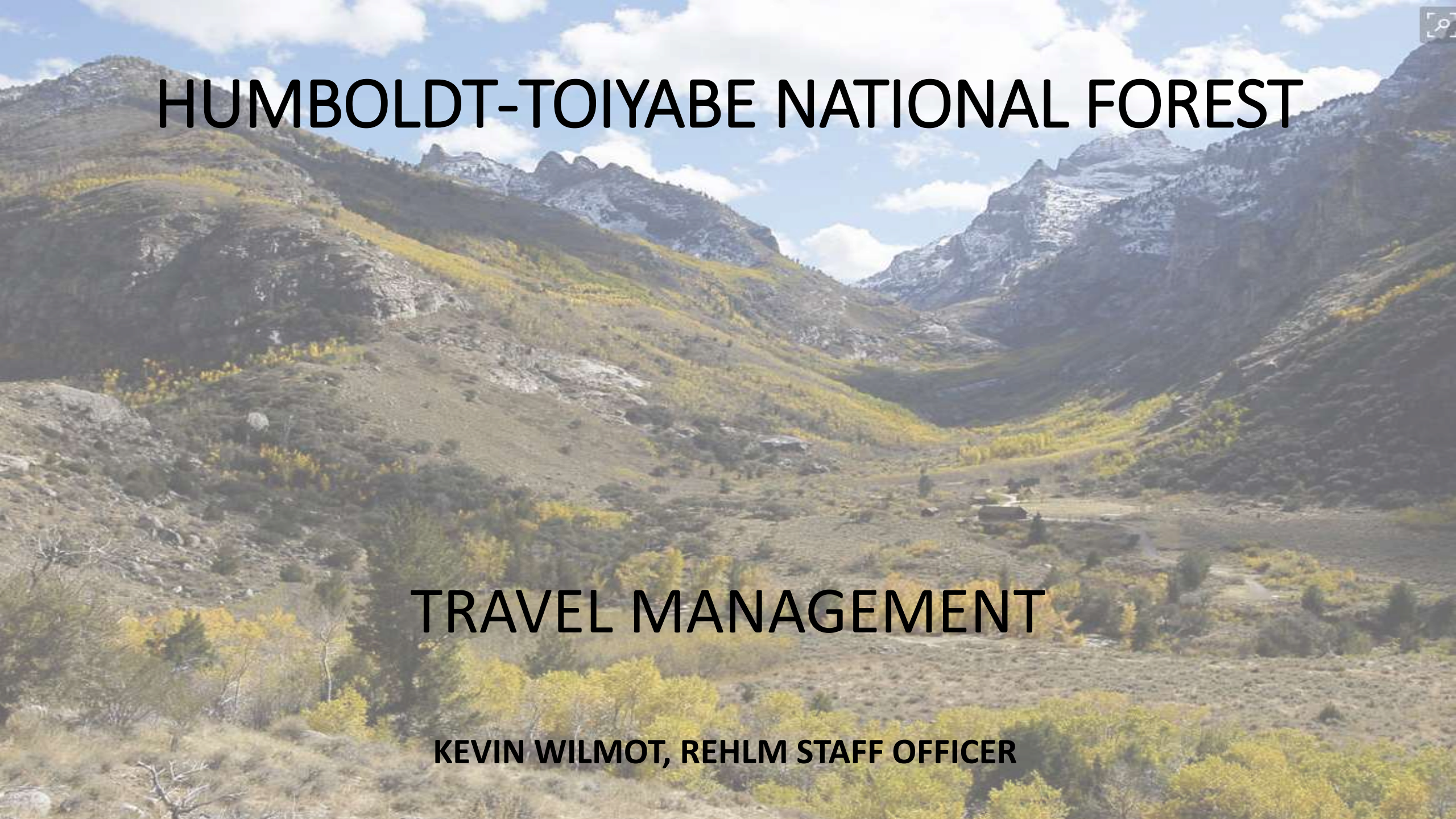

HUMBOLDT-TOIYABE NATIONAL FOREST

TRAVEL MANAGEMENT

KEVIN WILMOT, REHLM STAFF OFFICER

PURPOSE OF TRAVEL MANAGEMENT

36 CFR Part 212.5 requires each national forest to identify the MINIMUM ROAD SYSTEM needed for safe and efficient travel and for administration, utilization, and protection of National Forest System Lands.

WHY ‘MINIMUM ROAD SYSTEM’?

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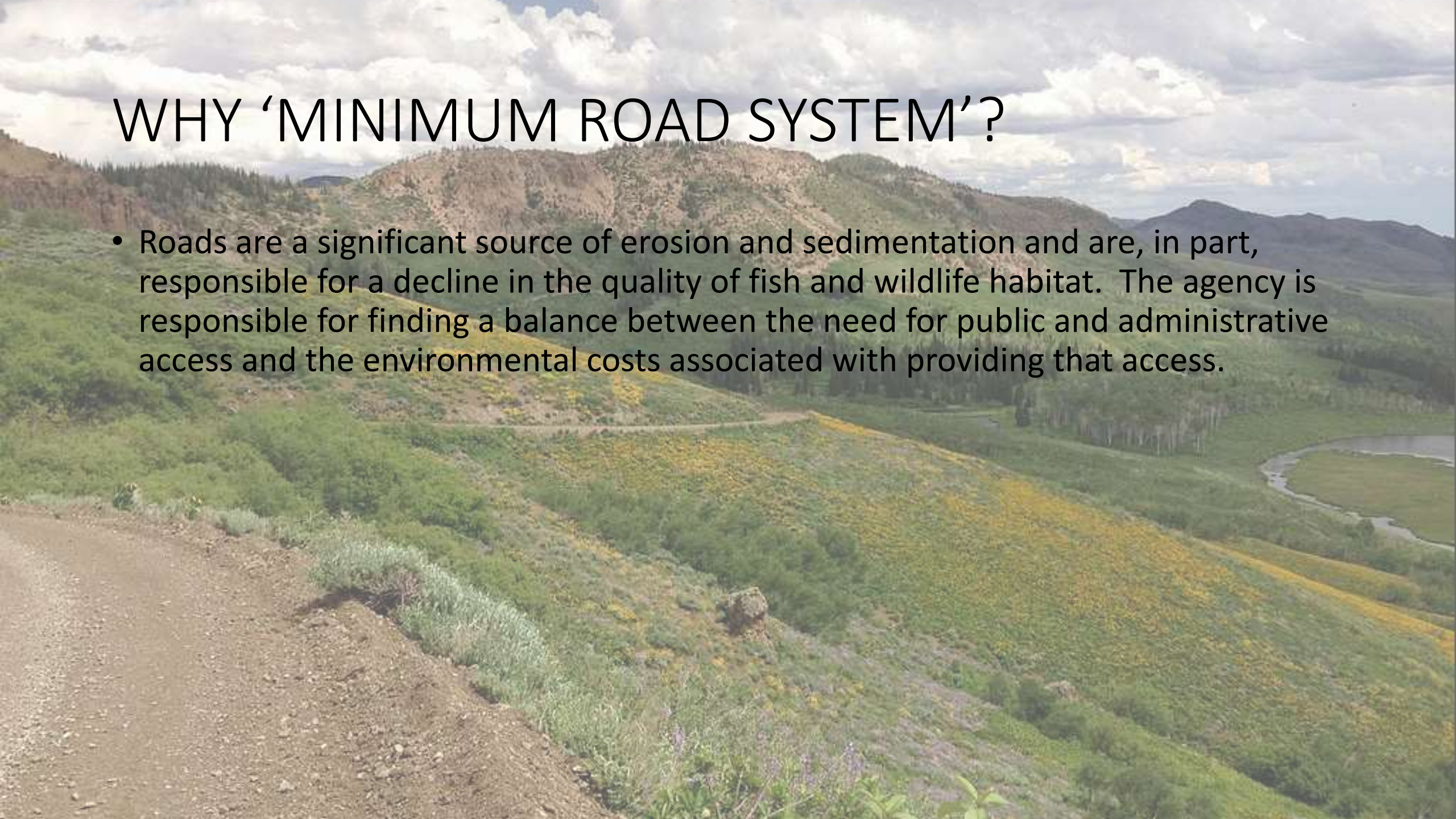

- Roads are a significant source of erosion and sedimentation and are, in part, responsible for a decline in the quality of fish and wildlife habitat. The agency is responsible for finding a balance between the need for public and administrative access and the environmental costs associated with providing that access.

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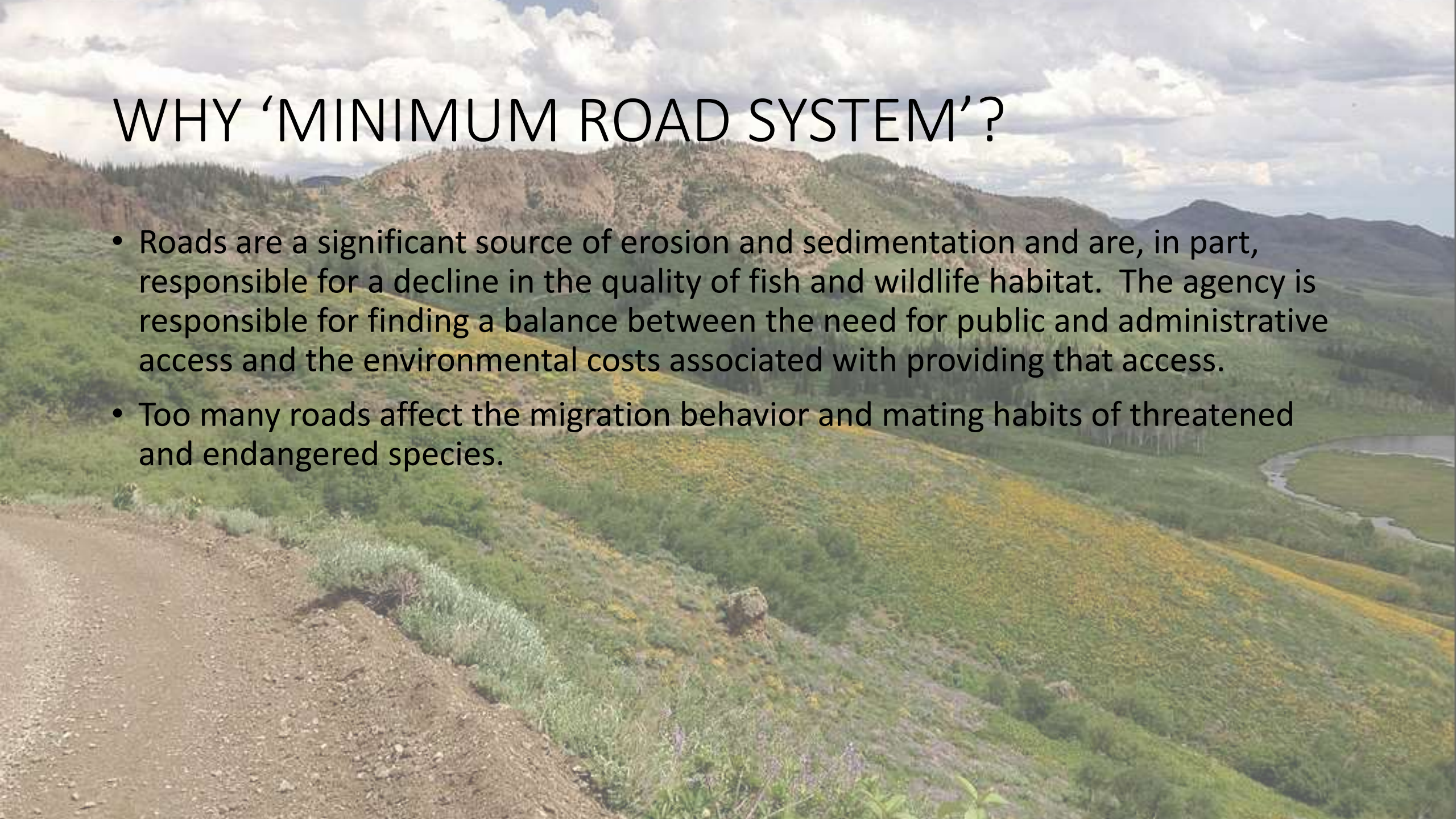

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- Too many roads affect the migration behavior and mating habits of threatened and endangered species.
- Too many roads cause unmanageable maintenance requirements for Forests, which in turn leads to unmaintained roads which contribute to water quality issues for critical watersheds.

TRAVEL MANAGEMENT – SUBPARTS A, B & C

Subpart A – This subpart directs the manner in which the agency administers the Forest Transportation Program, including developing and maintaining a travel management atlas, which is a list and map of all National Forest System Roads. The Atlas is available to the public, and may be updated to reflect new information on the existence and condition of roads and trails, as well as changes in transportation needs of a forest.

Subpart B – This subpart directs the agency to identify the roads, trails, and areas on National Forest System Lands that are designated for motor vehicle use.

Subpart C – This subpart directs the agency to identify the roads, trails, and areas on National Forest System Lands that are designated for over-snow vehicle use. The Humboldt-Toiyabe National Forest is still engaged in implementing this process.

HUMBOLDT-TOIYABE NATIONAL FOREST

TRAVEL MANAGEMENT IMPLEMENTATION SCHEDULE

- CARSON RANGER DISTRICT – June 2006 (Accomplished in multiple sub-areas).
- BRIDGEPORT RANGER DISTRICT – March 2010
- AUSTIN RANGER DISTRICT – July 2009
- TONOPAH RANGER DISTRICT – July 2009
- SPRING MOUNTAINS NATIONAL RECREATION AREA – June 2004
- MOUNTAIN CITY RANGER DISTRICT – April 2012
- RUBY MTNS RANGER DISTRICT – April 2012
- JARBIDGE RANGER DISTRICT – April 2012
- ELY RANGER DISTRICT – February 2009
- SANTA ROSA RANGER DISTRICT – December 2007

TRAVEL MANAGEMENT is an ongoing process of gathering information, assessing transportation needs, monitoring the effects of the transportation system, and implementing updates as necessary.

HUMBOLDT-TOIYABE NATIONAL FOREST

Largest Forest in the Lower 48 States

- 6.3 Million Acres
- 5,600 Miles of roads
  - 4,700 Miles of High Clearance Roads
  - 900 Miles of Passenger Car Roads
- 3,570 Miles of Trails
  - 1,700 Miles of Motorized Trails
  - 1,870 Miles of Non-Motorized Trails

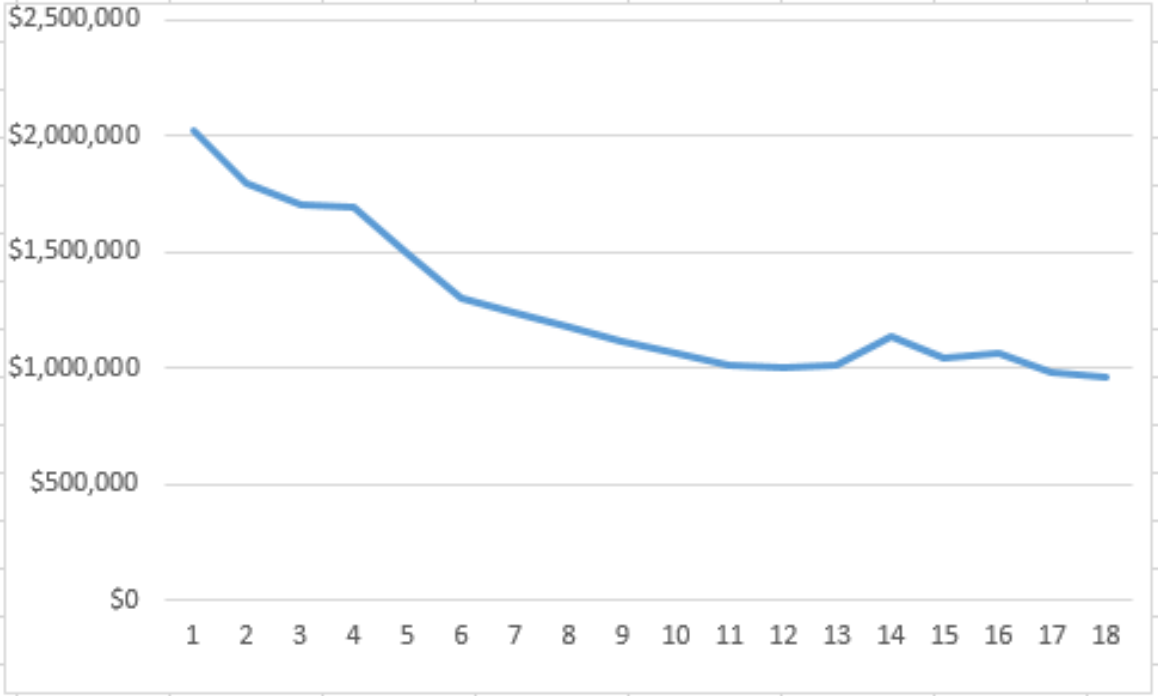
MILES OF ROADS AND TRAILS BY COUNTY

NEVADA COUNTIES				
	# OF ROADS	MILES OF ROADS	# OF TRAILS	MILES OF TRAILS
CARSON	22	26	9	69
CLARK	305	346	148	143
DOUGLAS	96	166	33	10
ELKO	543	1421	1576	1406
EUREKA	31	120	3	10
HUMBOLDT	189	491	36	86
LINCOLN	3	31	2	2
LYON	233	394	118	154
NYE	483	1684	190	536
WASHOE	156	231	100	133
WHITE PINE	228	731	281	385

CALIFORNIA COUNTIES				
	# OF ROADS	MILES OF ROADS	# OF TRAILS	MILES OF TRAILS
ALPINE	322	279	39	186
MONO	352	452	167	267
SIERRA	78	163	1	1

ROAD MAINTENANCE BUDGET TREND 2001 - PRESENT

2001	$2,025,000
2002	$1,800,000
2003	$1,700,000
2004	$1,698,373
2005	$1,500,000
2006	$1,303,188
2007	$1,240,000
2008	$1,180,000
2009	$1,120,000
2010	$1,060,000
2011	$1,017,788
2012	$1,006,421
2013	$1,011,464
2014	$1,138,713
2015	$1,045,661
2016	$1,067,282
2017	$980,000
2018	$960,000



Due to the existence of certain fixes costs, such as equipment lease payments, reductions in funding have a greater than anticipated impact on actual miles of roads that can be maintained.

ROAD MAINTENANCE PRIORITIES

- Roads are maintained according to priorities such as safety and resource damage. Unfortunately, this can cause roads needing maintenance for access to be omitted from the road maintenance plan.

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- With shrinking budgets and increasingly erratic and unpredictable weather, the Forest Service is increasingly dependent on cooperators to achieve maintenance related to access and recreation.
- Through cooperation and innovation, maintaining access and multiple uses can be achieved.


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