

OREGON HISTORICAL TRAILS ADVISORY COUNCIL



2009 ANNUAL REPORT

Oregon Historic Trails Advisory Council 2009 Annual Report

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Oregon Historic Trails Advisory Council 2009

Introduction

In 1998 the Governor established the Oregon Historic Trails Advisory Council (OHTAC) to oversee and provide advice on the sixteen designated historic trails in Oregon. We are nine volunteer citizens, working together to preserve and promote these trails. Ex-officio members from a variety of state, federal, and trail related agencies and organizations provide technical information and input to OHTAC.

This report describes OHTAC activities for 2009. It includes meeting minutes, field trip notes and recommendations that have been a result of the field trips and consultation on a variety of projects with potential impacts to the trails.

Summary of 2009 Activities

We met as a group three times and conducted our annual business meeting at our September 27 meeting in Ontario, Oregon. Our meetings take place on weekends and generally include a day in the field and a business meeting. Day one is spent on a field trip focusing the historic trail or trails in the area. This field trip generates information about the trail(s) being studied, consultation with an expert(s) in the field dealing with the trail(s) studied, and potential recommendations for the various groups and agencies. Day two is our public business meeting with a chance for public input concerning the historic trails in the area.

On the weekend of April 25 and 26, the Council met in Pendleton, Oregon. The field trip focused on the Whitman Route. Our tour started at The Pendleton Oregon Trail Museum Park Kiosk and continued toward Poker Jim Hill. We followed the main Whitman Route and variants from the crossing of the Umatilla River to Walla Walla, Washington. During the return from Walla Walla, the Council visited Milton Freewater, Oregon on both the Whitman Route and the Fremont Route. The field trip finished the day at Tamastlikt. Business meeting was held on April 26 at Tamastlikt.

The following recommendations were made:

1. The Pioneer Cemetery off the end of 8th Street in Milton Freewater, Oregon is in need of some urgent care. It is being overgrown with weeds and many of the grave markers need resetting.
2. The Fremont marker at the edge of Milton Freewater needs to be cleaned and preserved.

3. The Fremont Route at the foot of Linton Hill needs some appropriate signage.

On the weekend of July 25 and 26, the Council met in Bend, Oregon. The field trip focused on the Fremont Route and the Santiam Wagon Road. The trip along the Fremont Route began at Shevlin Park and after an introduction to the route by Mr. Loren Irving, local historian and photographer, we spent the morning working our way along the probable route and campsites in the area. The afternoon was spent on the Santiam Wagon Road starting at Cache Creek Toll Station and working through two segments of the Wagon Road. The public meeting was held on July 26 at the Deschutes County Historical Society Museum.

The following recommendations were made:

1. Appropriate signage for the Fremont Route needs to be placed at the entrance to Shevlin Park and at the Highway 20 viewpoint between Tumalo State Park and Sisters.
2. The Forest Service needs to work with Mr. Irving to verify and protect the location of a potential Fremont campsite at Wychus Creek.
3. The Forest Service needs to consider closing the open section of the Santiam Wagon Road sandwiched between the Mount Washington Wilderness Area and the Cache Mountain Research Natural Area. The open Wagon Road in this area puts both the Wilderness Area and the Research Area at risk.
4. The Forest Service needs to be notified that there is evidence that OHV's are using a contributing segment of the Santiam Wagon Road, which is closed.

On the weekend of September 26 and 27 the council met in Ontario, Oregon. The field trip focused on the route of the Oregon Trail. Mr. Stafford Hazelette, the mapping and marking chairman for the Northwest Chapter of The Oregon-California Trails Association, was our guide. The first part of the trip was the South Alternate Route and the crossing of the Owyhee River. We then crossed Keeney Pass into Vale. After Vale the Council followed the Oregon Trail route to the Willow Springs campground and then on to Farewell Bend State Park. Other sites visited were the Van Orman Site, the descent into the Birch Creek drainage, and the official Birch Creek site. The public meeting was held on September 27 at the Ontario Holiday Inn.

The following recommendations were made:

1. The Fort Boise Marker at the Snake River Crossing Kiosk outside of Nyssa needs work or replacement.
2. Oregon Trail route signs pointing the way to Keeney Pass are extremely faded and in need of replacement.
3. The interpretive panels at the Keeney Pass site are sun faded and need replacement.
4. The Henderson gravesite panel needs replacement and possible reorientation, and the missing marker explaining the “died of thirst story” needs to be replaced.
5. The Malheur Country Historical Society sign concerning the Meek Cutoff needs significant repairs or replacement.
6. There is a need for directional signage at the road junction in the area of the Willow Creek Camp site.
7. The top rail of the fence needs to be replaced at the Van Ornum site.
8. The directional signage for the walk up the established Birch Creek site needs replacement.

Other Historic Trails Related Functions

Wind farms and power transmission lines still dominate much of OHTAC’s time. The Council has been represented at meetings from Baker City to The Dalles, been in the field with archeologists and representatives of the developers, and been involved with the Energy Siting Council’s application process through written input.

The Council has helped expedite contact between energy developers, county planners, state agencies, national associations for trail preservation, and local experts on the various Historic Trails. We have given written and oral comments into the various management plans being developed by National Forests with Historic Trails within their boundaries.

During the past year OHTAC is especially proud of its help in moving along the nomination process for the Santiam Wagon Road’s listing on the National Register of Historic Places.

Even with greater success defending the Historic Trails, OHTAC has concerns about the ability to protect the Historic Trails from small energy (less than 105 megawatts) developments that do not have to go through any unified siting process, the ability to protect the Historic Trails from intrusions by OHV and ATV users, the ability to promote the Historic Trails in an effective manner, and the ability to provide a Historic Trails educational component.

Field Trip Notes
Pendleton, Oregon
April 25, 2009

Departed Red Lion Motel at 0800 Am.

Museum Park Kiosk – Looks good. Needs some cleaning and John C. said he would take care of it. Kiosk itself is showing the effects sun and drying. Possibly needs some maintenance due to these issues.

Pendleton -- East entrance Beaver Board--looks in fairly good shape. Face work – looks good and lettering looks fairly good.

Poker Jim Hill -- No current issues

Main Route and variants from Umatilla River crossing to the Whitman Mission Site– Possible signage from river crossing to the mission across Butler grade – Wait until the research had been done as required by the new federal legislation, Omnibus Public Lands Management Act.

Milton Freewater – The sign in front of City Hall while having been maintained, the process left the sign hard to read. Possibly redo the letters.

The Pioneer Cemetery off the end of 8th Street -- Needs some urgent care and repair of tombstones. Ross will refer it to the Oregon Cemetery commission for some potential help. With the potential of Trail swales and its location within the community -- some signage would be appropriate.

The Fremont marker – The marker needs to be cleaned and sealed to preserve it from the elements.

Fremont Route at the foot of Lincton -- Could use some signage or a marker of some kind.

Tamastlikt – Excellent presentation by Mr. John Bevis. The displays and interpretation at the cultural center is very nicely done.

Returned to Red Lion

Field Trip Notes
Bend, Oregon
July 25, 2009

Departed Phoenix Inn at 0800 AM.

Traveled to Shevlin Park and met Loren Irving, a local historian and photographer who has been studying the route of Fremont's 1843-44 trip through Oregon.

Fremont Meadows -- Probable camp site in the area. Here Mr. Irving shared maps and the techniques he used to plot the route and probable camp locations. Also present at Fremont Meadows was Dave Talbot, first Oregon SHPO and former director of Oregon State Parks. Mr. Talbot supported Mr. Irving's research.

Next stop was at a highway viewpoint between Tumalo State Park and Sisters. The site offered a good look at the potential route and potential of another campsite in the area.

The third stop, in the Wychus Creek area, was the location of another campsite used by the expedition. It has not been verified and would be a good candidate for archeological research. The Forest Service has been made aware of the potential site and is working with Mr. Irving to keep its location confidential.

Recommendations:

Placement of appropriate signage at the entrance to Shevlin Park.

Placement of appropriate signage at the Highway 20 viewpoint between Tumalo State Park and Sisters.

The Forest Service work with Mr. Irving in verifying and protecting the location of a potential Wychus creek campsite.

Lunch was in a park along the McKenzie Highway.

Cache Creek Toll Station to view the loss caused by the 2007 fire in the area. The group visited the site in 2007 prior to the fire. The outline of the toll station could still be seen as depressions in the ground, but logs visible before the fire were gone.

First Road segment: A contributing segment leading to the Toll Station. Segment is fairly narrow, has good over-story tree growth close to the trail, and a meandering path.
Evidence of recent OHV use and is currently closed by the Forest Service. No closed sign present.

Second segment: A noncontributing segment. Much wider and more heavily used. The segment is between a wilderness area and a special use area so OHV use may not be warranted..

Saturday afternoon and we saw one minivan and one OHV in the area

Recommendations:

Suggest to Forest Service that they consider closing the open section of road between the Wilderness area and the Special Use Area

Notify the Deschutes Forest that there is evidence that OHV's are using the contributing segment which is closed.

Fremont Route in Bend, Oregon Area



Field Trip Notes
Sept. 26, 2009
Ontario, Oregon

Left Holiday Inn at 08:12 AM

Drove to the Snake River Crossing Kiosk – It is good repair, but panels needed cleaning. The panels were cleaned. Starvation Creek sign is in good shape. The Fort Boise Marker is becoming well weathered. It is hard to read and may be in need of replacement.

The Beaver Board at the intersection of Roswell and 201 is in good repair just needs repainting of the bottom board. TIC's marker is on the Beaver Board.

Proceeded to the South Alternate Route and turned back toward Keeney Pass. Crossed the Owyhee River on Bob Rice Road.

Route signs along the way were extremely sun faded and need replacement.

Keeney Pass-- Panels at the Interpretive Site are becoming very faded and will need to be replaced. Walked up the hill following the swales to the place where Lytle Road needed to be widened for safety reasons. The road work is needed, but needs to minimize the damage to the site where the swales cross the summit.

Henderson Grave Site-- Panel needs to be replaced on the signage before going around the lane gate. Possibly reorient the panel to point to the gravesite. A marker is missing. The marker correcting and explaining the story about Henderson dying of thirst is missing. It needs to be replaced.

Vale-- Looked at Stone House and murals, The Kiosk needs some refinish work, but the panels are in good shape. The Malheur Country Historical Society marker concerning the Meek Route is in need of repair and refinishing.

Left Vale on the Oregon Trail Road entered the Malheur Desert:

Missing or broken markers as a result of animal damage.

Alkali Springs – Marker is new and site is in good shape.

Tubman Springs – Marker is new and site is in good shape

Directional signage at the junction in the Willow Creek Campsite area may be needed.

Stopped and looked at site over saddle and into the Birch Creek drainage.

Farewell Bend Kiosk – in good repair and site is in good shape

Van Ornum Massacre Site-- General condition of site is good, but needs a top rail of fence replaced. The rail had been broken. A transmission or metrological tower was

noticed on adjacent property. Concerns of wind development were discussed. Also noted is the fact that the trail marker may be misplaced.

Birch Creek Site -- Drove by the established site and traveled on a county road until we came to an intersection caused by the road that crosses from the Willow Creek drainage to the Birch Creek drainage. This gave us a look at the Trail route as it descends into Birch Creek. It also gave us a look at an established eagles nest within a large cottonwood tree. The site is unmarked and should probably stay that way. Also noted was the faded condition of the signage for the short hike from the parking area to the established Birch Creek Site.

Returned to the Holiday Inn

Recommendations:

1. Fort Boise Marker at the Kiosk site out side of Vale needs work or replacement
2. Route signs pointing way to Keeney Pass are extremely sun faded and need replacement.
3. Keeney Pass panels are beginning to sun fade and need replacement
4. Henderson grave site panel needs replacement and possible reorientation, and missing marker explaining the died of thirst story needs replacement
5. Malheur Country Historical Society sign concerning Meek Cutoff needs serious work or replacement
6. Possible directional signage at road junction in the area of Willow Creek Camp site
7. Replacement of top rail at the Van Ornum site
8. Replacement of directional signage for the walk up to the established Birch Creek site

Keeney Pass and Malheur Desert Crossing



**OHTAC MEETING MINUTES-ANNUAL MEETING
Tamastlikt Cultural Institute
Pendleton, Oregon
April 26, 2009**

In Attendance

Keith May, OHTAC; John Chess, OHTAC; Glenn Harrison, OHTAC; Wendell Baskins, OHTAC Chair; Sam Woolsey OHTAC; Dick Spray, OHTAC; John Hayes, OHTAC; Ross Curtis, OPRD/SHPO

OHTAC Members Absent With Previous Notification

Connie Colton, and Leta Niederheiser.

Call to Order and Welcome (Wendell)- 8 a.m.

Adopt Agenda

Agenda adopted with a few new additions (reflected in the present meeting minutes) and flexibility. Motion-Glenn, Second-Keith, motion carries with unanimous approval.

Minutes from September 28, 2008 in Enterprise (Ross)

Meeting minutes from September 28, 2008 were reviewed and approved as edited from previous reviews with note that "Sam Woolsey" was in attendance; and on page 2 John Chess "will" write a letter. Motion made for approval by John C., second by Glenn, and motion unanimously carried.

Review of Field Notes from September 27, 2008 in Enterprise (Wendell)

Field notes from the last meeting at Enterprise in September were reviewed. Keith moved that the minutes be accepted as presented, and John C. was the second. Motion unanimously passed.

OLD BUSINESS

1. July and September Field Trip Concerns (Wendell)

Summer field trip to Bend/Redmond/Madras area, July 24-26. Visit Fremont Trail, and possibly look at Santiam Wagon Road and review National Register nomination by Forest Service. This seemed to work for all OHTAC members. Dick will organize the field trip.

Fall Field Trip to Ontario, Sept 25, 26, 27. Visit Meek Cutoff and the Oregon Trail near Vail. Possibly look at sites near proposed Sunstone Pipeline and Boardman to Hemingway Transmission Line. Meet at Four Rivers Cultural Center if possible. This weekend is bad for Glenn because of the SPOOM Conference which will be held in Albany. Glenn is the Treasurer, and will be heavily involved in the conference. Trying to change the date would not work for several other OHTAC members, so it was decided that the date would remain. Glenn indicated that if the date was better for everyone else, he would just have to miss the meeting. Wendell will be going to Ontario after the business meeting to meet a few officials with BLM and other organizations, and to start planning for the September trip. He will contact Four River Cultural Center to see if we can meet there for our annual business meeting.

2. Travel Funds Update (Ross)

Ross provided an update on travel reimbursement. John Chess wrote a letter to NPS on November 8, 2008 asking that the annual allotment to help support OHTAC with travel expenses be increased to \$6500. This was justified based on the 2009 field trip and meeting locations, and would cover more council members expenses. The amount was approved and appropriated by NPS. Because there were a few OHTAC members that were not present at the Pendleton meeting, and a few members car pooled, there was enough available to cover lodging, mileage, and per diem for those members who did make the meeting (and traveled). In the future we will not ask for reimbursement for the next meeting in Bend, because we will not be dealing with a National Historic Trail during the meeting. Reimbursement will be available for the September meeting in Ontario, when we will be looking at the Oregon Trail and issues such as future wind farms.

3. Santiam Wagon Road Update (Dick)

Dick discussed the status of the nomination for Santiam Wagon Road for listing on the National Register of Historic Places. He had just received an update from the Forest Service. Paul Claeysens is working with the Forest Service Enterprise Group which works out of different western states and provides services like historic research in preparing the nomination. The Historian working for the Forest Service on this is John Ferguson of Berthoud, Colorado. He is working on the historic context and indicated the nomination is well underway and provided a description of 12 different segments that were identified. The segments will be part of a Multiple Property Submission (MPS) and include only Forest Service properties at present.

Ross added that in talking about the nomination with Ian Johnson, Oregon State Historic Preservation Office, National Register and Survey Coordinator, he was informed the nomination will not be completed in time for the June 2009, State Advisory Council Historic Preservation (SACHP) Meeting. The SACHP reviews all National register nominations, and expects to see the nomination at their October 2009 meeting.

Dick noted that the Santiam Wagon Road has been nominated as a point of interest by him to the Central Cascades District of the National Geographic Societies Geo-Tourism Pilot Project. The road would potentially get additional visibility from being included in the project, which could help in public awareness.

Dick also noted that just before the meeting he had come across a brochure for Black Butte Ranch, which borders the Santiam Wagon Road to the east. Black Butte Ranch is a large private property development with homes and some open space. There are apparently sections of intact wagon road in the development, but Dick has not seen them yet. He will follow up by investigating the segments, and getting in contact with the owners of the development to see if they have any interest in possibly listing the segment on the National Register of Historic Places with the Forest Service. The developers are apparently preserving the wagon road at some level presently.

Glenn noted that during a recent visit to Washington D.C. on behalf of OCTA, he met with several legislators including Peter DeFazio to discuss protection of historic trails including the Santiam Wagon Road. The topic of National Historic Trail (NHT) designation came up and Glenn and Dick were both advocating that the road be designated as an NHT. Ross noted that the group needed to consider if the wagon road could be evaluated at the “national” level of significance. For a historic road or trail to be eligible for listing as an NHT, it needs to be considered eligible at the “national” level of significance (among other things). Dick noted that this would be something that the National Parks Service would determine. Ross noted that whoever was the local advocate for the proposed designation would first need to determine if the resource would meet the “national” significance criteria prior to presenting to NPS and for consideration in the extensive and lengthy “feasibility study” process that the NPS undertakes when considering new NHT designations. Glenn felt the NPS had loosened up on some of their criteria over the years, and it was now easier for such a designation. Ross suggested this issue be part of the discussion with the Forest Service when we look again at the Santiam Wagon Road at the July meeting in Bend.

4. Travel Management Plan-Willamette National Forest (Wendell)

The project involves a policy change that will allow the Forest Service to better manage their lands by closing areas to vehicle traffic. This will help protect areas of the Santiam Wagon Road that are not in the Santiam Pass area. Wendell sent a letter of support from OHTAC saying that this was “a step in the right direction” to better protecting historic roads such as the Santiam Wagon Road. The plan does not affect the Santiam Pass area where separate rules apply because of a previous study. Wendell indicated that he, Dick, Keith, and John C. also supported the plan with individual letters.

5. Sunstone Pipeline (Wendell)

The pipeline comes through the Pendleton area and is close to the Oregon Trail in some areas of eastern Oregon. None of the group, including Wendell, had heard anything new regarding the project, although the group was contacted early during the project

development. It is anticipated that OHTAC as an interested party, will have an opportunity to review the findings of the pipeline studies and comment prior to any construction.

6. Wind Farm Activity (Wendell)

It was noted that a number of small wind farms that fall below the minimum number of kilowatts generated to be reviewed by the Oregon Department of Energy (DOE) have been going in counties throughout the state. The farms typically might have three towers on one owner's property and then have three more on an adjacent land owner's property that are given a separate name and project number, even though they may be adjacent. These small farms are only reviewed at the county level for land use issues, but not by DOE. OHTAC members noted that perhaps they could get more involved at the local county level to start seeing if it was possible to influence the development and siting of smaller wind farms that might have the potential to impact historic routes like the Oregon Trail. Ross noted that SHPO and DOE are aware of this issue and monitoring to see what happens.

7. Boardman to Hemingway Transmission Line (Wendell)

It was the understanding of the group that the project was on hold because of issues related to the down-turn in the nation's economy. OHTAC was consulted early in the development process for the project and anticipates further contacts when and/if the project continues.

8. Staff Report (Ross)

As the current Chair, Wendell had requested OHTAC business cards to use for introductions to those he interacts with regarding historic trails. The Oregon SHPO will supply a quantity of business cards for each OHTAC member when they assume the Chair. The cards will list the individual as member, to insure the card has some use-life after their turn as Chair has expired. The card will list the members name on one side of the front with phone and email contact. Personal information like home address will be left off to help preserve privacy. On the other side of the front of the card, the contact information for Oregon SHPO will be given with mailing address. Any correspondence received for OHTAC will be forwarded to the Chair.

Oregon SHPO is currently revising their website and there will be an opportunity soon to potentially change or add to the Historic Trails section. It was recommended that the OHTAC members give some thought to what they would like to see on the website, and then potentially have a more in-depth discussion at the July OHTAC business meeting in Bend. An initial thought was more links to other useful websites such as OCTA.

Oregon State Parks recently published a heritage guide in their 2009 State Parks Guide. The guide was produced to link important OPRD historic properties with other related historic resources throughout the state to encourage better regional historic

understanding, and encourage cultural tourism with regional partners. A few individuals in the OSHPO were consulted, but two cultural resource staff for state parks, Ross Curtis, Historic Preservation Specialist and Nancy Nelson, State Parks Archaeologist were not consulted in the process. As a result, there are a number of errors and omissions regarding state parks. One notable example was the omission of Farewell Bend State Parks as an important stop and camp location on the Oregon Trail. The council was asked to consider this when reviewing the guide, and give feedback to Ross regarding any additional errors and omissions that they noted.

9. Federal Legislation-Omnibus Bill (Glenn)

As the federal Omnibus Bill was recently passed in Washington D.C., a public lands section was included that considers the addition of new National Historic Trails. In Oregon, this includes The Whitman Route, River Route of the Oregon Trail, and Goodale Route of the Oregon Trail. The trails will go through feasibility analysis by the NPS National Historic Trails Program to determine if they possess the qualities that would rise to the level of national significance and other criteria required for inclusion as a National Historic Trails. The Goodale Route crosses into Oregon from Idaho, and is presently not specifically included in the historic trails that OHTAC has oversight of.

10. Update on Sherman County Recommendations from Previous Trips (Sam)

During two previous trips to Sherman County by OHTAC in September 2007 and April 2008 looking at the Oregon Trail, the group observed a number of issues regarding signage and interpretation. Sam had recently traveled the routes taken by OHTAC on the previous trips by McDonald Ford and was pleased to see several recommendations made by OHTAC had been addressed, and some still needed to be addressed.

It was noted that the basalt column located in Sherman County near the home and property of Gordon Hildebrand has been protected with a rustic split rail fence, and a plaque has been placed which interprets the monument. The kiosk at McDonald Ford owned by the Sherman County and managed by the BLM, has been significantly cleaned up and repaired since the last OHTAC visit. One of the remaining 1959 Centennial signs for the Oregon Trail noted by OHTAC as in very poor condition was either significantly repaired or replaced with an identical sign. It was not clear who had accomplished all of the works noted, but it appeared to be Sherman County Historical Society, and possibly the Sherman County Roads Department were responsible. Sam had photographs of several of the projects in Sherman County that he shared with the group.

It was noted that the interpretive sign at Emigrant Spring noted previously as in very poor condition had no been addressed. It was thought that this sign located in Gilliam County, might be maintained by the Gilliam County Historical Society.

NEW BUSINESS

11. Umatilla Chemical Depot Correspondence (Wendell)

After a previous visit by OHTAC to the Umatilla Chemical Depot in April 2008, Chair, John Chess had written a letter to the Department of the Army requesting that the trail ruts found on the Depot, and thought to be related to a route of the Oregon Trail, be carefully considered and preserved when the Depot was decommissioned. Commanding Officer Robert T Stein, LT, CM responded to OHTAC in a letter of February 18, 2009 indicating that the Department of the Army planned to have a cultural resource evaluation of the trail done as part of the Section 106 Process required during decommissioning. Department of the Army will continue to welcome the input of OHTAC in the process.

Following the OHTAC visit, Stafford Hazelett of OCTA voiced some concern that the ruts identified on the Umatilla Chemical Depot were in fact the Oregon Trail or variant of. Wendell asked Jim Renner at a recent meeting if he recalled the trail in this area and if OHTAC had previously made recommendations regarding its history and origin. It was the recollection of Jim that OHTAC had not taken a particular stand on this segment of trail. When the Depot has the cultural resource evaluation of the trail conducted prior to decommissioning, they should be able to determine the true history of the trail segment. It was suggested that the consultant hired coordinate with OHTAC, OCTA, and others who have pertinent historic information (maps, etc.) regarding the area.

12. Palomar Gas Pipeline (Wendell)

Wendell was contacted by Patti Trocki, Cultural Resource Manager, for Natural Resource Group, LLC (NRG) regarding the proposed Palomar Gas Transmission Project (on a referral from Ross). The proposed pipeline will run through much of northern Oregon and pass just north of the communities of Pine Grove, Maupin, and Shaniko. The pipeline route is south of the Oregon trail, but does cross the Fremont Route, Klamath Trail, and Meek Cutoff. The cultural resource consultants conducting the pedestrian survey for the project were aware of the presence of the Oregon State Designated Historic Trails, and did not find any physical evidence of the trails in their project area. Wendell replied to NRG in a letter of April 15, 2009 thanking them for their contact, and indicating the group would like to be and should be an interested party “in any part of the project that deals with Historic Trails and impacts upon them”.

13. Report on Parks Commission Meetings in January and April. (Wendell)

Wendell attended the January Oregon State Parks Commission Meeting at the invitation of Roger Roper, and was able to introduce himself and OHTAC to the Commission. He noted that a few of the Commission members were not aware of OHTAC. Ross noted that there were some new Commission members, so it was probably good timing that Wendell was able to attend and give a brief report. Wendell also noted that during the meeting there was discussion regarding the new Oregon State ATV permitting program. Wendell was able to meet Wayne Rawlins who is involved with the program, and ask if

there are any public education components with the training for the permit which focus on preserving cultural resources like historic trails and archaeological sites. Wayne indicated that some of this was included in the program and he would be glad to have additional discussion with OHTAC regarding the issue.

Wendell also attended the April Commission Meeting and was able to present the OHTAC 2008 Annual Report to the Commission as required in the Executive Order that created OHTAC. Copies of the report were handed out to all Commission members. Wendell noted that there was a brief presentation at the meeting from the Oregon Recreational Trails Advisory Council (ORTAC), and this made Wendell think about opportunities to work more with ORTAC in the future. The council will insure Rocky Houston and the current Chair are aware of OHTAC activities and try and coordinate when possible.

14. Report on Heritage Conference Presentation-April 18 (Wendell)

Wendell gave a presentation on the activities of OHTAC with historic trails at the annual Oregon Heritage Conference in Portland on April 18. Ross organized a session at the conference and invited Wendell to report on the activities of OHTAC. Also present at the conference session was Adam Bless, Oregon Department of Energy, Siting Analyst. Adam and Wendell were able to meet and discuss wind farms. There was a small but interested crowd in attendance.

15. State Parks Potential Property Acquisition (Glenn)

There is a piece of property for sale adjacent to east of Deadmans Pass Rest Area that reportedly contains good Oregon Trail ruts. Glenn wondered if Oregon State Parks might be interested in purchasing the property since it is adjacent to the rest area, and might have public interpretive potential. Wendell and Glenn were going to investigate the property further to determine if there were good ruts present that could be interpreted for the public. The rest area is owned by ODOT, but managed currently by Oregon Parks and Recreation Department. Ross suggested that if OHTAC thinks this could be a good Oregon State Parks property acquisition, after further investigation, than it might be appropriate to write a letter in support of this to OPRD.

16. Archiving Aerial Photographs (Wendell)

There is an original set of aerial photographs taken by ODOT in 1971 of the Oregon Trail in a file cabinet with other OHTAC materials in the cube that Ross works in at the State Historic Preservation Office. These are the files that were scanned at high resolution by Stafford Hazelett, and turned into a geo-referenced GIS file by the University of Utah under the direction of the NPS National Historic Trails Program. Wendell and Ross have discussed if it is necessary to retain these photographs now that we have the digital copies. It was suggested by Ross that the photographs be archived at the State Archives in Salem. They would be available to qualified researchers, would be stored better, and would be safer. Wendell agreed this seemed reasonable and that it was important to

discuss this with the remainder of OHTAC before making a decision. Dick believed that the Oregon Historical Society (OHS) would be the best place for the photographs. Ross and other members noted that given the financial problems with the Society, and the fact that they were Oregon State Parks property, it would not make a lot of sense to archive them here. It was suggested that perhaps OHS could be provided with a digital copy, and then the originals archived at the State Archives.

A motion was made by Keith to recommend archiving the photographs at the State Archive, and then was amended to include recommending the sending of a digital copy of the photographs to OHS for the use of researchers. There was a second to the motion by Dick. Motion carried unanimously.

17. Review of Strategic Plan (Wendell)

There was a review of the OHTAC Strategic Plan to determine if OHTAC was on task and fulfilling the goals established in the plan two year ago.

The OHTAC library was discussed. There is a file cabinet in the cube where Ross works at the Oregon SHPO. The files contain individual files on each of the 16 historic trails that OHTAC manages, and were set up by Jim Renner when OHTAC was created out of the Oregon Trail Coordinating Council (OTCC) in 1998. Other records related to OTCC were shredded by Jim. A number of books are located in the SHPO library in a section for historic trails, and these are available for use by any researchers or staff member. Wendell would like to update the files with new information as it becomes available. In particular pulling out the recommendations by OHTAC from previous site visit and correspondence would be quite useful. It should be possible to also develop working files for the trails that will be passed from one chair to the next, and will include past recommendations for preservation and interpretation made by OHTAC over the years.

A component of the OHTAC library is also digital files on the OSHPO network that contain reports, correspondence, and photographs. Ross adds information to these periodically, and they also represent a source of information.

Additional aspects of the Strategic Plan were discussed, and for the most part it, appeared that OHTAC was on track with addressing their general council goals under Goal #1- Promote, Encourage, Protect, Interpret; Goal #2- Advise, Recommend; Goal #3 plan, Coordinate. There was additional discussion regarding the distribution of the annual report. The Executive Order that created OHTAC only specifies distribution of the report to the State Parks Commission, but it is the feeling of the Council that the report should have wider distribution. There was discussion regarding who should receive the report. Some members felt the report should be sent to all state and federal legislatures, and some felt a more targeted mailing might be appropriate. It was suggested by Ross that the report could be sent only to legislators that have on-going issues like wind farms in their districts or other projects that OHTAC has specifically commented on. It was suggested that a letter could be sent to the appropriate legislators including reference to an issue (e.g. a wind farm) with the link to the annual report on the OSHPO website for

more information. This would let the legislators know there was pertinent information on an issue in their district contained in the report, but not waste the duplication and mailing costs of sending a hard copy report. The council thought this seemed a reasonable approach and Wendell agreed to put letters together and send them out.

18. Field Trip Review (Wendell)

Wendell reviewed the field trip, group observations, and resulting action items. The group started by looking at the interpretive panels in Pendleton for the Oregon Trail, and then drove east through the Confederated Tribes of the Umatilla Reservation, stopping to see where the Oregon Trail came out of the Blue Mountains. The Whitman Route was then followed north through Cayuse, Helix, Butler Grade, and on to Whitman Mission near Walla Walla. Numerous wind farms were noted between Helix and Walla Walla. Whitman Mission was toured by the group. The group drove back to Milton-Freewater, visited the Meeker Marker in town, and then drove up to the Pioneer Cemetery where a depression is present that represents one of the Whitman related trail routes through Milton-Freewater. The group then drove east of Milton-Freewater to see a sign that marks the Fremont Route. After lunch at a local park, the group drove back to Pendleton on State Route 11, and visited Tamastlikt Cultural Institute. (For more detailed information on the field trip and specific recommendations see field notes by Wendell).

19. Other Business and Individual Reports from Council and Ex-Officio Members

None.

20. Public Comment

None.

OTHER

None.

ADJOURN

Meeting was adjourned at 10:30 AM.

**OHTAC SUMMER MEETING MINUTES
Deschutes County Historical Society Museum
Bend, July 26, 2009**

In Attendance

Glenn Harrison, OHTAC; Wendell Baskins, OHTAC Chair; Sam Woolsey OHTAC; Dick Spray, OHTAC; John Hayes, OHTAC; Leta Niederheiser, OHTAC; Ross Curtis, OPRD/SHPO; Annie Von Domitz, OTIC (OHTAC Ex Officio); Joe Niederheiser, Citizen; Don Allen, Citizen (Sand Mountain Society).

OHTAC Members Absent With Previous Notification

Connie Colton, Keith May, and John Chess.

Call to Order and Welcome (Wendell)-8 a.m.**Public Comment**

Don Allen of the Sand Mountain Society provided a brief update to the Council on the implementation of the Santiam Pass OHV Management Plan by the Forest Service. He reported the plan appears to be working to eliminate cross-country travel with oversight provided by an extra ranger hired just to provide the enforcement. Initially the ranger is giving warnings, but this will change to tickets for violations after a certain point. Through a grant received from the OPRD administered OHV fund, the Forest Service was able to hire a contractor to erect log barriers and put up signs informing the OHV users of the new closures and which areas were open. Some early reports from the lookout on Sand Mountain indicated that a few of the OHV users have been circumventing barriers early in the morning and at night when enforcement is not present. For enforcement to work the Forest Service will have to be present for enforcement at various times, so that the presence of the ranger will not be predictable.

Photographs of the area with the new log barriers and signs in place were shared with the Council.

Adopt Agenda

Agenda adopted with a few new additions (reflected in the present meeting minutes) and flexibility. Motion-Glenn, Second-Sam, motion carries with unanimous approval.

Minutes from April 26, 2009 in Pendleton (Ross)

Meeting minutes from April 26, 2009 in Pendleton were reviewed and Chair asked that they be approved with no additions or corrections. Council agreed.

Review of Field Notes from September 27, 2008 in Enterprise (Wendell)

Field notes from the last meeting at Pendleton in April were reviewed, and Chair noted a few corrections had been made. Chair asked that they be approved as corrected, and Council agreed.

OLD BUSINESS

1. Santiam Wagon Road Update

No new information was shared regarding the Santiam Wagon Road under “Old Business”. See “Field Trip Notes” below for current information on the road.

2. Sunstone Pipeline (Wendell)

The pipeline comes through the Pendleton area and is close to the Oregon Trail in some areas of eastern Oregon. The project is currently on-hold because of the current economic condition in the country. It is anticipated that OHTAC as an interested party, will continue to be consulted should the project continue in the future.

3. Boardman to Hemingway Transmission Line (Wendell)

OHTAC was consulted early in the development process for the project and the proposed route for the project has yet to be agreed upon. Wendell attended a meeting of the Oregon Energy Siting Council in Baker City on May 14, 2009 to discuss the progress of the project. Wendell noted that there was quite a bit of opposition to the project from the counties, with many county residents in opposition to the proposed project. A final route has yet to be agreed upon, but Wendell was able to speak for OHTAC to let the group know that OHTAC is opposed to any direct impacts to the Oregon Trail and variants, and is also in opposition to visual impacts. Wendell recommended that OHTAC support local communities and counties in their opposition to any route that would impact the Oregon Trail or related resources. Ann Pritchard, BLM Archaeologist is in opposition to routes that impact the trail and related resources on BLM managed lands. OHTAC anticipates further contacts as the project continues.

4. Palomar Gas Pipeline (Wendell)

Wendell had further contact with Patti Trocki, Cultural Resource Manager, for Natural Resource Group, LLC (NRG) regarding the proposed Palomar Gas Transmission Project. The proposed pipeline will run through much of northern Oregon and pass just north of the communities of Pine Grove, Maupin, and Shaniko. The pipeline route is south of the Oregon trail, but does cross the Fremont Route, Klamath Trail, and Meek Cutoff. The cultural resource consultants conducting the pedestrian survey for the project were aware of the presence of the Oregon State Designated Historic Trails, and did not find any physical evidence of any of the trails in their project area. Chair was satisfied regarding the research conducted by the consultants, and felt they had adequately considered the

historic trail routes. Given the nature of these trails in the transmission line corridor (e.g. used briefly or not presently well defined, etc.) it was not surprising or unexpected that physical evidence of the trails would not be seen. Wendell wanted the Council to weigh –in if they thought there were any issues in the project area (e.g. visible trail segments not identified, etc.).

5. Travel Management Plan-Willamette National Forest (Wendell)

The project involves a policy change that will allow the Forest Service to better manage their lands by closing areas to vehicle traffic. Travel will only be on designated routes, with all other routes closed to vehicular traffic. This will help protect areas of the Santiam Wagon Road that are not in the Santiam Pass area. Wendell attended a recent public meeting and represented OHTAC. He asked the Forest Service about enforcement, and was assured by the Forest Service that they felt there was adequate staffing to enforce the new rules. The Forest Service intends to use an approach based on initial warning and education followed by aggressive enforcement. Ross asked the group if they had a sense that the Deschutes Forest was going to follow the lead of the Willamette Forest in the way they manage the Santiam Wagon Road. Dick did not believe this would necessarily be the case. Deschutes has often acted in different ways than the Willamette in the past, so they could come up with a whole different management approach.

6. Correspondence

Wendell indicated he had sent most of the correspondence needed as identified during the previous OHTAC meeting in Pendleton. Keith May as former OHTAC Chair received notification from the Oregon Department of Energy regarding an amendment to the Shepherds Flat Wind Farm site certificate. They want to add a workshop and substation to the project area. Keith reviewed the proposal based on his previous experience with the project and did not feel there was any issue that would affect the Oregon Trail. Since Keith had looked the project over, Wendell felt comfortable that there would be no historic trails issues.

7. Travel Funds Update (Ross)

Ross provided an update on travel reimbursement. Ross checked with Lee Kreutzer at NPS regarding reimbursement for the Bend Meeting. Because we were not dealing with a National Historic Trail during the field trip, but did discuss the Oregon Trail etc. at the meeting, 25 % reimbursement would be possible. Full reimbursement will be available for the September meeting in Ontario, when we will be looking at the Oregon Trail and issues such as future wind farms.

NEW BUSINESS

8. Santiam Wagon Road National Register Nomination

Ross discussed the status of the nomination for Santiam Wagon Road for listing on the National Register of Historic Places. He had just received an update from Cara Kaser, Oregon State Historic Preservation Office, National Register and Survey Coordinator. A draft nomination has been submitted by Paul Claeysens and the Forest Service Enterprise Group. Forest Service, Historian John Ferguson of Berthoud, Colorado prepared the thorough historic context. Several segments of trail on Forest Service managed lands are part of a Multiple Property Submission (MPS) and include only Forest Service properties at present.

Cara Kaser noted that the nomination was good, but was recommending that it be reorganized into a Discontinuous District instead of an MPS. Several revisions were requested from the Forest Service including tightening up the period of significance to include when the road was actually constructed (1866) instead of the initial survey date (1859). Other information requested will be to clarify the later period of use after the turn-of-the century when automobiles began to use the road occasionally. The road was never really modified to be an automobile road because the McKenzie Highway (State Highway 242) was opened in the early 1920s and became the main early automobile route over the Cascades, thus keeping the Santiam Wagon Road a simple primitive "wagon road". The number of road segments may also be reduced to better show that there are large areas with continuous intact road.

Ross added that in talking to Cara, he was informed the nomination will hopefully be revised in time for the October 2009, State Advisory Committee on Historic Preservation (SACHP) Meeting. Wendell thought it would be appropriate for OHTAC to send a letter in support of the nomination. Ross indicated he would check on this and get back to Wendell with contact information. A motion was made by Leta for OHTAC to draft such a letter, and Glenn seconded. Motion carried unanimously.

Richard noted a few factual errors in the nomination context, and few bits of missing information that would improve the nomination. Ross asked that he put his comments together in an email that he sent to the Forest Service and to him, so that he could pass along to Cara Kaser. Since the nomination will go through some revision, this would be an appropriate time for comments.

9. McKenzie Trailhead Parking Lot (Dick)

Dick was invited by the Forest Service McKenzie District Archaeologist, Kara Kelly to Join her at a meeting at the McKenzie Trailhead Parking Lot to discuss proposed changes in the parking area configuration. The actual path of the Santiam Wagon Road comes through the parking lot on lava rock, and Kara is trying to promote a new parking lot design that will remove parking from the road surface. The entrance to the parking area off Highway 126 will also be redone to be more gradual. Dick was in support of the plan,

and made a motion for OHTAC to support Kara in this proposal by writing a letter of support. There was a second by Glenn, and the motion carried unanimously.

10. Juniper II Wind Power Facility-Gilliam County, Oregon (Wendell)

OHTAC was contacted by Robin McClintock, Cultural Resources Specialist, CH2 Hill, Inc. Portland regarding a proposed wind farm in Gilliam. Robin was in the process of conducting a cultural resources survey of the proposed project area and was referred to OHTAC by the Oregon SHPO archaeological staff, and Ross Curtis. Robin was interested in getting the feedback of OHTAC on the results of his survey. Wendell responded to Robin's inquiry with a letter dated May 26, 2009 that indicated concerns by OHTAC for any direct impacts to the Oregon Trail or related resources in the project area, and requested a map of the area. Wendell also checked with Keith May who volunteered to visit the area with Robin to look at the potential for Oregon Trail impacts.

The offer to meet on site was not accepted by CH2M Hill, but they did send a copy of their report to Wendell for review with their recommendations regarding the Oregon Trail. In general, the location of wind towers would not directly impact the Oregon Trail, but an access road and ditch look like they will cross the main route of the trail. In this area there are not distinct ruts or other features, but the route did go through the area.

The report was also reviewed by Keith May and Stafford Hazlett. The reviewers from OHTAC and OCTA felt the maps in the report were accurate and that the presence of the Oregon Trail in the project area had been accurately portrayed in the report. They were not aware of intact ruts or other features in the areas that will be impacted, but noted that the access road and ditch will cross the recognized route of the trail.

Because the wind farm is below the energy output level required for review by the Oregon Energy Facility Siting Council, and is on private land, the environmental review will be conducted at the county planning level. Since the project will be reviewed by Gilliam County, there will not be the same level of state review found in larger wind farm projects. It was the recommendation of the chair that even though the developers would not be required to provide mitigation for crossing the Oregon Trail since it not particularly well defined in the project area, it might be good to send a letter from OHTAC asking for mitigation anyway. Mitigation could be signage placed to commemorate the trail. Wendell will draft a letter and send out, but is aware the developers may choose not to do mitigation since they will not be required to do so.

11. Barlow Road Management (Wendell)

OHTAC has been consulted by the Forest Service in the past regarding the maintenance and repair of the Barlow Road. Because the Barlow Road is related to the Oregon Trail and is listed on the National Register of Historic Places, the Forest Service insures that any proposed maintenance or repair is designed to comply with the comprehensive management plan for the Oregon Trail developed by the National Park Service. The Forest Service has a guiding document for work on the Barlow Road, "Maintenance

Assessment for the Barlow Road” (2003). OHTAC was alerted by Forest Service that they plan on doing some road maintenance on a section of the trail that is presently open to motorized use. The work will have “no adverse effect”, because it will comply with previous plans. Wendell felt that the proposed work would not damage the road and was in agreement with the Forest Service findings. Wendell will write a letter indicating OHTAC is in support of the proposed work.

12. Deadman’s Pass Rest Area

At the last OHTAC meeting in Pendleton there was discussion regarding a piece of land with Oregon Trail ruts that is adjacent to the Interstate 84 Deadman’s Pass Rest Area in Umatilla County. It was thought that the land could be available to purchase according to Glenn, and he wondered if Oregon Parks and Recreation Department might be interested in purchasing the property. Glenn contacted Lorna Waltz in Umatilla County who knows the area. At present it does not appear the property is actively for sale, but Glenn will keep looking into it.

13. Field Trip Review-Fremont Route and Santiam Wagon Road (Wendell)

Wendell reviewed the field trip, group observations, and resulting action items. The following brief description of the field trip will be supplemented by more details that will come in the final field notes prepared by Wendell.

The group started by looking at the Fremont Route, beginning by examining a Fremont camp area near Bend in Shevlin Park. The group was lead by Loren Irving, a local historian and photographer who has been studying the route of Fremont through Oregon in 1843-44. The group first drove to Fremont Meadows and discussed the probability that Fremont camped in the general area. Loren shared maps based on the expedition that he has used to plot probable camp locations. Also in attendance at Fremont meadows for the presentation to OHTAC was David Talbot, first Oregon State Historic Preservation Officer (SHPO) and former director of Oregon State Parks. He was there to support his friend’s Fremont Expedition research.

Following the presentation and discussion the group moved towards Sisters on Highway 20, and stopped at a highway viewpoint between Tumalo State Park and Sisters. The viewpoint is in the vicinity of another camp used by the Fremont Expedition when they came through central Oregon, but the exact location is not known. The group then moved on to a location on Forest Service land that is thought to be another camp used by the expedition. This camp location is newly discovered and has not been verified. It seems a very likely location for the camp, but would probably need to be verified through archaeological research.

The Forest Service has been made aware of the probable camp location and they are in contact with Loren regarding how to best protect the confidentiality of the location. While it would be nice to share the location with the scholarly community that studies central Oregon history, keeping the site location confidential is important. This was

discussed with OHTAC members and all were in agreement to keep this information to themselves. Loren will be careful how he shares the information and not give the exact location or publish photographs that show the overall setting with geographic features in the background that could be recognized.

The group stopped to pick up lunch in Sisters and then drove out the McKenzie Highway to have lunch. After lunch the group drove to the Cache Creek Toll Station on the Santiam Wagon Road which partially burned during a 2007 fire. OHTAC had visited the site just prior to the 2007 fire and more of the lower log courses were evident at that time. The fire burned through these logs, but the toll station outline could still be clearly seen as a slightly depressed area where the logs had been. The group then drove farther west towards the Deschutes and Willamette Forest boundary.

The group hiked two sections of the Santiam Wagon Road on the Deschutes Forest. The first segment looked at was a contributing section of the trail that extends to the Cache Creek Toll Station. This segment of trail is fairly narrow, has good over-story tree growth close to the trail, and has a meandering path. This road segment was fairly intact although there was evidence of recent OHV use of the section which is presently closed by the Forest Service. No closed sign is present, but based on the new Forest Service road closure program it need not be signed closed to be closed. The group then walked a segment of road to the west that is non-contributing and is presently open to OHV use. This area in contrast was much wider and showed heavy use. This segment of road is on the border between a wilderness area and a special use area, and may not be the best location for OHV use. It was a Saturday afternoon and the group only saw one OHV and one min van in the area.

Based on the field observations Wendell agreed to write a letter from OHTAC to the Dechutes Forest noting that OHTAC saw some evidence of recent OHV use of the closed contributing segment of the Santiam Wagon Road. The note will also suggest the Forest Service consider closing the other currently open section of the road that falls between the Wilderness Area and Special Use Area.

14. Good of the Order

Fall Field Trip planning for Ontario, Sept 25, 26, 27 is well underway. Original plan was to visit the Meek Cutoff and the Oregon Trail near Vail. After discussion, Wendell decided to focus on the Oregon Trail near Vail since the Council has not visited this area in some time, and there are current projects such as the proposed Sunstone Pipeline and Boardman to Hemingway Transmission Line that fall in the area. Wendell knows the area well and will not need to rely on someone else for the tour. He suggested considering the Meek Cutoff for a future field trip, possibly in 2010. Glenn noted that since this trail is being considered for National Historic Trail consideration under recent congressional action, it might be appropriate for OHTAC to visit the Meek Cutoff in the future.

Wendell informed the council that when the Oregon Trail Coordinating Council (OTCC) ended in 1997 or 1998 there were funds remaining in their accounts that were transferred to Oregon Community Foundation (OCF). Wendell recalled that some of this money was to be used for grants and he thought that some was also to be used to help OHTAC operate as a council. He was not sure about the status of the money and will check with OCF to see if it still exists and how much it is.

15. Other Business and Individual Reports from Council and Ex-Officio Members

Annie Von Domitz of OTIC thanked the Council for the field trip and meeting and indicated that she was glad to have met the members. She looks forward to future collaboration on historic trails issues.

16. Public Comment

None.

OTHER

None.

ADJOURN

Meeting was adjourned at 10:45 AM.

**OHTAC SUMMER MEETING MINUTES
Ontario Holiday Inn
Ontario, September 27, 2009**

In Attendance

Connie Colton, OHTAC Keith May, OHTAC; John Chess, OHTAC; Wendell Baskins, OHTAC Chair; Sam Woolsey OHTAC; Dick Spray, OHTAC; John Hayes, OHTAC; Leta Niederheiser, OHTAC Vice Chair; Ross Curtis, OPRD/SHPO; Joe Niederheiser, Citizen; Stafford Hazelett, OCTA Mapping Coordinator; Dianne Pritchard, BLM District Archaeologist.

OHTAC Members Absent With Previous Notification

Glenn Harrison.

Call to Order and Welcome (Wendell)-8 am (Mountain Standard Time).

Public Comment

Lee Kreutzer spoke regarding plans by the NPS to develop an auto tour route guide for the Oregon Trail in Oregon next spring. She hopes that OHTAC can assist with good locations to see the trail and areas where people can drive segments of the route (preferably without needing a four wheel drive vehicle).

Lee also noted that her office was involved in Section 106 Review for a large Idaho Power Line Project that was in the vicinity of the Oregon Trail, in the State of Idaho. She wanted to know if this might be related to the B2H Project that OHTAC has been involved with in Oregon. To the knowledge of OHTAC they were not directly related, but there was some thought that the overall Idaho Power grid improvements that are scheduled could be related to a larger plan for bringing more power to Idaho and California.

Lee noted that feasibility studies for inclusion as an NHT were beginning by NPS on the Free Emigrant Trail and Barlow Cutoff in Oregon. She was not sure if the Meek Cutoff was included in the final list, but a subsequent check of the legislation via the internet verified that the Meek Cutoff was also included. Dick noted that the trail was also sometimes referred to as "The Lost Wagon Train".

Adopt Agenda

Agenda adopted with a few new additions (reflected in the present meeting minutes) and flexibility. Motion to adopt agenda with flexibility- Keith, Second- Leta, motion carries with unanimous approval.

Minutes from July 26, 2009 in Bend (Ross)

Meeting minutes from July 2009 in Bend were reviewed and it was noted that “Anne Pritchard” should be changed to “Dianne Pritchard”. Ross noted it would be changed. Motion to approve-Leta, Second-John H., motion carries with unanimous approval.

Review of Field Notes from July 25, 2009 in Bend (Wendell)

Field notes from the last field trip to Bend in July were reviewed. Chair asked that they be approved as presented, and Council agreed.

OLD BUSINESS

1. Santiam Wagon Road National Register Nomination (Dick)

Dick discussed the status of the nomination for Santiam Wagon Road for listing on the National Register of Historic Places. He was just informed the nomination was revised in time for the October 23, 2009, State Advisory Committee on Historic Preservation (SACHP) Meeting. Wendell had sent a letter to the Advisory Committee following the last meeting in July in Bend from OHTAC in support of the nomination. Richard noted that the final draft of the nomination was improved over the initial draft he reviewed.

Dick (and Glenn Harrison in a previous email message) had both noted on the letter of notification sent by SHPO staff to the Forest Service announcing the nomination of the Santiam Wagon Road would be reviewed, that an error had occurred and “Lane County” had been inserted instead of Linn County. Ross noted that SHPO staff was aware of the error, which was a typo. The error was only in the one notification letter and was not in the actual nomination or any other official correspondence. Richard noted this was a significant error. Richard also noted that he had not been informed in a timely manner about the meeting date for the Advisory Committee, and had a prior commitment so would not be able to attend the meeting. Ross noted that he thought the Forest Service would have let Dick know since he was working with them on the nomination. Ross noted that he was sorry Dick had not been informed earlier of the dates, and would make sure there was better communication in the future. Ross noted that it was a public meeting and anyone was welcome to attend. Wendell indicated he could probably make the meeting.

Keith asked if it was possible for OHTAC to get on the SHPO mailing list for the meetings of the Advisory Committee. He thought it would be good for the Council to know what properties are being nominated in the future. Ross said he would look into and let the current Chair know the results.

Dick noted that he has been on the Santiam Wagon Road with hiking groups from Bend in the last few months and seen that the proposed closures of some sections of the roads have not occurred. He was planning to send a letter to the Forest Service to let them know what he had seen.

2. McKenzie Trailhead Parking Lot (Dick)

Dick indicated that nothing was happening yet on the ground with plans by the Willamette National Forest, McKenzie District to redo the parking lot as noted in the previous meeting in Bend in July. The project will remove parking from the actual wagon road. Wendell noted he had sent a letter on behalf of OHTAC after the last meeting in July to support Kara Kelly, Forest Service Archaeologist in her proposal to protect the road.

3. Boardman to Hemingway (B2H) Transmission Line (Wendell)

OHTAC was consulted early in the development process for the project and continues to monitor the development of the project. The proposed route for the project has yet to be agreed upon. Wendell attended a meeting to discuss the project with the local communities. Wendell noted that there continues to be quite a bit of opposition to the project from the counties, with many county residents are in opposition to the proposed project. While a final route has yet to be agreed upon, Wendell was able to speak for OHTAC to let the group know that OHTAC is opposed to any direct impacts to the Oregon Trail and variants, and is also in opposition to visual impacts. OHTAC anticipates further contacts as the project continues.

Wendell noted that one alternative route to the east side of the state being considered by the developers is going through the center of the state and ending at Captain Jack's Stronghold near Klamath Falls. Given the proximity of this location to the California border, Wendell thought the power from the transmission line might be bound for Idaho and possibly California.

After this meeting Wendell met the County Planner for Morrow County and told her about the SHPO GIS database for the Oregon Trail. She was interested in the data, and Wendell gave her the name and contact information for Ross.

Wendell was also asked after this meeting if he would be interested in being on the Siting Council. He indicated he would be interested, and will wait to see what happens.

Dianne Pritchard noted that in Malheur County there is serious concern from farmers regarding being able to crop dust with the large power line present. Crop dusting is quite widespread and it is thought that this big a power line would preclude the use of crop dusting in the immediate vicinity of the line and towers. This could be a big problem for farmers. She noted that there are apparently many different potential corridors under consideration, but she would like to see the power line follow an existing utility corridor where similar lines are already in existence. and where new environmental disturbances would be minimized.

Ross let the group know he had heard from the Morro County planner and put her into contact with SHPO GIS Archaeologist Matt Diederich after getting approval to share the

database with Morrow County from Roger Roper. Ross noted that Umatilla County and Baker County have already been given copies of the database by SHPO.

Dianne Pritchard noted that the database was also recently provided to Malheur County by SHPO.

Ross noted that after discussing the GIS database of the Oregon Trail with Roger Roper, it was suggested that providing a letter to the remaining counties along the trail notifying them of the availability of the GIS database might be productive. The counties could request the database if they were interested, but they would not be required to if they were not interested. OHTAC members indicated they thought this was a good idea. Ross will send these letters out in the near future.

4. Palomar Gas Pipeline (Wendell)

Wendell noted that the proposed Palomar Gas Transmission Project is south of the Oregon Trail and will not impact the trail. It will pass through the vicinity of the Fremont Route, and though the actual route is no longer visible, there may be camps associated with the expedition. Wendell gave the project consultant (Patti Trokki) the name and contact information for Loren Irving of Bend who has been studying the Fremont Route camp site locations. The project will also miss known ruts associated with the Meek Cutoff, but will pass through the general route of the trail.

Sam asked if OHTAC was primarily concerned with the Fremont Route for this pipeline. Wendell indicated that he was mostly concerned with the potential for impacting camp sites associated with Fremont's trip.

5. Saddle Butte Wind Farm Report (Wendell)

Wendell reported that he and Glenn Harrison had attended a meeting in Arlington on September 10, 2009 about the wind farm project. Glenn filed a report about the meeting with Pilz & Co, of Sacramento California who is the developer of the wind farm. The company representative Pat Pilz discussed development of the wind farm adjacent to their current wind farm on Shepherds Flat. The developers are aware of the presence of the Oregon Trail in their project area and have agreed to avoid the Four mile Canyon area where ruts are well defined, as well as fence off the trail to avoid any impacts during construction.

Wendell indicated that he had discussed with the developer Pat Pilz how "green credits" generated by the proposed wind farm would be purchased in the future by utilities in California to offset the emissions of their power plants. There is also the potential in the future that Carbon Credits would be traded in a "Cap and Trade" system, but the US Congress has yet to approve this. OHTAC feels they are in the loop on the project.

6. Juniper II Wind Power Facility-Gilliam County, Oregon (Wendell)

This project continues to be monitored by OHTAC. OHTAC was contacted by Robin McClintock, Cultural Resources Specialist, CH2 Hill, Inc. Portland, and Keith May volunteered to visit the area with Robin to look at the potential for Oregon Trail impacts.

The offer to meet on site was not accepted by CH2M Hill, but they did send a copy of their report to Wendell for review with their recommendations regarding the Oregon Trail. In general, the location of wind towers would not directly impact the Oregon Trail, but an access road and ditch look like they will cross the main route of the trail. In this area there are not distinct ruts or other features, but the route did go through the area.

7. Correspondence

Wendell indicated he had sent most of the correspondence needed as identified during the previous OHTAC meeting in Bend.

NEW BUSINESS

8. Antelope Ridge Wind Farm-La Grande

Wendell was invited by the developers of the proposed Antelope Ridge Wind Farm near Le Grande to join them and their archaeological consultants AINW for a site visit of the proposed wind farm. The meeting was on September 3rd, and Stafford Hazelett, of OCTA was also in attendance. The location of the wind farm includes a large area just south of Le Grande in the Blue Mountains. The project area includes the descent of the Oregon Trail from the Blue Mountains into the Le Grande Valley.

The group was led by Project Archaeologist Terry Ozbun, and they saw Class I ruts in the project area that were very well defined. Wendell and Stafford examined the ruts, took photographs and GPS coordinates, and told the developer and archaeologist how significant the ruts were. This segment of Oregon Trail is on private land and has not been previously examined by professionals, OHTAC, or OCTA. Stafford and Wendell both felt the segment could be considered a "high potential segment" under the National Park Service National Historic Trails program criteria. It was also felt the segment would be considered eligible for inclusion in the National Register of Historic Places, which was supported by observations made by the Project Archaeologist Terry Ozbun.

Ross indicated he had been contacted during the summer by the developers and had referred them to Wendell so OHTAC could be included as an interested party. The archaeological survey had been completed at the time of the site visit but Wendell and Stafford were not aware of what the consulting archaeologists were going to recommend. Wendell and Stafford felt the segment should be avoided and protected.

Stafford noted that it appeared OHTAC and OCTA were only contacted after the Siting Council informed the developers they should consult with OHTAC. This was a bit of a

surprise, since AINW had previously met with OHTAC during the Fall of 2007 Field trip to the John Day River, and it was thought the consultants knew that OHTAC was available to discuss projects that might impact the Oregon Trail. The consultants would have also likely been told by the SHPO Archaeologist to consult with OHTAC. It was not clear why it took so long for OHTAC to be included in the process on this project.

Leta asked if the process was too far along for OHTAC to still have a chance of influencing the process. Wendell responded that he did not think so. He thought that since the archaeological consultants have not submitted their report yet, the recommendations of OHTAC might still be able to influence the project. Stafford noted that it is likely that only a few wind turbines will be close to the trail segment, and hopefully these could be moved off the trail area. Hearings will be posted once the developers have completed their application to the Siting Council.

Keith asked if there was a time to contact the Siting Council with concerns. Stafford indicated this would be during the upcoming public hearing when comments will be taken. OHTAC and OCTA will be watching the process closely and be prepared to comment when the time comes.

9. Budgetary Information

Ross provided an update on travel reimbursement. Full reimbursement through NPS will be available for the meeting in Ontario. Kim Garner had sent out State of Oregon expense sheets for all OHTAC members to fill out prior to the meeting. Ross was going to pass these along on Monday to Kim for reimbursement.

For next years meetings and field trips it will be necessary to select locations and dates, and then Kim will calculate approximate travel costs for the 2010. These approximate costs will be used as a basis for determining the funding request from NPS for OHTAC travel in 2010. Roger Roper will make the request once the estimate is complete.

On a separate matter, Wendell asked the council for authorization to conduct fact finding regarding the potential that there remained trails funding from the OCC days managed through the Oregon Community Fund. A motion was made by Keith to authorize the fact finding, and second came from Leta. Motion passed with a unanimous vote.

10. Next Years Itinerary

For 2010 it was decided that OHTAC will visit the Fremont-South End (based out of Lakeview, April 30-May 2), the Free Emigrant (based out of Oakridge, August 27-29), and Meek Cutoff (based out of Burns, October 1-3). Both the Meek Cutoff and Free Emigrant routes are being considered for NHT status under the recent federal omnibus bill, and feasibility studies have begun. Lee Kreutzer indicated these trails would be eligible for NPS travel fund reimbursement since they are going through the process of approval. OHTAC might be able to help by giving recommendations to the NPS as they go through the feasibility study process. Funding would not be available for the Fremont

South End trip, but it may be possible to get partial reimbursement for the business meeting since we will likely be discussing the Oregon Trail and other NHT properties (traditionally this has been 25 %).

11. Member Rotation and Election of New Chair and Vice Chair

Checking on the member terms, it was noted that several members will be coming to the end of their terms in 2009 and 2010. Leta will be at the end of her first term by 11/1/2009. She was advised by Ross to reapply through the Governor's office for another term. Richard, Wendell, Connie, and Sam will be reaching the end of their first terms and will need to reapply in a similar manner. Keith will be at the end of his second consecutive term in 2010, and will be going off the council. A replacement will be needed.

The Council had previously nominated Leta to Vice Chair for 2009, so she will rotate into the Chair for 2010. Wendell will hand off the working files to her after completing his annual report by Jan1, 2010. The Council looked to its ranks for a potential Vice Chair for 2010. Sam's name was mentioned, but he declined because of other commitments. John H. was also mentioned, but he also declined for similar reasons. Glenn's name was mentioned, and Wendell noted that he would contact Glenn to see if he was interested in being Vice Chair in 2010 (and Chair in 2011).

12. Field Trip Review- (Wendell)

Due to time constraints an abbreviated field trip review was given. Wendell focused on thanking Stafford Hazelett for hosting the trip, and reviewed the field trip action items. The following brief description of the field trip will be supplemented by more details that will come in the final field notes prepared by Wendell.

The field trip began by leaving Ontario and driving a portion of the South Alternate down to the Owyhee River Crossing. On the way the group stopped at an interpretive kiosk for the Oregon Trail. The group used a sign cleaning kit provided by Lee Kreutzer to clean all the panels in the kiosk (they were all in need of serious cleaning). After driving over the Owyhee River Crossing, the group then followed the approximate route of the trail back to the north towards Nyssa and then through Kenny Pass. At Kenny Pass the group stopped to look at the BLM interpretive display, and some of the OHTAC members took a short hike to the summit of Kenny Pass. An area was examined along the Kenny Pass Road where ODOT is proposing to widen the road and this will impact a section of intact Oregon Trail. BLM District Archaeologist Dianne Pritchard is aware of the potential impact and will be working with ODOT to minimize disturbances.

Leaving Kenny pass the group traveled north towards Vale, and stopped just south of Vale to look at a grave site associated with the trail, and located on private lands that are accessible by the public. After leaving the grave site, the group traveled into Vale and looked at an interpretive kiosk for the Oregon Trail. The group then drove north towards Willow Creek, following a gravel county road to Alkali Springs and then to Birch Creek.

This route was the approximate route of the Oregon Trail, and at one point after passing through Alkali Springs an intact section of Class I Oregon Trail ruts were accessed adjacent to the trail and the OHTAC members hiked an approximately 2/10 mile segment. The area is currently being fenced by BLM to protect the trail ruts.

After completing the route to Birch Creek, the group went to Farewell Bend State Park and looked at the interpretive kiosk for the Oregon Trail. The group then went up the road to visit the VanOrman Massacre Site. It was noted during this visit that a possible atmospheric testing tower was recently located close to the site (just east) and might be in place to test for wind power development. The group was going to watch for future development, but it was not known if any proposed wind farms were currently in the works for the area.

More information on the field trip and action items will be included in field notes prepared by Wendell. These will be sent out following the meeting.

13. Good of the Order

It was suggested that the Council send a card of condolence to the Hildebrand Family of Sherman County, following the recent passing of Gordon Hildebrand. The Council was fortunate to have been hosted by Gordon during the 2007 Fall field Trip to the John Day River Crossing in Sherman County. Sam indicated he would do this for OHTAC.

Keith noted that locator signs will be finally going up in Pendleton showing an area where the Oregon Trail came through.

14. Other Business and Individual Reports from Council and Ex-Officio Members

None.

15. Public Comment

None.

OTHER

None.

ADJOURN

Meeting was adjourned at 9:55 AM (Mountain Standard Time).



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
 Oregon Historic Trails Advisory Council
 725 Summer St. NE, Suite C
 Salem, OR 97301-1271
 (503) 986-0681
 FAX (503) 986-0793
 www.hcd.state.or.us

August 24, 2008

Lewis Key
 Mayor
 722 S. Main
 P.O. Box 6
 Milton Freewater, OR 97862

Dear Mr. Key:

The Oregon Historic Trail Advisory Council is a group of nine citizen volunteers from around the state appointed by governor to oversee the Historic Trails in Oregon as named by ORS 358.057.

In a visit to your area earlier this year, we were impressed with the efforts you have taken as a community to protect, preserve and educate about the historic trails in the area.

Items reflected in our field notes are:

The Oregon Trail sign down town – While the sign is of good repair and condition, the lettering on the sign was difficult to read.

The Pioneer Cemetery behind the water tower at the end of 8th Street – Condition was poor with many broken or toppled headstones. We have suggested that our State Historic Preservation Office contact refer this to Oregon's Historic Cemetery's Council for support and help.

We did enjoy our field trip to the area and look forward to visiting the area again in the future. The above items are based on our observations and suggested actions that could be taken.

Thanks for any help given.

Sincerely,

Wendell E. Baskins
 Chairman
 Oregon Historic Trails Advisory Council
 wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

September 2, 2009

Barbara Lund Jones
Umatilla County Historical Society
108 SW Frazier
Pendleton, OR 97808



Nature
HISTORY
Discovery

Dear Ms. Jones:

The Oregon Historic Trail Advisory Council is a group of nine citizen volunteers from around the state appointed by governor to oversee the Historic Trails in Oregon as named by ORS 358.057.

In a visit to your area earlier this year, we were impressed with the efforts the Umatilla County Historical Society has taken to protect, preserve and educate about the historic trails in the area. Items reflected in our field notes are:

The sign marking the Fremont Route just outside of Milton Freewater – While the information appears to be accurate, the sign itself could use a good cleaning and be resealed to protect from weather.

The need for a marker or sign at the foot of Lincton Hill – As we tried to deal with the Fremont Route from the tourist's point of view, it became apparent that another sign was needed just for information and orientation purposes.

We did enjoy our field trip to the area and look forward to visiting the area again in the future. The above are observations and suggested actions that could be taken.

One of our members, Keith May, lives in Pendleton and has offered to assist in questions concerning the signs. Please feel free to contact him. He can be reached at 541-276-8206 or drighsighed@uci.net.

Thanks for any help given.

Sincerely,

Wendell E. Baskins
Chairman
Oregon Historic Trails Advisory Council
wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

August 25, 2009

Rick McClure
Heritage Program Manager
Mt. Hood National Forest
C/O Heritage Program, Pinchot National Forest
2455 Highway 141
Trout Lake, WA 98650

Dear Mr. McClure:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Oregon Trail is one of these Trails.

In looking over the materials concerning repairs to the Barlow Road and comparing them to previous recommendations of Council, I found that the proposed repairs addressed many of our concerns. I recommended to the Council at its July meeting that we go on record of supporting the proposed repairs and the processes being used. The Council supported the recommendation.

I was asked by the Council to write a letter expressing this support and thanking you for a job well done.

Sincerely,

Wendell Baskins, Chair
Oregon Historic Trails Advisory Council
wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

G

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

August 24, 2009

Representative Greg Smith
PO Box 219
Heppner, OR 97836

Dear Representative Smith:

The Oregon Historical Trails Advisory Council is a group of nine citizen volunteers appointed by the governor to oversee the Historic Trails in Oregon as listed in ORS 358.057.

In 2008 we visited Historic Trails and sites in areas around Boardman and Enterprise. Our field trip notes, suggestions, and recommendations have been published in our annual report to the Parks Commission. The report is available on line through the State Parks web page.

If you have any questions, please feel free to contact me or the OHTAC member from your area.

Sincerely,

Wendell E. Baskins
Chair

Oregon Historic Trails Advisory Council
503-655-0311
wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

April 15, 2009

Ms. Patti Trocki:
Cultural Resources Manager
Natural Resource Group. LLC
1000 IDS Center
80 S. Eighth St.
Minneapolis, MN 55042

Dear Ms. Trocki,

The Oregon Trail Advisory Council is a group of nine citizen volunteers appointed by governor to oversee the Historic Trails in Oregon. The Palomar Gas Transmission Project has possibility of impacting several of the trails we were charged to oversee by ORS 358.057.

I would like to compliment your efforts to identify the possibly intrusions on the Historic Trails outlined in your letter of March 16, 2009.

OHTAC would like to be and should be included as an interested party in any part of the project that deals with Historic Trails and impacts upon them.

Sincerely,

Wendell E. Baskins
Chairman
Oregon Historic Trails Advisory Council
wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department
Oregon Historic Trails Advisory Council
725 Summer St. NE, Suite C
Salem, OR 97301-1271
(503) 986-0681
FAX (503) 986-0793
www.hcd.state.or.us

8/15/2009

Steve Ellis
Forest Supervisor
Wallowa-Whitman National Forest
P.O. Box 907
Baker City, OR 97814

Dear Mr. Ellis:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Oregon Trail and the Nez Perce Trail have the potential of being effected by the management plan change.

OHTAC is interested in any plan change that allows for better management of OHV traffic to minimize damage to the trails within our charge and other historic resources in the area.

An area of concern to OHTAC is a process that allows access to closed roads near the Historic Trails or sites. The process would be used to allow maintenance of marked sites by small groups of individuals under approved leadership.

Sincerely,

Wendell E. Baskins
OHTAC Chairperson

503-655-0311
wlbaskins@msn.com



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

December 9, 2009



Kim Swentik
Dana Mission Support Team
Po Box 1059
Umatilla, OR 97882

Dear Ms. Swentik:

It was great make e-mail contact with you. Thank you for the opportunity to respond.

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Oregon Trail is one of the trails under our charge.

Over the years OHTAC has been working with various user groups to protect and restore parts of Oregon Trail. It will be exciting for the council to be involved the documenting and protecting what is believed to be an extension of the Oregon Trail.

While our charge from the Executive Order prevents us from holding land, we would like to be included in any historical discussion as an interested party.

Thanks you for any help given in this effort.

Sincerely,

Wendell Baskins, Chair
Oregon Historic Trails Advisory Council

wlbaskins@msn.com

503-655-0311



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Parks and Recreation Department

State Historic Preservation Office

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Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

September 2, 2009



Nature
HISTORY
Discovery

State Advisory Committee on Historic Preservation

725 Summer St. NE, Suite C

Salem, Oregon 97301-1271

Dear Advisory Committee:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Santiam Wagon Road is one of the named Historic Trails.

Over the years OHTAC has been working with various user groups to protect and restore parts of the Wagon Road. At its last scheduled meeting, July 26 in Bend, Oregon, the members of the Historic Trails Advisory Council voted to support the Wagon Road's nomination for listing on the National Register of Historic Places.

I am writing this letter for OHTAC to endorse and support the nomination and listing of the Santiam Wagon Road on the National Register of Historic Places.

Sincerely,

Wendell Baskins, Chair

Oregon Historic Trails Advisory Council



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

September 2, 2009



Nature
HISTORY
Discovery

Mary Allison
District Ranger
McKenzie River Ranger District
57600 McKenzie River Hwy
McKenzie Bridge, OR 97413

Dear Ms. Allison:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Santiam Wagon Road is one of the named Historic Trails.

Over the years OHTAC has been working with various user groups to protect and restore parts of the Wagon Road. At its last scheduled meeting, July 26 in Bend, Oregon, the members of the Historic Trails Advisory Council voted unanimously to support the proposed changes to the McKenzie River Trailhead and parking area.

I am writing this letter for OHTAC to endorse and support proposed changes as discussed with Dick Spray.

Sincerely,

Wendell Baskins, Chair

Oregon Historic Trails Advisory Council

Cc: Cara Kelly



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

December 9, 2009



Mr. John Allen
Forest Supervisor
Deschutes National Forest
1001 SW Emkay Dr.
Bend, OR 97702

Dear Mr. Allen:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Santiam Wagon Road is one of the named Historic Trails.

Over the years OHTAC has been working with various user groups to protect and restore parts of the Wagon Road. Last summer during an outing led by Dick Spray, we noticed the following:

1. Evidence of continued OHV use of the closed contributing segment.
2. The need to consider the closing of the currently open segment that falls between the Wilderness Area and the Special Use Area. The closing of this segment would appear to fit well within the intended uses of each area.

Thank you for any help or consideration given to the above matters.

Sincerely,

Wendell Baskins, Chair
Oregon Historic Trails Advisory Council

wlbaskins@msn.com
503-655-0311





Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

December 18, 2009

John White
Energy Facility Analyst
Oregon Department of Energy
625 Marion St. N.E.
Salem, OR 97301-3737



Dear Mr. White:

The Oregon Historical Trails Advisory Council (OHTAC) is a group of nine citizen volunteers from across Oregon appointed by the governor under Executive Order No. EO 98-16. We are charged with overseeing Oregon's sixteen Historic Trails as named in ORS. 358.057. The Oregon Trail is one of the named Historic Trails.

The Oregon Trail runs through the Montague Wind Project. From the informational meeting in Arlington, OR on December 9, 2009, it is apparent that the developer is aware and has archeologists doing research on this feature.

Concerns at this point are:

1. The processes and protections for a trail eligible for the National Register of Historic Places and named a National Historic Trail by legislation be used in this project.
2. Any intrusion upon Trail remains or trail route are to be avoided.
3. While the view shed may be hard to protect, impact on this resource should be minimized.
4. A process involving OHTAC or its designee in mitigation for any intrusion on Trail remains or the Trail route.

Thank you for the opportunity to input.

Sincerely,

Wendell Baskins, Chair
Oregon Historic Trails Advisory Council



**Summary of OHTAC
Field Trips 1999-2009**

| <u>Trail Traveled</u> | <u>Segment</u> | <u>Dates</u> |
|---|---|---------------|
| Oregon Trail | Barlow Road Cut-off John Day River to Tygh Valley | June, 1999 |
| Nez Perce Trail | Joseph to Dug Bar Enterprise to Joseph Canyon Viewpoint | October, 1999 |
| Lewis & Clark | Fort Clatsop Astoria to Cannon Beach | April, 2000 |
| Oregon Trail/ Lewis & Clark Whitman Mission Route | From Boardman to Walla Walla, Whitman Mission, Tamastlikt, Blue Mtn Crossing, Emigrant Springs, Squaw Creek Overlook | August, 2000 |
| Oregon Trail | Oregon/Idaho border to Baker city | April, 2001 |
| Santiam Wagon Road | Cache Creek Toll Station to Lost Prairie and from Tombstone Pass to Albany | June, 2001 |
| Oregon Trail | Barlow Road from The Dalles to Barlow Pass, Barlow Pass to Devil's Backbone to Phillip Foster Farm and End of the Oregon Trail Interpretive Center | October, 2001 |
| Nez Perce Trail | Wallowa Lake to Dry Creek Fork of Corral Creek, Auto Tour Route from Enterprise to Wallowa Lake and tour spur from Enterprise to Wallowa | July, 2002 |
| Free Emigrant Road | East from Oakridge to Big Marsh | October, 2002 |
| Oregon Trail | Vicinity of Echo, Well Springs, Corral Springs, Nature Conservancy managed Property | May, 2003 |
| California Trail Applegate Branch | Auto Tour Route from Dallas to Roseburg | October, 2003 |
| Lewis & Clark/ Oregon Trail | NHT along the Columbia River from Hat Rock to Boardman, O.T. Cut-off ruts near Irrigon | October, 2004 |

| | | |
|---|---|-------------|
| California Trail Applegate Branch | California border at Malin to Yoncalla | May, 2005 |
| Lewis and Clark 2005 | Prescott Beach to Astoria, Astoria to Ecola and Sunset Beach to Ft. Clatsop | September, |
| Jedediah Smith | From California Border to Coos Bay | June, 2006 |
| Jedediah Smith 2006 | Reedsport vicinity | September, |
| Santiam Wagon Road | Cache Creek Tollgate to Fish Lake | June, 2007 |
| Oregon Trail 2007 | McDonald Crossing to The Dalles Wasco/Klondike wind farms | September, |
| Oregon Trail | East McDonald Crossing to Irrigon & Boardman Bombing Range | April, 2008 |
| Oregon Trail | Baker City to Farewell Bend | July, 2008 |
| Nez Perce (Nimi'ipuuu) 2008 Trail | Old Joseph Gravesite, Joseph Overlook, Buckhorn Lookout, Indian Village Grove | September, |
| Whitman Route Fremont Route | Pendleton, Oregon to Walla Walla Washington Milton Freewater area | April 2009 |
| Fremont Route Santiam Wagon Road | Bend, Oregon area | July 2009 |
| Oregon Trail | South Alternate to Vale, Oregon then Malheur Desert Crossing to Farewell Bend | September |

Oregon Historic Trails Advisory Council

Appointed Members

Mr. Wendell Baskins, Vice Chair
 1315 Lafayette Drive
 Oregon City, OR 97045
 ph: 503-655-0311
 email: wlbaskins@msn.com
 Terms(s) 11/1/1998-10/31/02 11/1/06-10/31/10

Mr. John Chess, Chair
 72789 Hwy. 331
 Pendleton, OR 97801
 ph: 541-966-906 (w)
 ph: 541-278-0307(h) fax: 541-966-9927
 email: john.chess@tamastslkt.org
 Term(s) 2/20/04-2/19/08 2/20/08-2/19/12

Ms. Connie Colton
 46197 Slough Road
 Baker City, OR 97814
 ph: 541-523-5451
 email: conniec@thegeo.net fax: 541-523-2754
 Term(s) 11/1/06-10/31/10

Mr. Glenn Harrison
 1132 30th Place SW
 Albany, OR 97321-3419
 ph: 541-926-4680
 Gresham, OR 97030
 email: gr.harrison@comcast.net
 Term(s) 7/31/07-7/30/11

Mr. John Hayes
 P.O. Box 691
 Sisters, OR 97759
 ph: 541-549-1404
 Term(s) 7/31/07-7/30/11
 email: jrhayes@coinet.com

Mr. Keith May
 5 NE Despain Drive
 Pendleton, OR 97801
 ph: 541-276-8206 (h) fax: 541-276-8206
 541-996-3064 (w)
 Email: drighsid@ucinet.com
 Term(s) 11/1/02-10/31/06 11/1/06-10/31/10

Ms. Leta Neiderheiser
 279 Ridgefield Road
 Grants Pass, OR 97527
 ph: 541-862-9077
 Term(s) 11/21/05-11/20/09
 email: letan@oigp.net

Appointed Members

Mr. Richard H. Spray
 995 NE Paula Drive
 Bend, OR 97701
 ph: 541-617-8809
 email: la-mon-ti7@bendbroadband.com
 7/17/06-7/16/10

Mr. Samuel H. Woolsey
 725 E 13th
 The Dalles, OR 97058
 (541) 298-8125
 email: awoolsey@charter.net
 Term(s): 11/106-10/31/10

Ex Officio Members

Mr. Roger Blair
 Oregon California Trails Assoc. NW Chapter
 524 NW 3rd Street
 Pendleton, OR 97801-1408
 ph: 541-966-8854
 email: rblair@oregontrail.net

Mr. Ernie Drapela
 ORTAC
 208 NE 4th Street
 ph: 503-665-0535 fax: 503-665-0535
 email: edrapela@spiritone.com

Ms. Lee Kreutzer
 National Trails System
 National Park Service
 324 S. State Street, Suite 200
 Salt Lake City, UT 84111
 ph: 801-741-1012 ext. 118 fax: 801-1102
 email: Lee_Kreutzer@nps.gov

Ms. Karen Morrison
 Oregon Department of Transportation
 800 Airport Road SE
 Salem, OR 97301-4798
 ph: 503-986-3006 fax: 503-986-3032
 Email: Karen.J.Morrison@state.or.us

Ms. Gail Throop
 USDA Forest Service
 P.O. Box 3623
 Portland, OR 97208-3628
 ph: 503-808-2443 fax: 503-986-3032
 email: gthroop@fs.fed.us

Oregon Historic Trails Advisory Council

Ex Officio Members

Annie Von Domitz
Events and Program Manager
Oregon Travel Information Council
229 Madrona Ave SE
Salem, OR 97302
Phone: 503-373-0864 fax: 503-378-6282

Ms. Patti Williams, Chief, Natural Resources Section
ATTN: OD-SR (Williams)
U.S. Army Corps of Engineers
P.O. Box 2946
Portland, OR 97208-2946
ph: 503-808-4322 fax: 503-808-4329
email: patricia.d.williams@usace.army.mil

Staff Members

Mr. Ross Curtis, Preservation Specialist
OR State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97304
ph: 503-986-0579 fax: 503-986-0794
email: ross.curtis@state.or.us

Ms. Kim Garner, Executive Assistant
OR State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301
ph: 503-986-0681 fax: 503-986-0794
email: kim.garner@state.or.us

Mr. Rocky Houston, State Trails Coordinator
OR State Parks and Recreation
725 Summer Street NE, Suite C
Salem, OR 97301
ph: 503-986-0750
email: rocky.houston@state.or.us

Mr. Roger Roper, Deputy SHPO
OR State Historic Preservation Office
725 Summer Street NE, Suite C fax 503-986-0793
Salem, OR 97301
ph: 503-986-0677
email: roger.roper@state.or.us

Mr. Richard Walkoski, Recreation Programs Manager
725 Summer Street NE, Suite C
Salem, OR 97301
ph: 503-986-0748
email: richard.walkoski@state.or.us

OREGON HISTORIC TRAILS ADVISORY COUNCIL

PROCEDURAL RULES

A. Authorization

The Oregon Historic Trails Advisory Council was created by Governor's Executive Order EO 98-16 on August 11, 1998. The order restates previous orders of the Oregon Trail Advisory Council (EO 84-10 and EO 94-02), revises the council's scope, increases membership, and changes the council's name. The council receives staff assistance from the Oregon Parks and Recreation Department and reports to the Oregon Parks and Recreation Commission.

B. Council Responsibilities

The responsibilities of the Council include but are not limited to:

1. Developing an Oregon Historic Trails Program using the Oregon Historic Trails Report as a general guide and planning document.
2. Serving as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon.
3. Promoting public awareness of the historical significance of the trails and encouraging the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
4. Acting in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
5. Serving as Oregon's official liaison with other states, associations, federal departments, bureaus, recognized tribes and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.
6. The council chair shall prepare an annual report of work and meetings in that year and submit it to the State Parks Commission. The report will begin with a brief summary of actions and recommendations made by the council followed by minutes of the meetings, field trip reports and correspondence. The chair will submit the report no later than March 1 of the year following the report year.

C. Membership and Officers

1. The council consists of nine members who are appointed by the Governor. Members serve terms of four years and serve for no more than two terms consecutively. The council reflects the demographic diversity of the state of Oregon to greatest extent possible as well as the interests of a variety of trails.
2. The Governor designates the council chair. The chair designates a vice-chair who carries out the duties of the chair in the chair's absence. The Council from its members select at the final meeting of the year a new chair (generally this will be the current vice-chair) to serve during the following calendar year and recommend his/her appointment by the Governor. The council will then select a new vice-chair from the group. The council

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may add non-voting ex-officio members, associate members, and subcommittees as it deems appropriate. The executive council will consist of the immediate past-chair, current chair and vice chair.

3. Attendance at council meeting is required unless a member is granted an excused absence by the council chair. A pattern of unexcused absences will result in a recommendation to the Governor that the member be replaced.
4. No members of the council, regardless of their status as voting members, ex-officio members, associate members, or any other classification are entitled to compensation for their services or reimbursement for their expenses other than meals, lodging and mileage to attend meetings and field trips as provided for by reimbursement under the agreement with the National Park Service and the State Historic Preservation Office.

D. Committee Conduct

1. Council members shall remember that they are seen as representatives of the Council when they speak on matters pertaining to historic trails and shall take care not to appear to be speaking for the council unless specifically authorized by the council to do so. This also pertains to written correspondence.
2. Members may be asked to attend public meetings regarding historic trails in their area of residence as a representative of the Council. Any decisions that need to be made must be brought back to the Council body or to the executive council for consideration.

E. Conflict of Interest

1. Members of the Council shall disclose and act upon actual, potential or apparent conflicts of interest.
2. "Actual, potential or apparent conflicts of interest" means any action, decision, or recommendation taken by a council member in the course of council business that results, might result or may appear to result in a direct pecuniary benefit or detriment to council member, to a member of the council's household, or a business with which the council member or a member of the council member's household is associated, unless the pecuniary benefit is a result of the following:
 - a. An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position;
 - b. Any action which would affect to the same degree a class consisting of an industry, occupation, or other group to which the council member, or a member of council member's household or business with which the council member is associated, is a member or is engaged; or
 - c. Membership in or membership on the board of directors of a non-profit corporation that is tax-exempt under section 501 (c) of the Internal Revenue Code.
3. A member shall publicly announce an actual, potential or apparent conflict of interest prior to any council action on the matter in conflict. The member shall disclose the nature of the conflict, but need not disclose any monetary value involved. Each member is responsible for ascertaining and disclosing his or her interest, but not conflicts of other council members.

F. Meetings

1. The council holds regularly scheduled meetings as determined by a majority of its members and meets on special occasions upon the calling of the chair. Five voting members constitute a quorum. A vote of the majority is sufficient for all actions of the council. The chair, if present, is included in the determination of a quorum and shall participate in voting. Ideally, the Council shall conduct minimum of three meetings per year and arrange for at least two field trips to any of the historic trails. The final meeting of the year is the "annual business meeting" and will set the agenda for the upcoming calendar year as well as designate the next vice chair and recommend to the Governor the current vice-chair to become the next chair at the beginning of the calendar year. The other meeting should be held in conjunction with the field trips to afford an opportunity of public comment along the historic trail field trip area. (See #8 below) Dates and times of future meetings will be agreed upon by the majority of the council at a regularly scheduled meeting.
2. All meetings of the council are conducted as public meetings and are duly announced in accordance with state law. Public announcements and news releases concerning the council's business are made by the Oregon parks and Recreation Department.
3. Notice of meetings, including date and place is given:
 - a. In writing, at least 10 days in advance of all regular meetings; and
 - b. At least 24 hours in advance of all special meetings.
4. The agenda for council meetings is set and modified when necessary by the chair.
5. The chair is responsible for conducting all meetings of the council and in the chair's absence, the vice-chair has that role. When the chair and vice-chair are absent or have to be excused from council proceedings that are underway, the council shall choose an interim chair to conduct the meeting.
6. Meetings of the council are conducted according to Robert's Rules of Order except where they conflict with state or federal law, such as in the determination of a quorum.
7. A period of public comment is included in all council meetings and is generally limited to five minutes per speaker.
8. As often as practicable, the council meets around the state in order to visit historic trail sites and to hear from advocacy groups and constituencies.

G. Amendment of Procedural Rules

An amendment to these procedural rules may be adopted by the council during any meeting provided the amendment is submitted in writing to the council no less than two weeks in advance of the meeting.

Oregon Historic Trails Advisory Council
12.1.07

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| Strategic Plan 2008-2013 |
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Introduction

In 1998 the Governor established the Oregon Historic Trails Advisory Council to oversee and provide advice on the 16 historic trails in Oregon. We are nine volunteer citizens working together to advise the Governor and to locate, preserve and encourage the use of these historic trails by Oregonians and visitors alike. *Ex-officio* members from a variety of state and federal agencies and related organizations provide advice and technical information.

On the 10th anniversary of the establishment of OHTAC in 2008 it is time to set a direction for the future. This strategic plan describes that future direction. The OHTAC mission, vision, and broad goals for future achievement are included. These provide the foundation for a strategy of specific objectives and actions to be implemented. These actions are to be considered critical, and therefore of the highest priority, for realizing the OHTAC mission.

This strategic plan is expected to have a five-year life span and will be reviewed annually at the council's annual business meeting to track progress and implementation.

Vision

The Oregon Historic Trails Advisory Council is the OFFICIAL liaison for locating, preserving and encouraging use of Oregon's unique 16 corridors of historic trails.

Mission

The mission of OHTAC is established by Executive Order 98-16.

Mission Goals as established by Executive Order NO. EO 98-16

The Oregon Historic Trails Advisory Council was established to:

Goal #1 Promote public awareness of the historical significance of the trails and encourage the development, protection and interpretation of historical sites and outdoor recreation resources along their routes

Goal #2 Act in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.

Goal #3 Serve as Oregon's OFFICIAL liaison with other states, associations, federal departments, bureaus and committees concerned with these trails to plan and coordinate activities which foster state and national recognition of the significance of Oregon's historic trails.

Goal #1. Promote, Encourage, Protect, Interpret

Objectives:

(Following objective is the <lead> responsible for the sub goal.)

1.1 Support efforts of local community, non-profit, tribal advocates, and other groups that work towards our mutual goals for the 16 historic trails of Oregon. <council>

1.2 Hold statewide meetings two to four times annually to explore a segment of any of the 16 historic trails guided by residents and public agency experts to evaluate and record trail conditions and discuss opportunities for marking and interpretation of the trails. <council, ex-officios, SHPO staff>

1.3 Collect and share information on locating and marking trails; encouraging local communities and agencies to develop directional and interpretive signs, brochures and maps, and helping them find the resources to protect, share and maintain these corridors of history. Pursue O.C. F. Grant for Santiam Wagon Road Documentation<council, ex-officios, SHPO staff>

1.4 Use listservs, websites, traditional publications and other means of communication for communicating and sharing information where appropriate. Prepare an informational packet for public and private land owners of trail preservation options. <council, SHPO staff>

1.5 Speak for preservation of trails sites whenever possible. <council>

1.6 Encourage significant properties to be listed on the National Historic Register and/or local registers. <council>

1.7 Expand and improve the OHTAC library of documentation of trail locations. <council, sub-committee, SHPO staff>

1.8 Address heritage tourism and other visitor impacts on the long-term sustainability of trail sites. <council, SHPO staff>

1.9 Partner with the Oregon 150 program to help promote and encourage visitation to the historic trails. <council, SHPO staff>

1.10 Review High Potential Historic Sites and High Potential Route Segments as designated in the 1999 Comprehensive Management Plan with attention to Section 1(b)Protecting the trail corridors associated with to the degrees necessary to ensure that the values for which each trail was established remain intact. Review impact of EO 13195. Make recommendations for acquisition by State Parks when appropriate. <sub committee, SHPO staff, OCTA ex-officio>

Goal #2. Advise, Recommend

Objectives:

2.1 Strengthen communication/networking among Oregon agencies, bureaus, commissions, councils and committees. <council, SHPO staff>

2.2 Advise on the enforcement of existing cultural resource protection statutes as they apply to remaining trail sites. <council SHPO staff>

2.3 Advise on and recommend passage of legislation that promotes any or all of the mission goals of OHTAC. <executive committee, council>

2.4 Meet whenever possible with agencies to advise and recommend any or all of the goals of OHTAC <Chair or council members>

2.5 Provide recommendations annually through the OHTAC Annual Report to the Governor that will be put on the SHPO website and disseminated to pertinent parties. <Chair or sub-committee>

Goal #3. Plan, Coordinate

3.1 Develop a working rapport and/or formal agreement with agencies and organizations such as DOE, BPA, BLM, NPS, NFS, OCTA, etc. so that when trail issues come forward, OHTAC can be a working partner in discussions regarding development along the historic trails. <chair, council, SHPO staff>

3.2 Coordinate fact finding by agencies when development may impact the use of trails sites. <council, SHPO staff>

3.3 Strengthen relationships with preservation groups and research groups involved in efforts to locate and preserve trail site resources. <council>

Note:

Executive Committee

The executive committee is a sub-committee of the council comprised of the current chair, the vice chair and the immediate past chair.

EXECUTIVE ORDER NO. EO 98 - 16

OREGON HISTORIC TRAILS ADVISORY COUNCIL

The *Oregon Historic Trails Report* presented by the Oregon Trails Coordinating Council in May, 1998 was the first step in the development of a statewide Oregon Historic Trails Program. The report serves as a general guide and planning document for future efforts in developing historic trail resources in Oregon. The Executive Summary of the *Oregon Historic Trails Report* noted the following:

“The objective of the Oregon Historic Trails Program is to establish Oregon as the nation’s leader in developing historic trails for their educational, recreational, and economic values. The Oregon Historic Trails Program, when fully implemented, will help preserve and leverage existing heritage resources while promoting rural economic development and growth through heritage tourism.

The opportunity to realize these benefits will depend on the entities that have the authority to act and collaborate on the program’s behalf: land management agencies, government commissions, heritage organizations, and tourism associations. The Council recommends that these entities move forward with the Oregon Historic Trails Program.”

The dissolution of the Oregon Trails Coordinating Council creates the need for a statewide advisory body to continue to recognize the value and significance of Oregon’s historic trails as outlined in ORS 358.057. The Oregon Trails Coordinating Council has recommended the reactivation of the Oregon Trails Advisory Council to oversee and advocate on behalf of Oregon’s historic trails.

THEREFORE, IT IS HEREBY ORDERED AND DIRECTED:

- 1) The Oregon Trail Advisory Council was created by Executive Order No. EO-84-10 and revised under Executive Order No. EO-94-02. This order restates the previous orders, revises the council’s scope, increases the membership, and changes the name to the “Oregon Historic Trails Advisory Council.”
- 2) The Oregon Historic Trails Advisory Council is hereby created. The council shall consist of nine members who shall be appointed by the Governor and serve at the Governor’s pleasure. Members shall be appointed to terms of four years. The council shall reflect the demographic

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diversity of the state of Oregon to the greatest extent possible. Current members of the Oregon Trail Advisory Council are eligible to serve on the OHTAC under their original term expiration dates.

The Governor shall designate the council chair. The chair shall designate a vice-chair who shall carry out the duties of the chair in the chair's absence. The council may add non-voting ex officio members, associate members, and subcommittees as it deems appropriate.

The council shall have regular stated meetings as determined by a majority of its members and shall meet on special occasions upon the calling of the chair. Five voting members shall constitute a quorum. A vote of the majority shall be sufficient for all actions of the council.

No members of the council, regardless of their status as voting members, ex officio members, associate members, or any other classification, are entitled to compensation for their services or reimbursement for their expenses.

- 3) The Oregon Historic Trails Advisory Council shall serve as an advisory body for activities and policies involving Oregon's historic trails as listed in ORS 358.057, particularly as they concern the State of Oregon. The council shall:
 - Promote public awareness of the historical significance of the trails and encourage the development, protection and interpretation of historical sites and outdoor recreation resources along their routes.
 - Act in an advisory capacity to Oregon agencies, bureaus, commissions, councils and committees, making recommendations about activities and policies that relate to the history of the trails and associated sites.
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