

National Trails System

Annual Report for FY2010



Volunteers along the Ice Age National Scenic Trail build boardwalk at Straight Lake, Wisconsin, summer, 2010. NPS photo.

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What is the National Trails System?

This System of trails was created in 1968 and today includes 11 national scenic trails (NSTs), 19 national historic trails (NHTs), and almost 1,150 national recreation trails (NRTs). Together the 30 scenic and historic trails total almost 54,000 miles in combined lengths. Of the 30 NSTs and NHTs, 21 are administered by the National Park Service (NPS), six by the USDA Forest Service (FS), two are co-administered by NPS and the Bureau of Land Management (BLM), and one is administered by BLM. NRTs are recognized by the Secretary of the Interior (and in the USDA Forest Service by regional foresters) and can be found in all 50 States, the District of Columbia, and Puerto Rico.

In December 2006, six Federal agencies signed a Memorandum of Understanding (MOU) pledging to work closely together through 24 mutual tasks on the National Trails System. The MOU continues until 2016 as an active partnership among the six agencies.

Many challenging issues face the National Trails System. Among them are the expansion of the Nation's energy transmission grid and a profusion of fast-track energy projects – some of which severely impact the trails. Also, many of the nonprofit trail organizations have been negatively impacted by the recession. Even after 42 years, the general public has little or no idea that the National Trails System exists and offers benefits that can enhance personal health, community economic opportunity, and educational transformation.

What We Are Doing to Build the National Trails System

Besides BLM, the USDA Forest Service, and NPS, three other agencies also contribute to the System: the U.S. Fish and Wildlife Service (FWS), the Federal Highway Administration (FHWA), and the U.S. Army Corps of Engineers (USACE). None of these agencies administer NSTs or NHTs, but all are valuable partners in various roles on all types of trails.

Although NPS, BLM, and FS are each working on internal policy statements to guide National Trails System activities within those agencies, none of these policy statements was finalized or approved in FY 2010. Meanwhile, the six agencies have collaborated in the support of various activities to enhance the National Trails System:

- Assistance agreements and cooperative agreements with American Trails, American Hiking Society, and the Partnership for the National Trails System to help produce *Pathways Across America*, *A Decade for the National Trails System – 2008-2018*, youth initiatives, National Trails Day, Volunteer Vacations, National Scenic and Historic Trail workshops, the National Trails Training Partnership, and the NRT database.
- The latest edition of the *National Trails System Map and Guide*.
- Training initiatives and the weeklong training course, “Trails Management: Policies, Plans, and People” (offering twice in 2010) hosted at the FWS's National Conservation Training Center. Each of our agencies also participates in the National Trails Training

Partnership (NTTP), a coalition of seven Federal agencies and 13 national nonprofit organizations, coordinated by American Trails of Redding, California.

FHWA provided support for National Trails both directly and indirectly.

- The Federal-aid highway program provides funds to the States to administer projects under various categories of Federal-aid programs. Many National Trails benefit from the Recreational Trails Program, Transportation Enhancement Activities, and the National Scenic Byways Program. These are Federally-assisted, State-administered programs. FHWA does not collect information on individual NSTs or NHTs projects selected by the States. Some National Trails benefit from the Federal Lands Highway Program.
- FHWA supported the National Transportation Enhancements Clearinghouse, which provides information to the public and reports on TE Activities — an important source of Federal-aid funds for many National Trails. Two eligible TE categories are “Acquisition of scenic easements and scenic or historic sites (including historic battlefields)” and “Scenic or historic highway programs (including the provision of tourist and welcome center facilities).” Most NHTs were the highways of their times; therefore most NHTs qualify as historic highways. Other TE categories, such as pedestrians and bicycle facilities, landscaping, historic preservation, and archaeological planning and research, also may benefit National Trails.

BLM:

- Is developing national policy to guide conservation, protection, and restoration of the NSTs and NHTs it administers and manages. It has also started an agency-specific training program to focus on the new manual series.
- Hosted an interagency meeting in Phoenix to assist the Federal Interagency Council on Trails in developing a new training initiative for FY 2011.

And NPS:

- Continued the \$957,000 grants program called CONNECT TRAILS TO PARKS. In FY 2010, the 17 recipient projects enhanced visitor information services in or near a variety of NPS park areas and several other federal facilities.
- Updated a list of all National Trails System Act amendments through PL 111-11 which was passed March 30, 2009.

Also, all six of our agencies have participated regularly in the Federal Interagency Council on Trails, a group chartered in 1969 to coordinate implementation of the National Trails System Act, including six meetings in FY 2010 that included (with guest speakers):

- Disease Prevention and Health Promotion (President’s Council on Physical Fitness)
- Trail and Recreation Access Guidelines (Access Board)
- Urban Pathways Initiative (Rails-to-Trails Conservancy)
- Partnerships, what works best? (group discussion)

- Livability, Sustainability, Tourism, and Gateway Communities (The Conservation Fund and other partners)
- Managing Visual Resource Values (Chief Landscape Architect, BLM)
- The Federal Preservation Institute
- Federal Interagency Task Force on Volunteerism
- Service First.



National Recreation Trails

In May, 2010, Secretary of the Interior, Ken Salazar, approved the recognition of 31 national recreation trails (NRTs) of which nine are located wholly or partially on Federal lands, including:

<u>Trail</u>	<u>State</u>	<u>Managing Agency</u>	<u>Length (in miles)</u>
Black River Hike and Bike Trail	MO	USACE	3.3
Des Moines River Water Trail, North Section	IA	USACE + partners	8.8
Des Moines River Water Trail, South Section	IA	USACE + partners	10.3
Drinking Horse Mountain Trail	MT	FWS	2.2
Kaskaskia River Confluence Trail	IL	USACE	0.4
Knob Hills Trail	TX	USACE	5.4
Lacy Point Nature Trail	TX	USACE	19.0
River Mountains Loop Trail	NV	NPS + partners	35.0
Spyglass Hill Trail	MS	USACE	17.0

What Has Been Accomplished in FY 2010?

Changes in Trail Length

The NSTs and NHTs that have added the most mileage open for public use this past year are:

Captain John Smith Chesapeake NHT	18.1 miles
North Country NST	18.0 mi.
Ice Age NST	16.4 mi.
New England NST	13.3 mi.
El Camino Real de Tierra Adentro NHT	3.5 mi.

Altogether, 49 miles of NSTs and 21.6 miles of NHTs were completed in FY 2010, bringing the national totals to 10,396 miles of NSTs and 3,634 miles of NHTs open to the public.

In addition, another aspect of NHTs is auto tour routes which are designated roads that enable visitors to re-trace historic routes. No new mileage of auto tour routes occurred in FY 2010, although the current total of all NHT auto tour routes is about 19,525 miles.

Compared to FY 2009, the miles of new miles, total trail length, and auto tour routes have all decreased – probably the result of more accurate record keeping.

Changes in Trail Corridor Protection

Significant inventorying and surveying occurred along only a few trails. This was a marked decrease (minus 75 %) from FY 2009:

Ice Age NST	1,779 acres
Iditarod NHT	173 a.
Florida NST	167 a.
Juan Bautista de Anza NHT	110 a.
Arizona NST	28 a.

Federal acquisition to protect trail corridors was also greatly reduced from 3,670 to 198 acres, with the most occurring on the:

California and Oregon NHTs	82 acres
Pony Express NHT	47 a.
Pacific Crest NST	40 a.
Florida NST	22 a.
Appalachian NST	7 a.

However, non-Federal actions to protect trail lands were much more significant, although 38% lower than in FY 2009. The biggest projects included:

Appalachian NST	1,985 acres
Nez Perce NHT	c. 1,920 a.
Ice Age NST	1,155 a.
Ala Kahakai NHT	214 a.
Pacific Crest NST	153 a.
New England NST	45 a.
Potomac Heritage NST	40 a.

Energy projects continue to be a major challenge for trails. Currently 112 energy projects (including transmission line proposals) have been identified along 17 of the 30 NSTs and NHTs, a 38% increase from FY 2009.

Status of High Potential Sites and Segments

Collectively along national historic trails (NHTs), there are 2,350 high potential sites and segments that have been documented. These are the places where a remnant of the original travel route can still be discerned, be they grave sites, sets of ruts, springs, river crossings, or associated structures. Of these, 222 (less than 10%) were rated as “protected” by the end of FY 2010, and 146 were assessed as actively experiencing threats. See Appendix A for trail-specific statistics.

Compared to FY 2009, these statistics show a slight decrease in NHT sites protected in FY 2010, although there are more sites now listed due to an increased number of trails. The number of sites reported as threatened remains almost the same as in FY 2009.



Along Highway 64 at Cimarron New Town, this sign and interpretive site link to a four-mile walking trail to Philmont Boy Scout Camp. Santa Fe NHT “branding” promotes heritage tourism in the area. Partners include NPS, the Village of Cimarron, Philmont Scout Ranch, New Mexico DOT, New Mexico Scenic Byways, and various consultants. NPS photo.

Changes in Development

Almost 200 new miles of trails were constructed, improved or re-constructed in FY 10. The trails with the biggest projects included:

Florida NST	48 mi.
Continental Divide NST	46 mi.
Pacific Northwest NST	36 mi.
North Country NST	18 mi.
New England NST	15 mi.
Natchez Trace NST	13 mi.

In addition, over 520 miles of trail with deferred maintenance needs were brought up to standard during FY 10 (this is over double the FY 2009 figure), including:

Pacific Northwest NST	200 miles
Arizona NST	74 mi.
Continental Divide NST	53 mi.
Appalachian NST	47 mi.
Juan Bautista de Anza NHT	45 mi.
Nez Perce NHT	41 mi.
Florida NST	30 mi.
Iditarod NHT	19 mi.



Volunteer Paul Mei installs kiosk, map, and sign at the Bluffhead trailhead, along the New England National Scenic Trail near Guilford, CT. Photo by Marty Gosselin.

Over 150 new recreation and major trail structures were constructed, altered, or expanded in FY 10 along 15 of the 30 NSTs and NHTs, including bridges, kiosks, trailheads, and campgrounds.

Changes in Certification

Certification is a way to formally recognize non-Federal properties as part of a NHT. In FY 2010 16 certifications were made on three NHTs. Many certifications are awaiting policy clarification about due process and benefits.

Data and Information Management

Throughout the National Trails System, data and information are handled in many different ways. Twenty-three out of 30 trails (77%) have a full-time or part-time data steward. However, only 10 out of 30 (33%) make updated data sets available to the public. Trail website hits vary, by trail, from a few thousand to 5.5 million, with a total of 8.1 million – the same level as

FY 2009. The distribution of trail-related publications was up 16% to almost 700,000. Details can be found in Appendix B.

Mapping services and capabilities vary widely also. There is no consistent source of trail mapping online, and there are not any GIS data standards yet approved. Of the 27 NSTs and NHTs reporting on this topic for FY 2010, seven (26%) rate their level of GIS activity as “high,” 16 (59%) as “medium,” and four (15%) as “low. There is a similar spread for the frequency by which trails appear on national or state maps: four (15%) “always,” eight (30%) “often,” and 15 (55%) “sometimes.”

Partnerships

Partnerships and volunteerism lie at the heart of National Trails System activities. In FY 2010 several trends are apparent. Compared to FY 2009, compliance actions have more than doubled (108% increase from 451 to 937), trail-wide meetings have almost doubled (an 83% increase from 141 to 258), the level of new agreements is down 22 %, while formally recognized volunteer hours have increased dramatically by 27% to more than 810,000 hours worth approximately \$17 million. Details can be found in Appendix C.



Officials unveil a new trail marker in Pope County, Illinois, as part of 8.5 miles of "Original Route" the first and only segment on the entire Trail of Tears NHT that is completely signed. NPS photo courtesy Steve Burns.

Planning

Components of the National Trails System participate in planning many different ways. Once a trail's comprehensive management plan is completed, trail staff are often engaged in plans at many scales: statewide, metro-area, and local. Of the trails reporting, their participation in such plans can be listed as follows:

Very frequent involvement: Appalachian NST, Florida NST, Nez Perce NHT, Overmountain Victory NHT, Pony Express NHT, and Star-Spangled Banner NHTs.

Frequent involvement: Ala Kahakai NHT, Captain John Smith Chesapeake NHT, Ice Age NST, Lewis and Clark NHT, New England NST, Old Spanish NHT, Pacific Crest NST, and Potomac Heritage NST.

Occasional involvement: El Camino Real de Tierra Adentro NHT, Iditarod NHT, Juan Bautista de Anza NHT, Mormon Pioneer NHT, North Country NST, Oregon NHT, Santa Fe NHT, Trail of Tears NHT, and Washington-Rochambeau Revolutionary Route NHT.

Little or no involvement: California NHT, El Camino Real de los Tejas NHT, Natchez Trace NST, and Selma to Montgomery NHT.

Collectively, these trails are involved in 60 local trail corridor plans, with 14 along the Lewis and Clark NHT and 11 associated with the Florida NST. Also, along these same trails were found 175 Federal interagency projects (the most – 65 – associated with the Nez Perce NHT). Compared to FY 2009, most of these figures are about at the same level, with the same number of local trail corridor planning projects and a 5% increase in the number of Federal interagency projects.

Unmet Needs

In recognizing all of the accomplishments that occur along a trail in any one year, it is easy to forget the unmet needs, the projects that still await, the unfinished miles of trails to be built. Most of the data received from trail offices are only rough estimates, so it is hard to compare them year to year. For many of the trails it is difficult to ascertain how many miles of corridor or trail tread still need to be completed because exact route locations are not yet known.

Even so, among the national scenic trails reporting, almost 4,000 miles of trail still need to be built, with approximately 2,700 miles along the North Country NST, 600 on the Ice Age NST, and 360 on the Potomac Heritage NST. It is harder to “build” national historic trails, but the Iditarod NHT reports the need for 750 more miles, the Overmountain Victory NHT 254, and the Ala Kahakai NHT almost 200 miles. The major mileage that is “built” for NHTs is for auto tour routes, and over 10,000 miles of NHT auto tour routes still require marking and signs.

In addition, five trails report over 500 key natural and cultural resource sites that still require some degree of protection or preservation.



Alaska Job Corps and Youth Restoration Corps members celebrate lifting a 400-pound roof beam into place for a new public shelter cabin on the Iditarod NHT north of Unalakleet, Alaska, summer, 2010. Photo by Jena Daly, BLM.

Innovative Actions

The wide variety of innovative actions that are documented throughout the National Trails System for FY 2010 reflects the diversity and complexity of the National Trails System – as well as the cooperative spirit of the 2006 interagency MOU. These actions have been organized into major activity areas in alphabetical order:

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Community Outreach

Ala Kahakai NHT – Trail staff are currently working closely with 12 community groups on a variety of projects which are aimed to build local capacity for community-based management of trail segments.

Appalachian NST – In the first year of the Appalachian Trail Communities Program, lead by the Appalachian Trail Conservancy (ATC), eight communities have been approved for designation, six applications are in process, and 14 more communities have expressed interest. (The application and program information are on ATC’s website.)

Star-Spangled Banner NHT – The Chesapeake Bay Gateways Network awarded more than \$200,000 in grants to Chesapeake Bay Gateway communities in Havre de Grace, Baltimore’s Fells Point, the Baltimore National Heritage Area, and the Friends of Fort McHenry, for education, planning, and interpretation projects that will build awareness of the Trail and improve virtual and physical visits by Trail users.

Educational Outreach

Appalachian NST – A Trail to Every Classroom (TTEC), now completing its fifth year, hosted 55 teachers from nine states. An alumni workshop in partnership with the Appalachian Mountain Club trained 22 teachers in Hike Leadership and Wilderness First Aid. One staffer traveled to Alaska to assist with the planning and implementation of the Iditarod Trail to Every Classroom (iTREC!) (see below) and is currently assisting in a new Continental Divide Trail TTEC program. So far, TTEC has trained 230 teachers and engaged approximately 15,000 students.



TTEC working group at Amicalola Falls State Park at the southern end of the Appalachian NST. NPS photo.

Iditarod NHT – iTREC! was launched with the participation of 18 teachers from around Alaska. This place-based, service-learning continuing-education series for K-12 teachers in Alaska works with educators to help them gain new expertise, ideas, and resources for developing curricula and teaching practices that help connect youth and communities to the Trail. Comprised of a 5-day summer institute and two 2-day fall and spring workshops, the series is based on the highly successful Appalachian Trail’s A Trail to Every Classroom. This multi-year project was launched under the leadership of Chugach National Forest, the Iditarod Historic Trail Alliance, and BLM, with the direct support and guidance of NPS Appalachian Trail and Appalachian Trail Conservancy staff.

Juan Bautista de Anza NHT – Last summer, Anza Trail staff added nine seasonal Teacher-Ranger-Teachers (TRTs) who were stationed at parks and historic sites along the Trail to both serve the public and develop curricula tailored to their schools back home. TRTs were stationed at San Juan Bautista State Park, Santa Monica Mountains National Recreation Area, Golden Gate National Recreation Area, John Muir National Historic Site, and the Peralta Hacienda in Oakland.

Star-Spangled Banner NHT – Staff provided professional development on the War of 1812 to 90 Maryland teachers and oversaw the development of an inventory of existing educational materials and new curriculum-related materials for teachers’ use trail-wide.

Facility Development

Iditarod NHT – In order to avoid damaging volunteers’ snowmachines by hauling heavy loads over 70 miles of rough trail, BLM made a unique air delivery by parachute to one of the most remote segments of the Trail. More than 1,500 pre-cut 8-foot log poles were banded into 26 bundles, affixed to four parachutes each, and dropped from an Alaska

Fire Service aircraft. This winter, local volunteers will donate their time, snowmachines, and freight sleds to set up the trail markers along 50 miles of the Trail.



A shelter and tripod marker along the Iditarod NHT. BLM photo by Kevin Keeler.

Overmountain Victory NHT – The Environmental Assessment and feasibility study for a new trail office and visitor contact station is almost complete. Begun in the fall of 2008, the study's preferred alternative is the Rocky Ford Site in Morganton, NC. Meanwhile, the first visitor center solely focused on the Trail opened this past year. Owned and developed by Abingdon, VA, this facility is located at the north end of the Trail and has proven to be a successful partnership between NPS and Abingdon (which raised funds for the purchase and preservation of the site in 2007). NPS is also helping with funding for planning and design of a permanent museum exhibit at the center.

Trail of Tears NHT – With The Nature Conservancy, NPS completed the site development at the Mantle Rock Preserve, Kentucky, with signs, a retracement trail, and wayside exhibits. The dedication on September 20, during the Trail of Tears Association conference, involved numerous partners and received favorable media attention.

Interpretation and Educational Services

California NHT – The Long Range Interpretive Plan for this Trail (and the overlapping Oregon, Mormon Pioneer, and Pony Express NHTs) was completed this year. The Auto Tour Route Interpretive Guide for Utah was also completed and sent to be printed.

Captain John Smith Chesapeake NHT – A “Boater’s Guide to the Trail” is underway and will be available for download from the Trail website. NPS is also partnering with the Chesapeake Conservancy and the Maryland Geocaching Society to develop a “geotrail” that will link partner sites through a series of geo-caches.

Florida NST – Forest Service staff, in partnership with the University of Oregon, is developing a catalog of suitable and consistent interpretive kiosk and trailhead designs. Settings range over the full spectrum from urban to wilderness. The catalog, due to be completed in 2011, is part of a trailwide Trailhead and Kiosk Plan. Trail safety will be enhanced through coordinated and consistent GPS-based emergency contacts.

Juan Bautista de Anza NHT – On September 25 the first permanent Anza Trail Exhibit opened in the Martinez Adobe at the John Muir National Historic Site in Martinez, California.

North Country NST – A Connect Trails to Parks project with Five Rivers MetroParks and Dayton Aviation Heritage NHP in Ohio, Fort Stanwix National Monument in New York, and Pictured Rocks National Lakeshore in Michigan will provide wayside interpretive panels along the Trail. This panel system uses a “state” panel with a map and information on the Trail statewide on one side and then is paired with a panel of local maps and information.

Overmountain Victory NHT – Staff have started a Long Range Interpretive Plan for the Trail, with partner meetings being conducted this past summer and fall with the help of a contractor and NPS Harpers Ferry Center staff.

Selma to Montgomery NHT – Two additional Travel Information Station antennae are being placed on the Trail for wider trail information broadcast capability. In addition, the first interpretive waysides were recently installed along the Trail.

Star-Spangled Banner NHT – Eight partner workshops were co-hosted with Maryland, Virginia, and District of Columbia partners to identify the places, stories, and visitor experiences that the Trail should include. A draft interpretation and visitor experience plan will be distributed in early 2011 to state and local agencies and trail partners and implemented through technical assistance, workshops, and online tools. Also, the Friends of Chesapeake Gateways launched the Star-Spangled Banner Geotrail, a network of over 35 historic places with War of 1812 connections. It has received enthusiastic press and glowing feedback from users. There have been over 5,000 visits, and coins were awarded already for visits at more than 20 sites. An e-newsletter about the Trail and related Bicentennial activities was begun in the spring and is now distributed quarterly to almost 2,000 addresses.



The AmeriCorps Crew in the Appalachian NF's Bradwell Bay Wilderness Area. Photo courtesy Kent Wimmer, Florida Trail Association.

Mapping and Data Management

Ala Kahakai NHT – Trail staff are coordinating a Cooperative Ecological Study Unit (CESU) agreement with the University of Redlands, in California, to develop a GIS-based Knowledge Management System for the Trail. Similarly, a CESU agreement with the University of Hawaii will develop a land use permitting tracking tool in partnership with the County and the State of Hawaii.

Appalachian NST – In 2009, the University of Rhode Island was awarded a grant to design and build an Ecological Decision Support System (DSS) for the Trail. The purpose of this project, now merged with the AT MEGA-Transect, is to improve decision-making that involves NPS, the trail administrator's office, the Appalachian Trail Conservancy, and the Forest Service – and to provide a means to convey meaningful information to the public. The DSS will integrate NASA's multi-platform sensor data, NASA Terrestrial Observation and Prediction System models, and field-based measurements from MEGA-Transect partners to address natural resource priorities and improve management decisions. See <http://www.edc.uri.edu/atmt-dss/>.

Arizona NST – The Forest Service is working on a partnership GIS project with the Arizona Trail Association, using the Federal Trail Data Standards, to document the status of the Trail and estimate costs needed to complete the Trail.

El Camino Real de Tierra Adentro NHT – NPS and BLM together have completed and printed the Trail's official map and guide brochure.

New England NST – NPS staff have established an on-line interactive trail map with Google at www.newenglandtrail.org/Map/InteractiveMap.aspx.

Nez Perce (Nee-Me-Poo) NHT – A new map of the Trail is now for sale, providing details on many activities along the Trail route. One side provides an overview with information on modern travel routes and sites to visit. The other side shows how the region looked in 1877.

Pacific Crest NST – Trail Maps 1, 2, 3, 4, and 5 (California) and 7, 8, 9, and 10 (Oregon/Washington) are available for purchase by the public. Map 6 (California) is in progress and is expected to be available for purchase in the summer of 2011.

Marketing and Promotion

Nez Perce (Nee-Me-Poo) NHT – The Lolo Pass Visitor Information Center hosted the Nez Perce Appaloosa Horse Club with horses and riders in full traditional dress for a parade for visitors on August 21. The parade was followed by a presentation about the Trail and the importance of both the Appaloosa horse and Lolo Pass to the Nez Perce people. Stories and songs were presented by club members of all ages, including stories of the great Nez Perce chiefs and how the War of 1877 affected the Nez Perce people.

Nez Perce (Nee-Me-Poo) NHT – In a partnership with Yellowstone National Park, Forest Service staff assisted the Greater Yellowstone Science Learning Center to add information about the Trail in the Park to their website. Park staff worked with the

Tribes and Trail staff to develop two wayside exhibit panels – the first such interpretation of the Trail in the Park.



Chief Joseph Trail Ride in the Big Hole Valley, Montana, July 19, 2010. Forest Service photo by Roger Peterson.

Potomac Heritage NST – With assistance from many partners, NPS staff organized a trail marketing advisory group and expanded the content and recognition of the companion website, www.potomacheritage.net.

Policy and Planning

Continental Divide NST – An amendment to the Trail’s comprehensive management plan (CMP) was published in the *Federal Register* to clarify the Trail’s nature and purpose and outline policy direction for the Trail in land acquisition, visual resource management, recreation resource management, allowed uses of motor vehicles, and carrying capacity.

Lewis and Clark NHT – The Trail’s challenge cost share program was shifted with a new application process, increased project maximums (from \$5,000 to \$10,000), and a longer application period to foster competition and stimulate interest and applicants. Thirty applications were received – far more than available funding could accommodate. To heighten awareness of environmental concerns, a paragraph was added to all new agreements encouraging partner groups to use recycled materials where practical and seek “green” methods as part of their efforts.

Potomac Heritage NST – Staff drafted a “foundation document” for trail planning, administration, management, interpretation, and coordination, with the intent to add management plans (organized by state and region) as appendices.

Star-Spangled Banner NHT – In July the Trail’s comprehensive management planning was launched to also include Maryland’s Star-Spangled Banner Scenic Byway, enabling Maryland to seek National Scenic Byway designation for it. Maryland received \$1.8 million in 2010 for education and interpretive media projects to develop both the Trail and the Byway.

Star-Spangled Banner NHT – Agency partners in Maryland created a water trail plan for improving access to and interpretation of the Trail -- with the purpose of identifying short-term infrastructure and interpretation investments for the Maryland War of 1812 Commission and partners to implement through 2015.

Trail of Tears NHT – NPS completed a development site plan in the Shawnee National Forest at Crabb Abbot Farm involving private landowners and federal agency partners. The dedication, also on September 20 in Pope County, Illinois, involved numerous partners and received favorable media attention.

Resource Management

Appalachian NST – Energy development and transmission corridors continue to be major issues. Both the individual and cumulative impacts of these projects are the single greatest threat to the Trail experience. Transmission companies have formally announced their intent to construct two major powerlines that would cross the Trail. Public meetings were well attended with many people speaking out against the additional impact to the Trail. Several wind energy projects are proposed in the Northeast, including the Highlands Wind project in Maine.

Appalachian NST – High elevation and ridge-top ecosystems, which comprise much of the Trail corridor, have been impacted by and remain extremely sensitive to acid rain and acidic deposition. Such effects include forest die-back and barren aquatic ecosystems. The goal of the MEGA-Transect acid deposition monitoring study is to establish the status and susceptibility of the land with respect to environmental change and atmospheric deposition. The study will involve a NPS team of researchers collecting soil samples and other measurements along the length of the Trail during the spring and summer of 2010 and 2011.

El Camino Real de Tierra Adentro NHT – American Recovery and Reinvestment Act (ARRA) funds have made possible a 6-state Historic Trails Inventory, launched in 2010. It will address landscape setting and visual resources for some 30 miles of this Trail's high potential segments.

Iditarod NHT – One of the last few remaining historic safety cabins on the Trail was saved from imminent destruction by a rapidly eroding river and given a new foundation at the same time. A partnership project this year between the Alaska Lands Iditarod Project and cabin restoration specialists from the FWS, with funding support from the State Office of History and Archeology, moved the cabin onto a sled and pulled it to a new site located well-above the floodplain.

Juan Bautista de Anza NHT – Trail staff were challenged by the fast-track development of the Imperial Valley Solar Project directly on the trail alignment in southern California.

Old Spanish NHT – American Recovery and Reinvestment Act (ARRA) funds have made possible a 6-state Historic Trails Inventory, launched in 2010. It will address landscape setting and visual resources for some 400 miles of this Trail's high potential segments.

Santa Fe NHT – NPS entered into an agreement with the National Trust for Historic Preservation to nominate sites along the Trail for listing in the National Register of Historic Places. This agreement became a match for a successful grant application with the Colorado State Historical Fund for \$120,000 to support field surveys and visual resource management analysis along the Trail.

Santa Fe NHT – NPS coordinated with the Cornerstones Community Partnership to document and provide preservation assistance on several historic trail buildings in Tiptonville, New Mexico.

Signs and Markings

California NHT – Negotiations are underway with the California Department of Transportation for a Transportation Enhancements grant that was approved in 2007 to mark the Trail's auto tour route throughout California at an estimated cost of \$1.4 million. (Actual funding will depend on an approved state budget.) Meanwhile, new signage has been produced and will be installed in western Nevada along both this Trail and the Pony Express NHT where they merge and continue west into the California.

El Camino Real de los Tejas NHT – At the same time that the Trail's comprehensive management plan was being completed this year and placed on public review, NPS staff developed a trailwide Sign Plan, with cost estimates.

Oregon NHT – Strong interest in southeastern Idaho this past year resulted in the desire by the Idaho Transportation Department through the Caribou Historical Society to propose draft plans, a process, and an agreement to produce a highway sign plan for the Oregon and California NHT routes in Idaho.

Star-Spangled Banner NHT – NPS initiated a graphic standards and sign placement plan for the Chesapeake Bay Office that will help this Trail, the Captain John Smith Chesapeake NHT, and the Chesapeake Bay Gateways Network.

Special Events

Iditarod NHT – BLM, the Iditarod Historic Trail Alliance, Chugach National Forest, and other partners continued Iditarod Centennial events throughout 2010 with a historic dog-team reenactment at the start of the Iditarod Sled Dog Race, organized presentations on the historic trail by a young Iditarod Race finisher to over 500 Anchorage School District students as part of BLM Outdoor Week, and greeting thousands of Alaska State Fair visitors. At the State Fair, the Alliance partnered with the Alaska Jobs Corps, purchased materials for an additional safety cabin, and employed a crew member from the summer safety cabin project to lead the construction crew for the display cabin. After being displayed over the two-week event, the cabin was moved 20 miles to the Iditarod Trail Sled-dog Race headquarters in Wasilla, where it will be developed with interpretive signage to explain the role of the Trail to 50,000 visitors there every year.



Iditarod Sled Dog Race musher Aaron Burmeister passes the BLM Tripod Flat Public Shelter Cabin approximately 250 miles from the finish line in Nome. BLM photo by Kevin Keeler.

Old Spanish NHT – In May, at BLM’s National Landscape Conservation System Science Symposium in Albuquerque, NPS organized nine presentations on historic trails documentation, management, and research projects. The Old Spanish NHT featured prominently in this program.

Pony Express NHT – NPS, BLM, the National Pony Express Association (NPEA), the Smithsonian National Postal Museum, and a multitude of state and local entities worked together to commemorate the 150th anniversary of the first run of the Pony Express in 1860. In April, a kick-off event was held in Washington, D.C., to promote the anniversary and for NPEA to carry letters from the eight Trail states to Congressional representatives thanking them for their support. Each of eight NPEA state chapters also conducted local events and celebrations. Writers from around the world contacted NPS and NPEA, hungry for information to provide to their readers. A commemorative re-ride was conducted in June from San Francisco, CA, to St. Joseph, MO, during daylight hours so that local communities along the Trail could plan celebrations. BLM partners in Utah helped photograph the entire re-ride and state celebrations.

Selma to Montgomery NHT – The annual Bloody Sunday Jubilee event in March featured foot soldiers who lived at the Tent City site midway along the Trail.

Star-Spangled Banner NHT – On National Trails Day, various DC-area partners hosted over 100 bicyclists on a family-friendly history tour, using the new Woodrow Wilson Bridge multi-use trail to connect the Potomac River’s Virginia and Maryland shores.

Trail Corridor Protection

Florida NST – A coalition of 15 land management agencies and partners has been formed to coordinate the completion, development, maintenance, and promotion of the Trail. This marks a shift from opportunistic land protection (property by property as circumstances allowed), to a multi-pronged approach with an emphasis on trail completion and management.

Iditarod NHT – 60% of this Trail crosses State of Alaska lands. The Alaskan DNR Iditarod Trail Easement Project continues to consolidate protection and improvement of the Trail through a BLM agreement with the Iditarod Historic Trail Alliance and the DNR, with some funding from RTP grants. Alaska has undertaken a comprehensive survey of public access along the Trail, developing a number of new access agreements with private landowners in situations currently without legal access. In the past three years, Alaska dedicated over 1,600 miles of trail easements. Dedication of public easements or rights-of-way are a prerequisite for any government funded improvements to the trail, including trail marking and safety cabin development.

Pacific Crest NST – Planning and discussions continue with Tejon Ranch in Southern California to relocate 37 miles of the Trail from the desert floor onto the Sierra Crest.

Training

Florida NST – The Forest Service and Florida Trail Association (FTA) trained 100 volunteers in CPR and First Aid as well as 12 crew leaders in wilderness First Aid. Next year's goal is that these courses are available to every one of FTA's local chapters.

Pacific Crest NST – The Trails Skill College, funded by a Recreational Equipment Inc. (REI) grant, was hosted by the Pacific Crest Trail Association at Cascade Locks, Oregon, where more than 100 volunteers were trained at one time.

Volunteer Services

North Country NST – Volunteer program funding enabled production of a series of weatherproof “tailgate safety cards” for distribution to volunteers the length of the Trail. These cards are clipped together with a carabineer that can be clipped to a pack or belt. 500 sets were produced and distributed to help create a trail-wide culture of safety awareness. Meanwhile, a series of job descriptions were developed for the most typical volunteers jobs, along with a series of accompanying Job Hazard Analysis (JHAs). Both sets of documents are on the Trail's NPS and North Country Trail Association websites to help to standardize volunteer agreements, professionalize volunteer operations, and improve safety.

Youth Outreach

Captain John Smith Chesapeake NHT – The Chesapeake Bay Gateways Youth Corps (CBGYC) actively fosters citizen stewardship of the Chesapeake Bay and improves public access along the Trail by engaging volunteer youth teams and supervisors in work projects and environmental education at 10 Virginia State Parks Gateway locations. At the same time, *John Smith Trail Expeditions* uses Sultana Projects' canoe and kayak fleet to provide groups of students, teachers, and members of the public on single and multi-day educational boating trips on portions of the Trail and its associated waterways.



Pacific Crest National Scenic Trail volunteers at work in the Inyo National Forest, 2010. Photo by Joshua Hammari, BLM, CA.

Ice Age NST – The Ice Age Trail Alliance (IATA) is completing a segment of the Ice Age Trail at Straight Lake State Park. Here they have involved a spectrum of youth and adults from nearby and across the Nation as volunteers. Organized groups included AmeriCorps National Civilian Conservation Corps, the University of Wisconsin Hoofers Outing Club, high schools in St. Croix Falls, Frederick, and Luck, the Imperial Lion Dance Troupe, the Northwest Passage Foundation, AmeriCorps Partners for After School Success, the Lodi School District, and the American Hiking Society’s Volunteer Vacations.

Iditarod NHT – BLM and its partners employed 19 rural Alaska teenagers this past summer to construct four new winter safety cabins along the Trail, bringing a total of 6 new safety cabins ‘on-line’ in the past two years. Funded under ARRA, the 2010 project provided meaningful work, income, and job skills training for often-underemployed rural Alaskan youth. 100 tons of safety cabin materials, tools and personnel were moved by BLM in more than 300 helicopter, small plane, and large cargo aircraft flights. The sturdy 16x16-foot log shelters provide refuge to over-snow travelers who rely on the Trail as the only overland travel option between rural Alaskan villages.

Juan Bautista de Anza NHT – Trail monitoring is being conducted by two interns in the Yuma Field Office through an assistance agreement with the Student Conservation Association. The interns are a part of the Yuma Field Office Youth Initiative.

Nez Perce (Nee-Me-Poo) NHT – The Trail received \$240,000 of American Recovery and Reinvestment Act (ARRA) funds to hire summer workers to improve more than 100 miles of trail segments.

Pacific Crest NST – Diversity outreach continues by supporting youth programs such as the NAACP Rites of Passage in Oregon, Warm Springs Tribal PCT Crew (also in Oregon), and charter high school crews in the greater Los Angeles, CA, metropolitan area.



The “ultimate bench,” just after construction, along the Gibraltar Rock segment of the Ice Age NST. NPS photo courtesy Tom Gilbert.

Conclusion

America's Conservation Agenda – During the summer of 2010, with strong support from the White House, a coalition of Federal agencies – including the six responsible for this report – held a series of listening sessions nationwide called “America's Great Outdoors” (AGO). This was an opportunity for citizens and organizations to share their perspectives and guide the Administration in future public lands and conservation programs. Many National Trails System partners participated in these meetings. However, at press time for this report, the AGO report has not yet been released.

A Decade for the National Trails, 2008-2018 – The Partnership for the National Trails System, a coalition of more than 30 NST and NHT organizations, continues to coordinate “A Decade for the National Trails, 2008-2018.” The Decade leads up to the 50th anniversary of the National Trails System Act in 2018. In early 2010, the Partnership identified top priority actions to help carry out three Decade goals. Those actions are:

For Goal One: Increase public awareness of the National Trails System . . .

- Develop and market a series of PBS films with an interactive website depicting each national scenic and historic trail and the National Trails System.
- Develop programs and activities to engage and involve youth (especially urban youth) in appreciating, using, and helping to sustain national scenic and historic trails.
- Work with the Department of the Interior Office of Youth in Natural Resources to share and spread information about opportunities for youth involvement in the National Trails System.

For Goal Two: Complete and enhance the designated National Trails . . .

- Complete inventories of the natural and cultural resources and mapping of the routes of all national scenic and historic trails.
- Develop and implement land protection plans for all national scenic and historic trails.
- Collaborate with Federal agencies to include mapped corridors to preserve the integrity and aesthetic quality of all national scenic and historic trails and their adjoining landscapes in agency land management plans.
- Complete construction of all national scenic and historic trails and necessary interpretive and other support facilities.

For Goal Three: Build capacity of organizations and Federal agencies to better administer, manage, and sustain national trails.

- Regularly provide training for trail organizations to enhance their ability to recruit and retain leaders, to raise funds to sustain their efforts, and to better govern themselves. Provide training for organization leaders and agency staff in trail land and resources protection techniques.
- Enhance the volunteer programs and volunteer coordination staffing of the Federal agencies and the trail organizations to significantly increase volunteer recruitment, training, empowerment, and retention.

Many of the Federal agency accomplishments outlined in this report help carry out various aspects of these goals and actions.

New Funds – Despite the economic downturn – the worst nationwide economic conditions and highest unemployment since the 1930s – several new sources provided much-needed funds for National Trails System projects. Under the American Recovery and Reinvestment Act (ARRA), many National Trails System projects received funding, including over \$6 million for projects under BLM’s jurisdiction. One is a multi-state project developing a systematic inventory and assessment process for cultural and visual trail resources within trail corridors. At the same time, the USDA Forest Service received \$22 million (out of a total \$101 million) specifically for projects along the Pacific Crest and Continental Divide NSTs, the Nez Perce NHT, and Forest Service segments of the Iditarod NHT.

In addition, NPS continued a third and fourth year of Connect Trails to Parks grants, distributing \$957,000 in FY 2010 to 17 projects in 19 states, ranging in scope from educational outreach for teachers to new wayside exhibits along national historic and recreation trails.

Some trails also benefitted from Federal transportation funds apportioned through the States, particularly under the funds set aside for Transportation Enhancement activities.

Youth Outreach – A spring, 2010, survey of National Trails System youth programs identified 37 different youth programs operating in association with 15 of the 30 NSTs and NHTs. These vary widely in size and scope from internships to teacher training, from specialized visitor center programs to crew leader training, from summer saunters to summer camps. The Partnership for the National Trails System, with strong input from our agencies, published “Outreach, Leadership, and Career Development: Youth Programs on the National Trails System” with the intent of strengthening and coordinating these important programs.

Research Needs – There are many research needs associated with the National Trails System, but perhaps the most glaring gap is being able to systematically and comparatively (and economically) measure trail visitor use. That is the primary missing information in the statistical tables shown in this report.

There is no common or universal method for measuring trail use. A study released this year about the Appalachian NST estimates annual usage of the trail by some 1.9 million people. This is more accurate than any previous figures, but not a method easily replicated by others. It is critical that we develop a standard visitor use methodology to be able to compare trail visitation with comparable figures occurring at parks, forests, visitor centers, and similar destinations. With such data we can then do research in visitor satisfaction, economic impacts, and the cost/benefits of operational and project funding.

Challenges – Major challenges continue to face these trails. An aging workforce and changing technologies will clearly affect the current high numbers of volunteers in the future. The depressed economy makes fundraising difficult for nonprofit partner. Many state budgets mean closing state parks and reducing staff involved in the trails. Level or even reduced Federal budgets over the next few years will be a challenge to all the trails. Vandalism, neglect, erosion, and development continue to take their toll locally on resources associated with these trails. Energy independence and the wish to upgrade and add utility corridors – as well as install thousands of acres of wind farms and solar arrays – may severely damage the visual quality of many of these trails. It has become clear that the past decade’s conflicts over oil and gas drilling

and cell phone towers were just a prelude to a concerted rush to develop new sources of energy – primarily wind farms and solar arrays. Dozens of these alternative energy projects – often huge and industrial in nature – may negatively impact various trails and trail sites. Mitigating or moving some of these projects will prove a challenge in balancing the twin goals of fostering energy independence and protecting treasured landscapes.

Summary – The impressive accomplishments documented throughout this report indicate that the National Trails System is as strong as ever, providing an ever-expanding diversity of travel and adventure experiences for Americans and their international visitors. For the four new NSTs and NHTs established by law in 2009, 2010 has been a productive year in building budgets, finding staff, and getting organized to make these trails accessible for public use. Much of this work is the result of vibrant interagency and public-private partnerships. These trails offer unmatched quality of life experiences in outdoor recreation, education, scenic transportation, and access to the precious natural and cultural resources that define us as a Nation. And, essential to all these efforts is an unwavering, impressive, and ever-growing cadre of volunteers.



As part of the 150th Pony Express re-ride, a local Pony Express rider takes off in a rush after transferring the mochila of letters going east as spectators watch in front of the City Hall of Eagle Mountain, Utah, on June 14, 2010. NPS photo courtesy Chuck Milliken.

APPENDIX A

<u>STATUS OF HIGH POTENTIAL SITES AND SEGMENTS ALONG NHTs</u> (Only trails reporting are listed.)	Total number associated with the trail	Number protected in FY 10	Number experiencing threats in FY 10
Trail			
Ala Kahakai NHT	40		11
California NHT	295	86	19
Captain John Smith Chesapeake NHT	68	0	0
El Camino Real de los Tejas NHT	92	unkn	unkn
El Camino Real de Tierra Adentro NHT	197	2	unkn
Iditarod NHT	60	3	6
Juan Bautista de Anza NHT	119		1
Lewis and Clark NHT	524	11	57
Mormon Pioneer NHT	65	34	7
Nez Perce (Nee-Me-Poo) NHT	212 ¹	15	10
Old Spanish NHT	unkn		6
Oregon NHT	146	70	16
Overmountain Victory NHT	34		2
Pony Express NHT	213		11
Santa Fe NHT	225	unkn	unkn
Selma to Montgomery NHT	7	1	0
Trail of Tears NHT	52 ²	unkn	unkn
TOTALS	2,349	222	146

- Note3: (1) The 3 high potential segments along this trail equal 317 miles in combined lengths.
 (2) This number of high potential sites and segments will expand once the newly added trail mileage under PL 111-11 is fully incorporated into the trail.

APPENDIX B

<u>DATA AND INFORMATION MANAGEMENT</u>	Trail has full-time or part-time data steward	Data sets are updated and accessible to public	Website hits during FY 10 (in 1000s)	Publications distributed in FY 10 (in 1000s)
Y = yes, N = no, unkn = unknown				
Trail				
Ala Kahakai NHT	N	N	unkn	100
Appalachian NST	Y	Y	unkn	10,000
California NHT	Y		139,504	28,230
Captain John Smith Chesapeake NHT	Y		26,272	10,000
El Camino Real de los Tejas NHT	Y	Y	25,458	0
El Camino Real/Tierra Adentro NHT	Y	Y	20,163	
Florida NST	Y	Y	5.5 million	96,000
Ice Age NST	Y		100,595	
Iditarod NHT	N	Y	unkn	c. 3,000
Juan Bautista de Anza NHT	unkn	unkn	36,000	25,712
Lewis and Clark NHT	Y		343,082	64,000
Mormon Pioneer NHT	Y		82,482	34,250
Natchez Trace NST	Y	Y	0	0
New England NST	Y	N		500
Nez Perce (Nee-Me-Poo) NHT	Y	soon	300,000	200,000
North Country NST	Y	Y	457,503	12,500
Old Spanish NHT	Y	Y	30,518	
Oregon NHT	Y		137,735	48,400
Overmountain Victory NHT	Y			10,000
Pacific Crest NST	Y	Y	411,924	57,456
Pony Express NHT	Y		139,357	21,900
Potomac Heritage NST	N	somewhat		18,500
Santa Fe NHT	Y		73,312	12,000
Selma to Montgomery NHT	Y	N	n/a	12,000
Star-Spangled Banner NHT			37,636	c. 10,000
Trail of Tears NHT	Y	Y	277,300	15,000
Washington-Rochambeau Revolutionary Route NHT	Y	N	0	1,000
TOTALS	Y = 22 (73%)	Y = 10 (33%)	8.1 million	c. 690,500

APPENDIX C

<u>PARTNERSHIP ACTIVITIES</u>	Number of compliance actions and reviews during FY10	Number of trailwide partner meetings	Number of new partner agreements in FY 10	Number of officially recognized volunteer hours contributed
Trail				
Ala Kahakai NHT	6	5	1	8,500
Appalachian NST	57	12	22	213,913
California NHT	105		5	440
Captain John Smith Chesapeake NHT	1	10	6	250
Continental Divide NST				c. 20,000
El Camino Real de los Tejas NHT	7	2	4	n/a
El Camino Real de Tierra Adentro NHT	15	3	6	1,660
Florida NST	2	2	2	68,713
Ice Age NST	10	9		66,205
Iditarod NHT	c. 45	8	8	n/a
Juan Bautista de Anza NHT	20	4	3	17,873
Lewis and Clark NHT	270	55	12	125,370
Mormon Pioneer NHT	60	0	0	20
Natchez Trace NST	0	7	5	11,331
New England NST	3	4	2	7,000
Nez Perce (Nee-Me-Poo) NHT	50	9	12	61,940
North Country NST	12	5	19	68,495
Old Spanish NHT	7	2	2	1,511
Oregon NHT	107	2	4	120
Overmountain Victory NHT	1	80	8	12,000
Pacific Crest NST	8	6	6	96,559
Pacific Northwest NST				c. 26,000
Pony Express NHT	105	12	4	1,306
Potomac Heritage NST	4	1	10	n/a
Santa Fe NHT	25	2	6	n/a
Selma to Montgomery NHT	1	0	1	846
Star-Spangled Banner NHT	0	8	1	0
Trail of Tears NHT	15	2	3	n/a
Washington-Rochambeau NHT	1	8	1	200
TOTAL	937	258	153	c. 810,250