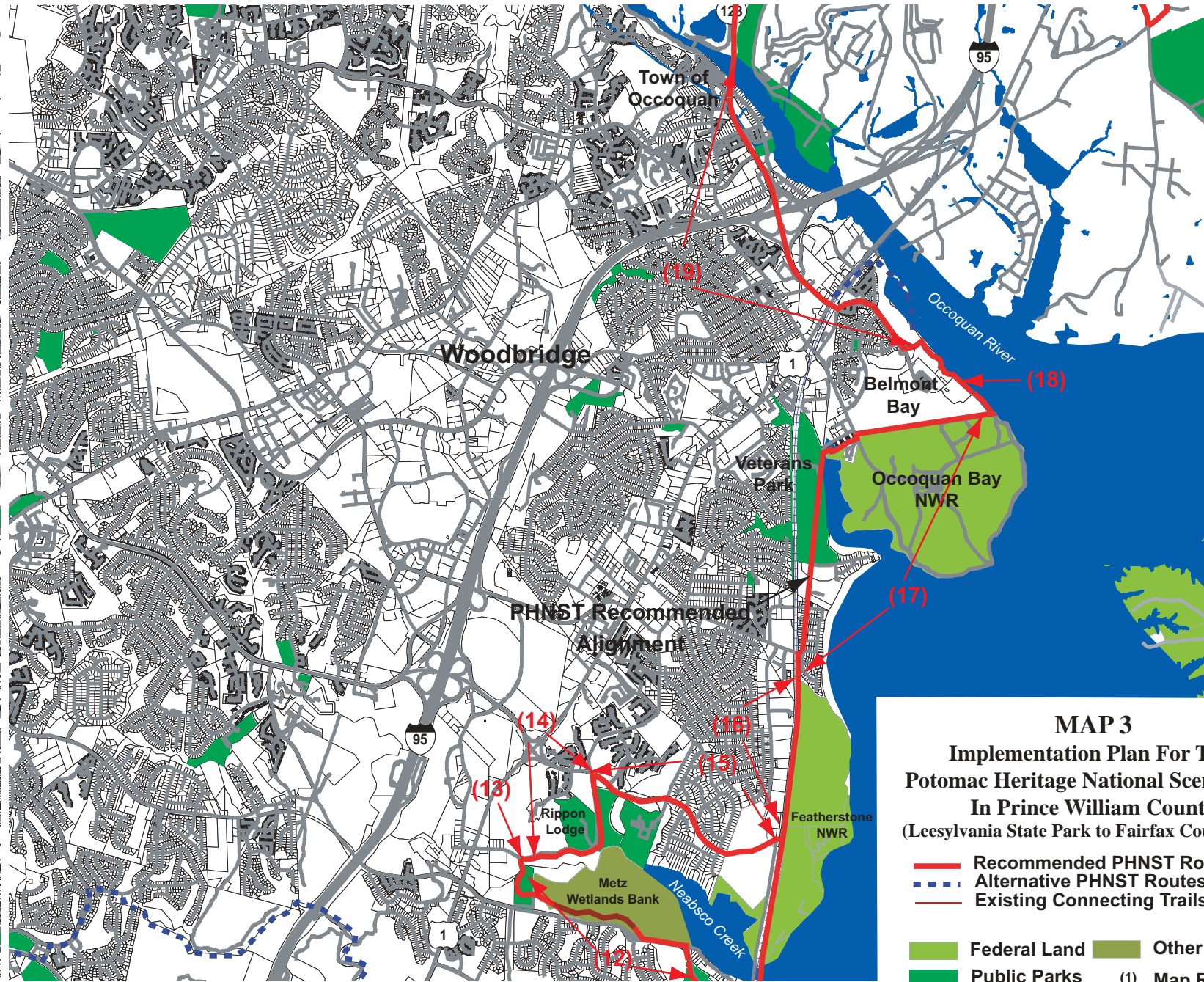
TRAIL SEGMENTS	FEET	COST (est.)	MILEPOSTS ¹					Map ref. #	COMMENTS / DESCRIPTION
			A	B	C	D	E		
Map 3 Leesylvania State Park to Fairfax County Line									
Recommended Alignment									
<i>Leesylvania State Park Entrance to Neabsco Creek</i>	6,280	\$ 128,740						12	Crushed stone surface (6' wide). The trail follows closely to Neabsco Road and could utilize existing trail segments within the Metz Wetlands Bank.
<i>Boardwalk/elevated trail over Neabsco Creek</i>	1,000	\$ 750,000						13	The marshy land between the existing north edge of the existing ballfields and the sewer right-of-way on the north bank of Neabsco Creek will require an elevated surface.
<i>Neabsco Creek to Rippon Boulevard</i>	5,398	\$ 164,639						14	Natural surface trail following the utility right-of-way into Featherstone park where it could connect with existing trails to Rippon Boulevard.
<i>Rippon Boulevard to Rippon Landing VRE Station</i>	7,577	\$ 276,561						15	Asphalt 10' wide multi-use trail. This trail will run parallel to Rippon Boulevard to the VRE Station cross over.
<i>Rippon Landing VRE Station to Featherstone Road</i>	6,306	\$ 126,120						16	Crush stone surface trail - cost estimate includes grading of existing road bed, but no engineering or survey costs.
<i>Featherstone Road to Belmont Bay</i>	14,500	\$ 569,250						17	10' asphalt trail. Cost estimate includes survey and engineering, grading and some stump and clearing costs (\$40,000). Some of the alignment includes existing grades and trail.
<i>Belmont Bay Trail</i>	2,613	\$ 135,375	x	x	x	x	x	18	Existing 10' asphalt trail.
<i>Belmont Bay to Fairfax County Boundary</i>	13,525	\$ 533,663						19	Cost estimate does not include existing trail in Belmont Bay. Assumes utilizing construction of bridges over Route 1 and Occoquan River by VDOT along Route 123.
<i>Subtotal</i>	57,199	\$ 2,548,972							
Possible Trail Amenities									
<i>Large Sign</i>	8	\$ 1,600							Placed at major access point(s). Leesylvania State Park, Featherstone VRE station, Featherstone Road, Veterans Park, Woodbridge NWR, Route 1, and two signs in the Town of Occoquan.
<i>Small Trail Sign</i>	29	\$ 2,860							Placed approximately every 2,000 feet.
Sub-total		\$ 4,460							

¹Mileposts:

- A: Segment in a local comprehensive plan (including determination of a final alignment)
- B: Preliminary engineering completed (including environmental, historic and cultural resource reviews)
- C: Property acquisition completed (including appraisal & negotiations)
- D: Final design (including surveying, structural design & inspections)
- E: Construction

Milepost Status Codes:

- X = completed
- U = underway
- \$ = funded
- O = on hold pending administrative/regulatory action



MAP 3
Implementation Plan For The
Potomac Heritage National Scenic Trail
In Prince William County
 (Leesylvania State Park to Fairfax County Line)

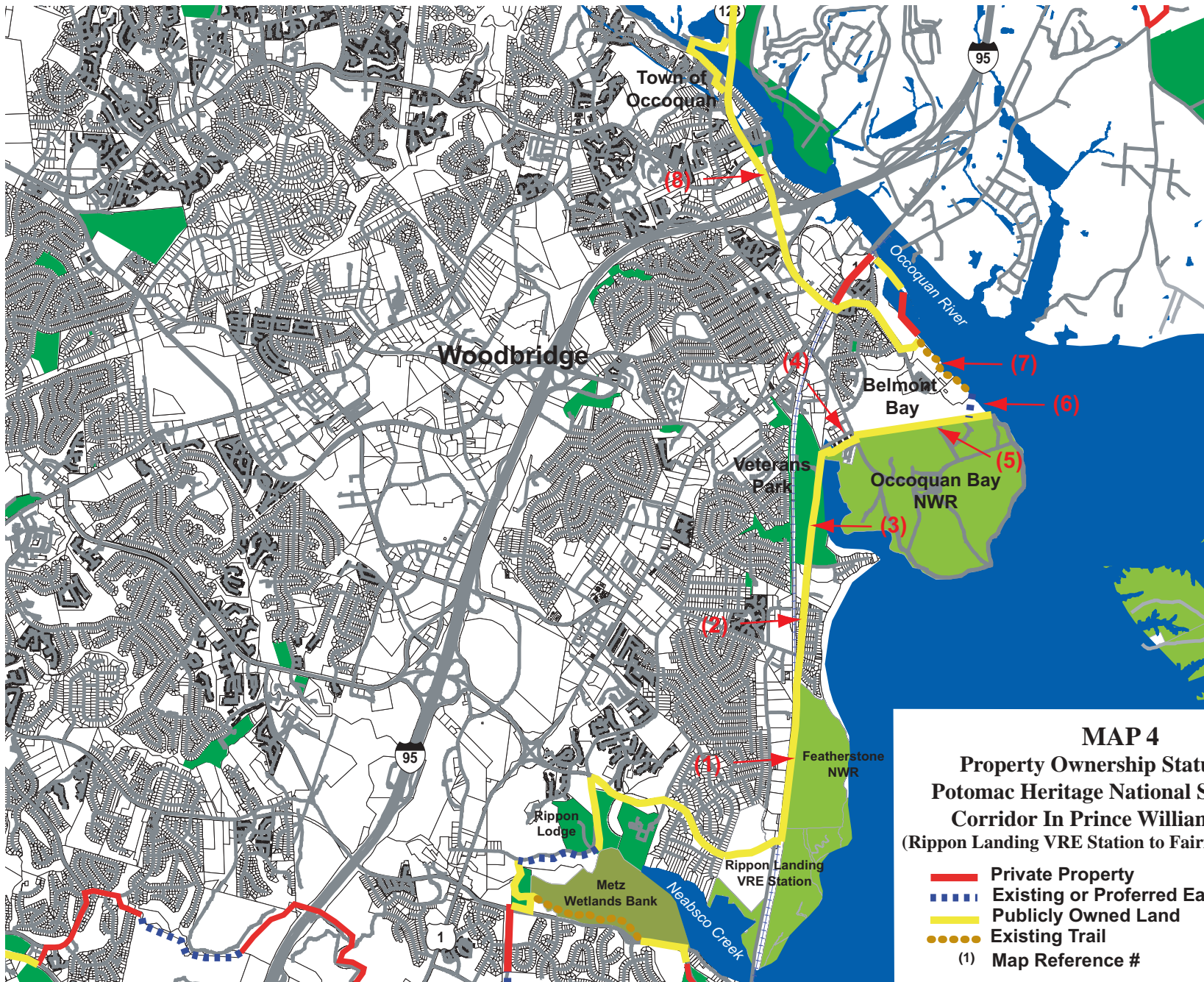
- Recommended PHNST Route
- - - Alternative PHNST Routes
- Existing Connecting Trails

- Federal Land
- Public Parks
- Other Open Space
- (1) Map Reference #

POTOMAC HERITAGE NATIONAL SCENIC TRAIL

**Map 4 - Property Ownership Status of the Recommended Trail Corridor
Featherstone VRE Station to Fairfax County Boundary**

Map 4 Summary			
Map Index Number	Ownership Designation	Segment Length (Feet)	Description
1	Public	5,238	Featherstone National Wildlife Refuge. Trail would follow old railroad or road bed. Must obtain permission from VRE for use of track crossing and reconfiguration for access to the trail.
2	Public	3,951	Existing 3 foot sidewalk parallel to Veterans Drive. Located on west side of roadway. Would need to be upgraded to meet multi-use standards.
3	Public	4,435	Veterans Park. Segment would require construction of new trail from south boundary to north end of existing parking lot where it would connect to an existing trail.
4	Public	600	Public land. Subsidized rental apartment complex that is owned by Prince William County.
5	Public	4,759	Occoquan Bay Wildlife Refuge. Trail would utilize the existing access road the runs the length of the northern boundary of the Mason Neck NWR.
6	Easement	1,100	Belmont Bay. An proffered easement will permit constuction of the trail along the Occoquan shoreline between the existing trail in Belmont and the Mason Neck NWR.
7	Existing	2,850	Existing Trail in Belmont Bay.
8	Public	13,525	Public VDOT right-of-way. Some existing 3 foot sidewalk located within this segment. An upgraded future trail along Route 123 between Belmont Bay and Fairfax County boundary would be necessary.
Total	Segment Length	36,458	
Segment Summary			
Ownership Designation	Segment Length (Feet)	Miles	Percent of Total Segment Length
Private	0	0.00	0.00%
Public/Existing	35,358	6.70	96.98%
Easement	1,100	0.21	3.02%
Segment Length	36,458	6.90	100.00%



MAP 4
Property Ownership Status of the
Potomac Heritage National Scenic Trail
Corridor In Prince William County
(Rippon Landing VRE Station to Fairfax County Line)

- Private Property
- - - - Existing or Preferred Easement
- Publicly Owned Land
- Existing Trail
- (1) Map Reference #

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A. Trail Construction Cost Estimate Methodology

B. Sources of Funding

C. Listing of Existing Proffers and Easements

D. PHNST Contacts

**E. Draft Guidelines for Requesting Designation of a Trail as a
Segment of the Potomac Heritage National Scenic Trail**

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Potomac Heritage National Scenic Trail

Trail Construction Cost Estimate Methodology and Background

COST ESTIMATE METHODOLOGY

The estimated construction costs contained within this report are based on figures developed in conjunction with local park and recreation staff and figures compiled through consultations with other park and recreation officials. These cost figures do not include any fees associated with land acquisition, or the purchase of easements.

The cost estimates for bridge structures are based on research conducted by NVRC staff. Final bridge construction costs can vary considerably due to accessibility of the site, and the amount of site preparation required. Site costs for bridge construction can increase the total costs by as much as 1.5 times the material cost.

Natural trail surface cost estimates were derived from information included in *Greenways - A Guide to Planning, Design, and Development* written by Loring Schwarz and Chuck Flink. All estimated construction costs are very general in nature, representing a first attempt of determining the total costs associated with constructing the PHNST. Many variables have not been accounted for in these estimates. For example, the final cost of any particular trail segment may be higher or lower depending on the extent of adjacent landscaping (higher), current demand for construction services (higher or lower), use of volunteer labor (lower), final types of surfaces used (higher or lower), etc. Although attempts were made to account for steep terrain, wet areas, water crossings, and other cost associated factors, detailed analysis of each individual corridor will still be necessary.

The general cost estimates used for this analysis are included in the table below.

All trail lengths were derived from NVRC's geographic information system. These figures are gross estimates based on a very generalized trail corridor. Bridge construction and water crossing information is very general, and represents only an estimated length for crossing each stream.

Type of Work	Unit	Cost Per Unit
Surveying/Staking	1 Linear Foot	\$15 LF
Clearing/Stump Removal	acre	\$8,000
Grading (10'wide trail bed)	1 Linear Foot	\$10 LF
Natural Surface (10' wide)	1 Linear Foot	\$7 LF + Excavation
Wood Chip Tread (6' Wide)	1 Linear Foot	\$9 LF + Excavation
Crushed Stone Tread (6' Wide)	1 Linear Foot	\$10.50 LF + Excavation
2" Thick Asphalt Tread (10' Wide)	1 Linear Foot	\$16.80 LF + Excavation
Wood Deck (10' Wide)	1 Linear Foot	\$250 LF
Bridge Length 25' to 50' (6' wide, clearspan)	1 Linear Foot	\$700 LF
Bridge Length greater than 50' (6' wide, clearspan)	1 Linear Foot	\$750 LF
Large Sign (wood face and post)	each	\$300
Small Sign (wood face and post)	each	\$200

¹ Natural surface cost estimate includes all subgrade preparation, grading, etc.

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B.

Potomac Heritage National Scenic Trail Sources of Funding for Trail Building and Maintenance

INTRODUCTION

A recent study conducted by the Potomac Trail Council revealed existing trails and plans for PHNST segments within every jurisdiction of the PHNST corridor. These exciting findings demonstrate tremendous interest in and support for the PHNST and suggest a future where everyone throughout this nationally significant corridor may soon experience the spectacular scenery, character of local communities, and numerous recreational and educational activities that only the PHNST can provide.

According to the American Hiking Society, “funds for trails come from various sources, including federal appropriations, state funds, grants, and private donations. Regardless of administration or funding source, most trails are founded on public-private partnerships and include some form of cost sharing or leveraging. Volunteer contributions both through labor and direct funding are critical to trail construction, protection, and continued maintenance. In 1999, volunteer contributions to the national scenic and historic trails alone totaled over 550,000 volunteer hours (with an estimated labor value of \$7.4 million) and \$5.7 million in financial contributions.”

There is a great deal of information available on fundraising, some of which may seem overwhelming to those new to raising money. One simple rule may be helpful to keep in mind: Fundraising is a little like sales. If you don't ask for the order, you usually don't get it. And, the more you ask, the more money you will make.

The following are several creative fundraising examples from the American Trails' web site:

\$\$\$ — The Walkabout Comfort Shoe Store held a fundraiser for Portland Trails. For every pair of Dansko clogs, shoes, or sandals sold, Walkabout gave \$3 and Dansko donated \$2. Another local retailer, L. L. Bean, gave a \$500 gift certificate to be given to a Portland Trails member in a random drawing.

\$\$\$ — The most important tool for raising funds for South Dakota's George S. Mickelson Trail has been the Bridge Builder Program. It allows individuals or businesses to adopt a bridge by helping fund its construction. To date, 72 of the trail's 97 bridges have been adopted. Bridges cost between \$3,000 and \$21,000 depending upon length.

\$\$\$ — A dinner and auction by Trails 2000, an advocacy group in Durango, Colorado, raised \$30,000. This remarkable sum didn't come from selling water bottles. Event organizers came up with many creative donations, from paintings and photographs to airline tickets. A “Romantic Get-Away” in a bed and breakfast also included locally made chocolates and a gift certificate to a lingerie store. (From IMBA Trail News)

\$\$\$ — Brewers contributed their good spirits and cash to trail projects this year. In Michigan, the smooth, dark Big Ring Ale comes from the Michigan Brewing Company of Webberville. The Michigan Mountain Biking Association's Dwain Abramowski notes this “has opened another much needed source of funding.”

Beyond creative campaigns and events, fundraising for Trails can come from a variety of sources such as:

- ◆ federal agency programs
- ◆ wealthy individual donors
- ◆ corporate gifts
- ◆ national corporate sponsorships
- ◆ state/local programs
- ◆ grass roots campaigns
- ◆ private foundations
- ◆ federal special appropriations

POTOMAC HERITAGE NATIONAL SCENIC TRAIL

Sample Trail Building and Maintenance Fundraising Opportunities

Funding trails takes a bit of ingenuity and a lot of research. Between federal, state and local government funding mechanisms, as well as grants, private partnerships and other creative funding methods, there are many ways to fund trails and greenways. The following pages list a few examples of possible trail building and maintenance funding sources.

I. General Information

A. Environmental Support Center

The Environmental Support Center, a non-profit organization in Washington D.C., provides financial support to state and local environmental groups for management, fund-raising, technology, and communications training and consulting. Since 1990, the Environmental Support Center (ESC) has repeatedly helped more than 1,500 local, state, and regional organizations working on environmental issues. ESC's goal is to improve the environment in the United States by enhancing the health and well-being of these organizations. With the adoption of their 2001-2005 Strategic Plan, the Environmental Support Center now defines its priority constituency as environmental justice organizations, activist organizations, and networks and

coalitions made up of and formed by environmental justice and/or activist groups.

The Environmental Support Center's Environmental Loan Fund was established to stabilize, increase, and diversify the long-term funding base of regional, state and local environmental organizations. The Environmental Loan Fund is also a source of capital for nonprofits seeking to expand their funding base.

Contact:

Pamela Macedonia
ESC's Loan Fund Manager
Phone: 202/331-9700
Email: pmacedonia@envsc.org.
1500 Massachusetts Ave., NW Suite 25
Washington, DC 20005
Web Site: <http://www.envsc.org>

B. The Foundation Center

Founded in 1956, the Foundation Center is the nation's leading authority on institutional philanthropy and is dedicated to serving grantseekers, grantmakers, researchers, policymakers, the media, and the general public. The mission of the Foundation Center is to foster public understanding of the foundation field by collecting, organizing, analyzing, and disseminating information on foundations, corporate giving, and related subjects. Their audience includes grant-seekers, grant-makers, researchers, policymakers, the media, and the general public. This database is updated several times a year and allows for keyword searches by subject or state.

Contact:

Foundation Center, Washington D.C. Office
1627 K Street, NW, 3rd Floor
Washington, D.C. 20006-1708
Phone: (202) 331-1400
Web Site: <http://fdncenter.org/washington/>
Hours: Monday 10:00-7:00; Tuesday-Friday 10:00-5:00
"We are open free to the public; no appointment is necessary."

C. Lewis and Clark Bicentennial Funding Sourcebook

Sponsoring Agency: US Department of the Interior and the Lewis and Clarke Bicentennial Council

This sourcebook was written specifically as a guide to help assist communities, tribes, states and nonprofit groups find technical and financial assistance for Lewis and Clark Projects, including trail maintenance and construction. However, this is a valuable resource for any state and community project, providing information on federal, state, and philanthropic assistance.

To **download** the document, visit <http://www.nps.gov/lecl/200.htm>

D. National Park Service National Trails System, Sourcebook for Federal, State & Foundation Assistance

139-page booklet outlining some of the primary funding sources for the national scenic and historic trails. Chapters include: Foundations, Federal Assistance, Transportation Equity Act for the 21st Century (TEA-21), and State Funding Programs. Appendices include: Web sites for the Trail Fundraiser, Foundation Center locations by state, State Historic Preservation Offices, State Fish and Wildlife Commissioners, State Tourism Contacts, and State TEA-21 Contacts. Chapter entries describe the funding source program, eligible types of projects, applicant eligibility, and potential for assistance to trails.

Order the Sourcebook online, or send \$5 dollars (check or money order) for shipping and handling to:

American Hiking Society 1422 Fenwick Lane Silver Spring MD 20910

Phone: (301) 565-6704

Web Site: www.americanhiking.org

II. Grants and Private Foundations

A. American Hiking Society

National Trails Endowment grants have been used for land acquisition, constituency building campaigns, and traditional trail work

projects. Over the last four years, AHS granted nearly \$200,000 to 42 different organizations across the US. This year, grant applications are due November 30, 2001 and winners will be announced in May of 2002 — award checks will be presented on National Trails Day.

Contact:

Liz Dooley

Alliance Programs Manager

American Hiking Society National Trails Endowment 1422 Fenwick Lane

Silver Spring, MD 20910

Phone: (301) 565-6704

Email: NTE@AmericanHiking.org

<http://www.americanhiking.org/alliance/endowment.html>

B. Bikes Belong Coalition Ltd.

Bikes Belong Coalition Grant Program is sponsored by members of the American Bicycle Industry. Their goal is simply to put more people on bikes more often. They seek to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century (*see Federal and State Funding Sources III. A*). Bikes Belong Coalition will accept applications for grants of up to \$10,000 each, and will consider successor grants for continuing projects. Funding decisions will be made on a rolling basis. Applications and proposals will be reviewed under the auspices of the Bikes Belong Coalition's Executive Director and presented to the Board of Directors for approval, rejection, or resubmission. See web site www.bikesbelong.org for more information.

Contact:

Tim Baldwin

Grants Program Administrator

1368 Beacon Street, Suite 102

Brookline, MA 02446-2800

Phone: (617) 734-2111

Email: tim@bikesbelong.org

Web Site: bikesbelong.org

III. Federal and State Funding Programs

A. Transportation Equity Act for the 21st Century

In 1991, Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA), a six-year bill authorizing a wide range of federal-aid transportation programs. In June of 1998, the Transportation Equity Act for the Twenty-First Century (TEA-21) was enacted to reauthorize many of the revolutionary transportation policies and funding programs begun in ISTEA. State Departments of Transportation (DOTs) remain the key access point for projects that seek federal transportation dollars for trails, bicycle and pedestrian facilities. State park and natural resource agencies, metropolitan planning organizations (MPOs) and local governments remain key partners when pursuing development of a local, regional or statewide trail system.

A wide range of documents regarding trail-funding opportunities under TEA-21 are available from the National Transportation Enhancements Clearinghouse (NTEC). Questions or comments to NTEC may be addressed through: ntec@transact.org or phone 1-888-388-NTEC. Understanding TEA-21 funds can be confusing. The Rails-to-Trails Conservancy's Trails and Greenways Clearinghouse web site at www.trailsandgreenways.org, provides a good introduction to TEA-21. Another good source of information is the American Hiking Society's "TEA-21 Fact Sheet" which can be downloaded from http://www.americanhiking.org/policy/trail_fund.html.

B. Surface Transportation Program

Federal Highway Administration (FHWA)
VA Department of Transportation

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 adds "the modification of public sidewalks to comply with the Americans with Disabilities Act" as an activity that is specifically eligible for the use of these funds.

Contact:

Kenneth E. Lantz, Jr.
Bicycle/Pedestrian Coordinator
VA Department of Transportation Transportation Planning Division
1401 E Broad Street
Richmond, VA 23219-2000 Phone: (804)786-2985 email:
lantz_ke@vdot.state.va.us
Web Site: www.vdot.state.va.us

Also: Susan Simmers, Assistant VDOT B&P Coordinator
Phone: 804-371-4869 or Toll free: 800-835-1203 Email:
simmers_sh@vdot.state.va.us

C. Transportation Enhancements Program (TE)

VA Department of Transportation
Programming & Scheduling Division

The Transportation Enhancements provisions of TEA-21 are a 10% set-aside found within the Act's Surface Transportation Program (STP). With the new TE Act, Congress re-authorized and expanded many provisions of ISTEA, including Transportation Enhancements and provided an additional \$3.6 billion for TE through 2003.

Hallmarks of TE include:

- ♦ benefit communities by preserving the natural and human environment
- ♦ improve the transportation experience by strengthening multi-modal systems
- ♦ increase partnerships between state and local agencies
- ♦ strengthen the public role in local and state transportation planning.

Contact:

Bob Terrell
Enhancements Program Manager
1221 E. Broad St.
Richmond, VA 23219
(804) 786-2872
terrell_re@vdot.state.va.us
<http://www.enhancements.org/>

Additional Contacts:

Jerry Combs, TE Program Contact, Federal Highway Administration,
VA Division

Ph: 804-775-3320; E-mail: Jerry.Combs@fhwa.dot.gov

D. Recreational Trails Fund

Virginia Department of Conservation and Recreation - (funded through TEA 21)

The Virginia Recreational Trails Fund Program is a grant program established for the purposes of providing and maintaining recreational trails and trail-related facilities. It is funded through the Transportation Equity Act for the 21st Century (TEA-21), which establishes a program for allocating funds to the States for recreational trails and trail-related projects. The US Department of Transportation, Federal Highway Administration (FHWA) administers the program in consultation with the Department of the Interior. The state agency responsible for administering the program in Virginia is the Virginia Department of Conservation and Recreation.

Grant Funding may be provided to private organizations, city governments, county governments, or other government entities, but must consider guidance from the DCR Trails Board. Additionally, federal government entities may be eligible to participate if teamed with private trail groups and organizations.

This is a reimbursement program, meaning that the sponsoring agency should be capable of financing the project while requesting periodic reimbursements. All project applications must have a 20% (minimum) sponsor match in total cost. Application deadline is January 31.

Contact:

Jerry Cassidy

Grant Administrator

(804) 786-3218

jcassidy@dcr.state.va.us

Internet: <http://www.dcr.state.va.us/prr/trailfnd.htm>

203 Governor Street Suite 326

Richmond, VA 23219-2010

See Also: Transportation Enhancements Program

E. Three Additional TEA-21 Trail-Related Programs

Contact (items 1-3 below):

Kenneth Lantz, Jr., Bicycle/Pedestrian Coordinator

Transportation Planning Division, Virginia Department of Transportation

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Web Site: <http://www.vdot.state.va.us>

- OR- [http://www.fhwa.dot.gov/environment/bikeped/](http://www.fhwa.dot.gov/environment/bikeped/BPBroch.htm#funding)

[BPBroch.htm#funding](http://www.fhwa.dot.gov/environment/bikeped/BPBroch.htm#funding)

1. TEA-21 CMAQ Program *Transportation Equity Act for the 21st Century (TEA-21) Congestion Mitigation & Air Quality (CMAQ) Program*. Jointly administered by the FHWA and the Federal Transit Administration (FTA) and Virginia Department of Transportation (VDOT). Background: In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in areas that still failed to attain the NAAQS (non-attainment areas), and provided for a stronger, more rigorous linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program, and provided \$6.0 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CAA amendments, ISTEA, and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally sensitive, and multimodal approach to addressing transportation problems. CMAQ funds are available to a wide range of government and non-profit organizations, as well as private entities contributing to public/private partnerships, but are controlled by the MPO and the State DOT. Often, these organizations plan or implement air quality programs and projects as well as provide CMAQ funding to others to implement projects.

2. National Highway System Funds

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

3. National Scenic Byways Program

TEA-21 authorizes a total of \$148 million for technical assistance and grants to States for the purposes of developing scenic byway programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or as State Scenic Byways.

IV. National Park Service Challenge Cost-Share Program

U.S. Department of the Interior

Through the Challenge Cost-Share Program (CCSP), the National Park Service increases the participation of communities and local agencies and organizations to preserve natural, recreational, and cultural resources on NPS lands or outside NPS boundaries but in support of NPS programs. NPS contributes a maximum share of 50% with a cap of \$30,000 for each project; the required match consists of non-federal cash or in-kind services. Numerous types of projects funded through CCSP benefit the National Trails System, including resource management, resource inventory and monitoring, scientific research, interpretive exhibit enhancement, historic site restoration, trail segment reconstruction, stabilization, rehabilitation, and trail safety improvements.

Contact:

Laura M. Mahoney
CCSP National Coordinator
Email: Laura_Mahoney@nps.gov

V. Corporate Giving

A. PowerBar, Inc.

Direct Impact on Rivers and Trails (D.I.R.T.) Grant Program

The D.I.R.T. (Direct Impact on Rivers and Trails) Program is an initiative sponsored by PowerBar, Inc., manufacturers of nutritional energy bars for athletes and recreational enthusiasts, that provides funding to individuals and organizations working on critical conservation and access issues in their local communities. Grant money in the past has been awarded to local trail clubs, schools and citizen groups who have an earnest desire to protect our natural resources. For additional information regarding criteria, application procedure and past award recipients, visit the PowerBar web site, www.powerbar.com, then “about us”, then “grant program”.

Contact:

PowerBar
Attn.: D.I.R.T. Program
2150 Shattuck Ave.
Berkeley, CA 94704
Web Site: <http://www.powerbar.com/whoWeAre/dirt/index.asp>

VI. Additional Resources:

A. American Hiking Society

Web Site: “Funding Resources”: http://www.americanhiking.org/policy/trail_fund.html

B. American Trails

Web Site: “Funding Resources”: <http://www.americantrails.org/resources/funding/index.html>

C. Trails and Greenways Clearinghouse

Web Site: www.trailsandgreenways.org
Go to “Technical Assistance” then “Guide to Creating a Greenway or Trail” then “Funding Information and Links”

Sponsored by the Rails-to-Trails Conservancy
1100 17th Street, NW, 10th Floor
Washington, DC 20036
Toll Free: 1-877-GRNWAYS
E-Mail: greenways@transact.org

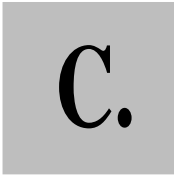
D. Trail Building Assistance

The Nation's 110 state and local youth corps constitute a valuable resource for natural resource and trail managers as well as citizen groups seeking to accomplish valuable, visible projects. *Youth corps provide trained, well-led, cost effective crews for trail development and maintenance and related projects.* Youth corps enjoy a long and productive history of partnership with state, local, and Federal agencies, and are always looking for new projects.

Contact:

Student Conservation Association - Capitol Office
Flip Haygood
1800 North Kent Street, Suite 1260
Arlington, VA 22209
Phone: (703) 524-2441
Email: flip@sca-inc.org

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Potomac Heritage National Scenic Trail

Existing Proffers and Easements In Prince William County

<u>Rezoning #</u>	<u>Development</u>	<u>Proffer Number and Text</u>
#99-0022	Belmont Center	<p>23(a) – The applicant shall construct an eight foot (8’) wide pedestrian trail within a twelve foot (12’) wide easement through the Property as part of the Potomac Heritage Trail planned by the Park Authority to extend along the Potomac River shoreline. Said trail shall be constructed at the time of development of the adjoining land bays. The specific location of said trail shall be determined by the Applicant at the time of site/subdivision plan provided, however, that said trail shall connect in the general area of the “Kings Highway” (as it is thought to exist on the Applicant’s Property) at a northernmost point in Land Bay 2/3, shall be located within Land Bay 3 generally as shown on the Sketch Plan entitled “Belmont Center Land Bay 3, Residential” and dated September 20, 1995 (96-00072-RO-SKETCH), subject to final engineering, shall be located along the Spine Road adjacent to Land Bays 20 and 5, and shall be located within the northeast half of Land Bays 6 and 7, with a reasonable effort being made by the Applicant to orient the trail toward the waterfront in Land Bays 6 and 7, and ultimately shall connect to the adjacent property at the eastern property boundary of Land Bay 7. Within Land Bay 14, the trail shall be located internal to the land bay and shall be functionally integrated with the design of the marina and other commercial development. Notwithstanding the above, in the event the adjacent property to the east does not allow for a trail connection, the Applicant shall not be required to construct a trail to the eastern property boundary, but rather, only shall be obligated to construct said trail from Land Bay 2/3 to the marina.</p> <p>23(b) – In connection with the construction of said trail, the Applicant shall make a reasonable effort to locate and design the trail to create vistas toward the water and shall provide seating/benches and trash receptacles at selected location(s) along said trail.</p> <p>23(c) – At the time Prince William County acquires easements and constructs Potomac Heritage Trail links on adjacent properties to the northwest and southeast so as to provide for a continuous trail through this area and the County has established a security program for the Potomac Heritage Trail, the applicant will provide public access to those portions of said trail located on the Property.</p>

<u>Rezoning #</u>	<u>Development</u>	<u>Proffer Number and Text</u>
#90-0072	Riverside Landing	<p>VIII-1 – The Applicant shall construct an asphalt trail system linking the residential uses to the Commuter Rail parking lot, and shall insure that such trail access will be connected to the Dawson property.</p> <p>VIII-2 – If requested to do so by officials of the Wildlife Refuge prior to the approval of a preliminary site plan for the construction of any residential units adjacent to the southernmost boundary of the Property adjoining the Refuge, the Applicant shall construct a trail and observation platform within the Refuge in a location, and to a design, mutually agreeable to the Applicant and officials of the Refuge.</p> <p>VIII-3 – Any pedestrian trails which may be constructed on the Property to the Wildlife Refuge shall be constructed of asphalt or wood chips as may be approved by the Director of the Department of Development Administration in consultation with officials of the Refuge.</p> <p>VIII-4 – At a minimum, the applicant shall construct the following on-site recreation facilities: two tot lots, one swimming pool, and an 8 foot bike trail or sidewalk along Rippon Boulevard to match the Dawson’s Landing section of that road.</p>
#88-0023	Powell’s Landing	<p>5(E) – The Developer agrees to deed to the Prince William Board of County Supervisors or its designee, for passive park purposes, approximately 101 acres of A-1 land located immediately south of the subject property, which A-1 land is currently a part of the subject site. Within the aforesaid 101 acres a “greenway trail” may be located to potentially connect the Prince William Forest recreational facilities to those of the Leesylvania State Park. (Property was deeded to the Prince William Board of County Supervisors on August 12, 1992 in Deed Book 1909, Page 1664).</p>
#95-0008	Baron’s Grant	<p>B(3) – This proffer calls for a number of recreational facilities, one of which is “a pedestrian trail in the general location shown on the GDP” (general development plan). This project is presently being referred to as Port Potomac and the preliminary plan for the property was filed on April 15, 2002. Per this plan, the Applicant has proposed an eight foot (8’) wide trail along the Dominion Utility Easement. No provisions are made in the preliminary plan for a trail easement along Powell’s Creek, although Park Authority staff is currently negotiating for such an easement.</p>
#00-0077 #00-0079	Southbridge	<p>(G)(1)(d) – In the event the design for the “Potomac Heritage National Scenic Trail” is located through the Property, the Applicant shall provide a trail easement of an appropriate width to accommodate the Trail at a location agreeable to both the Applicant and the Prince William County Park Authority.</p>

<u>Rezoning #</u>	<u>Development</u>	<u>Proffer Number and Text</u>
#01-0175	Republic Properties	23(A)(2) – Prior to, and as a condition of subdivision plan approval for the first section of Land Bay A, the Applicant shall dedicate a 50 foot wide public pedestrian trail easement to the Board of County Supervisors for park purposes, within the open space containing the RPA and floodplain on the south side of Powell’s Creek, said trail to be constructed by others. (Approval of this rezoning application is still pending approval by the Board of County Supervisors).
#99-0027	Four Season’s	If requested by the Park Authority, the Applicant agrees to dedicate a fifty foot (50’) wide strip of land along the northern boundary of the Property within the Powell’s Creek stream valley for use as a linear park/greenway. Said dedication shall be made subject to the reservation of easements necessary for utilities, drainage and related construction and grading necessary for the development and use of the Property as contemplated by this rezoning. In addition, the area so dedicated shall be included in the calculation of open space, tree canopy and buffer required in connection with development of the entire Property. In the event the Park Authority decides not to implement a linear park/greenway along this section of Powell’s Creek, the Park Authority may, at its sole discretion, convey said property back to the homeowner’s association.

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D.

Potomac Heritage National Scenic Trail

List of PHNST Contacts

Audubon Naturalist Society

Cliff Fairweather
PO Box 51
Clifton, VA 20124-

Friends of Leesylvania State Park

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16020 Laconia
Woodbridge VA 22191-

Historic Prince William

Charlie Grymes
83 General Longstreets Line
Manassas VA 20109-

Lake Ridge, Occoquan, Coles Civic Association

Tom Burrell
4304 Flodden Court
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Woodbridge VA 22192-

National Park Service, Potomac Heritage Trail Office

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US Fish and Wildlife Service

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Virginia Department of Transportation, NOVA District

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Virginia Department of Transportation

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Virginia Native Plant Society

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Washington Area Butterfly Club

Pat Durkin
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Washington DC 20005-

E.

Potomac Heritage National Scenic Trail DRAFT NATIONAL PARK SERVICE CERTIFICATION CRITERIA

D R A F T

Guidelines for Developing an Application for the Purpose of Requesting Designation of Trails as Segments of the Potomac Heritage National Scenic Trail

Overview

In 1983, based on a study completed by the Bureau of Outdoor Recreation in 1974, Congress designated a corridor of approximately of 425 miles for the Potomac Heritage National Scenic Trail between the mouth of the Potomac River at the Chesapeake Bay and the Laurel Highlands in western Pennsylvania. That legislation, an amendment to the National Trails System Act, authorizes the Secretary of the Interior, to “designate” trails, outside of federal facilities, as segments of the Potomac Heritage National Scenic Trail based upon applications by local and state agencies. Authority for designation is delegated to the National Park Service.

The following, based on consultations with citizens organizations, local governments, regional authorities and state agencies between 1998 and the present reflects plans by local and state agencies for the development of segments of the Potomac Heritage National Scenic Trail and responds to requests for guidelines in the development of trails as segments of the Potomac Heritage National Scenic Trail (PHNST). Based on further consultations with local and state agencies and with others, these guidelines may be revised.

Background

The Potomac and upper Ohio river basins have nurtured communities, trade and migration for nearly 10,000 years — from ancient villages and trade routes established by American Indians to the pathways used by our Nation’s founders, from the darkest days during the Civil War and to the beginnings of the modern conservation movement. Today, citizens groups, regional organizations, local and state government agencies and federal agencies in the Potomac River corridor and in southwestern Pennsylvania are seeking ways to make connections among the special places that reflect this history, to tell stories associated with the national significance of the region and to establish a network of recreational trails and related educational opportunities. Many have been drawn to the idea behind and legislation for the PHNST.

Acting upon information in a study completed by the Bureau of Outdoor Recreation in 1974, Congress in 1983 amended the National Trails System Act (P.L. 90-543), establishing a federal interest in development of the PHNST. The amendment:

- designated a corridor for the PHNST along both sides of the Potomac River between the Chesapeake Bay and the vicinity of Cumberland, Md., and between Cumberland and the Laurel Highlands Trail in western Pennsylvania;

- precluded future designations in the State of West Virginia; and
- authorized the Secretary of the Interior to “designate lands outside of federally administered areas as segments of the trail, only upon application from the States or local governmental agencies involved, if such segments meet the criteria established in this chapter and are administered by such agencies without expense to the United States.”

Subsequent legislation, passed in 1989, directed the Secretary to recognize the 70-mile Laurel Highlands Hiking Trail (LHHT), managed by the Pennsylvania Department of Conservation and Natural Resources, as a segment of the PHNST. In addition to the LHHT, the 184.5-mile C & O Canal Towpath, managed by C & O Canal National Historical Park, and the 17-mile Mount Vernon Trail, managed by George Washington Memorial Parkway, are recognized as segments of the PHNST.

Other trails, trail projects and programs in the corridor also contribute to the concept of the Potomac Heritage National Scenic Trail. Based on the 1974 study and 1983 amendment, local and state governments, regional authorities and federal agencies, with substantial support from various community-based interests, are creating a braided network of trails for hiking, bicycling, horseback riding and boating in the corridor between the Chesapeake Bay and the Laurel Highlands of western Pennsylvania. Some local governments and authorities have purchased and/or accepted lands and/or easements on lands for the purpose of building segments of the PHNST. As more and more communities weave connections among local history, outdoor spaces and culture, they build upon the PHNST designation by linking local initiatives with elements of our national history. The developing physical and programmatic network increasingly provides residents and visitors with an experience in the PHNST corridor comprised of three related elements:

- ♦ a regional system of trails for non-motorized travel, recreation and exploration;
- ♦ a set of physical and conceptual “gateways” to local trail corridors and related resources and activities at various locations in the PHNST corridor; and
- ♦ a range of active and passive educational opportunities associated with the national significance of the corridor.

Based on plans for the PHNST by local and state agencies, as well as consultations with regional authorities, citizen organizations and other federal agencies, the guidelines described in this rule articulate a uniform set of criteria upon which to develop an application for designation of a trail as a segment of the PHNST. Designation of trails provides local and state agencies and others with opportunities to realize the following benefits:

- coordination among citizens groups, local jurisdictions, state agencies and federal land managers seeking to conserve landscapes, develop non-motorized transportation options and develop outdoor educational opportunities and heritage tourism programs in the PHNST corridor;
- use of a PHNST marker (trail logo) in marketing, information and educational programs;
- funding assistance for PHNST-related projects and partners through the NPS Challenge Cost-Share Program (a 50/50 grant program); and
- assistance with:
 - ♦ corridor planning
 - ♦ project development and implementation
 - ♦ fund-raising
 - ♦ interpretive planning and educational program and project development
 - ♦ marketing and promotion
 - ♦ communications and public involvement
 - ♦ heritage tourism projects.

Guidelines

In consultation with the Superintendent (Coordinator), Potomac Heritage National Scenic Trail, National Park Service, applications by local and state agencies requesting the designation of a trail as a segment of PHNST must meet the following criteria:

- 1) The trail corridor contains significant natural, historical and cultural resources and related educational opportunities associated with the primary themes for which the PHNST corridor is nationally significant:

- ♦ the East-West corridor, associated particularly with George Washington's vision of a connection between the Atlantic Ocean and the Forks of the Ohio River;
 - ♦ migration, establishment and conflict of cultures; and
 - ♦ evolution, stress on and restoration of ecosystems.
- 2) The trail corridor provides a logical connection, on land or water, between public resources (e.g., other trails, parks, river access points, etc.) and contributes to:
 - ♦ the local quality of life for residents of and visitors to communities associated with the trail; and
 - ♦ a network of trails for non-motorized travel between the Chesapeake Bay and the Laurel Highlands.
 - 3) The trail provides opportunities for at least one form of non-motorized travel (e.g., hiking, jogging or running, bicycling, horseback riding, canoeing, kayaking and/or sailing), not precluding planned seasonal closures to maintain the integrity of the resource or to reduce conflicts between and among various user groups (e.g., to protect animal breeding or migrating areas, to permit hunting, etc.).
 - 4) The applicant agrees to maintain some combination of regional informational exhibits (describing, among other points, the trail and its contribution to the PHNST), educational exhibits, and/or staffed visitor centers to serve as "gateways" to the trail corridor, to communities associated with the trail corridor and to the history and ecology of the region.
 - 6) The trail will be administered at no additional cost to the federal government. (Note: Funds provided to states, regional planning organizations and others for transportation projects, historic preservation and comprehensive outdoor recreation plans, e.g., are not considered federal funds and not subject to this criterion.)
 - 7) The applicant has completed a management plan which describes:
 - a) the trail corridor, trail (including location) and the contribution, as a component of the region's infrastructure, that the trail makes to the quality of life for residents of and visitors to

communities associated with the trail corridor;

- b) permitted public uses, types of experiences provided by the trail and policies employed to maintain such experiences (i.e., to maintain the scenic, natural, cultural and/or recreational values for which the trail qualifies as a segment of the PHNST);
- c) objectives, practices and agreements employed to maintain the trail (i.e., the scenic, natural, cultural and/or recreational qualities which contribute to the concept of the PHNST);
- d) compliance with applicable Federal regulations;
- e) related conservation and/or development plans (including plans to provide recreational, educational and interpretive opportunities); and
- f) a marking system used to identify the trail route.