

OREGON HISTORIC TRAILS ADVISORY COUNCIL



2008 ANNUAL REPORT

Oregon Historic Trails Advisory Council
2008 Annual Report

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Oregon Historic Trails Advisory Council 2008

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 2008. 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 and legislation with potential impacts to the trails.

Summary of Activities

We met as a group three times in 2008 with the annual business meeting was conducted at the September 28 meeting in Enterprise. In conjunction with our public meetings, we conducted field trips that entailed the National Historic Oregon Trail from east bank of the John Day River east to City of Irrigon and the Umatilla Army Depot. We also covered the route of the National Historic Oregon Trail from Baker City to Farewell Bend. Our final field trip of the year covered the National Historic Nez Perce Trail and the Marr Ranch property. Another major activity for the year was the Santiam Wagon Road Environmental Assessment prepared by the United States Forest Service and associated comments.

The April 19-20 field trip started Saturday at the McDonald Ford section of the Oregon Trail and proceeded east from there to various sites including the Weatherford Monument, the kiosk at Four Mile Canyon and the interpretation at Wells Spring and finally at the developed site in Irrigon.

On the following day we toured the Umatilla Army Depot and Oregon Trail ruts within the Depot boundaries. We were joined by several Oregon California Trail Association members, who, like us, were very grateful to have access to the area.

Our July 12th field trip started in Baker City as we traveled along several developed and undeveloped sites along the Oregon Trail. The Birch Creek crossing and the Utter Van-Ornman sites were among the highlights, as was a visit to the National Historic Trail Center at Flagstaff Hill. Both sites are in the corridor of a proposed power transmission line that would span Boardman Oregon to Hemmingway, Idaho. To date, several corridor options have been put forth, each with its advantages and drawbacks concerning the Oregon Trail.

The final field trip of the year was a tour of the Nez Perce National Historic Trail, starting at the Marr Ranch property on Wallowa Lake, where State Parks and Recreation staff provided with an overview of the plans for the new state park there. We were then

accompanied by representatives of the Nez Perce Tribe and the National Park Service for a driving tour to the Buckhorn Overlook and Cambium Grove sites, both of which are spectacular.

2008 was a year of ATV's, wind farms and power transmission lines. We have been increasingly pleased with our early in the review process, as we seem to be on the "radar screen" of most of the agencies involved with power generation and transmission. The Santiam Wagon Road was the most time intensive issue during the year. Comments were provided on the Environmental Analysis (EA) prepared by the Forest Service. OHTAC has commented on the impacts of ATV use on the Wagon Road for years and has been increasingly frustrated by the continued degradation of this resource. The EA provided another opportunity to comment in more formal manner. Though the comments provided by OHTAC did not change the outcome of the EA, we were heartened by the Forest Service's decision to nominate the Wagon Road to the National Register of Historic Places. OHTAC members are assisting with this effort.

Summary of Recommendations

Shepherd Flat Wind Farm – Oregon Trail sites be documented with photographic evidence filed with the State Historic Preservation Office. Rustic fencing be built around portions of the Trail ruts, with information posting for the Trail as described in the site application. Any Trail ruts in the Four Mile Canyon area should be protected and any visual impacts should be minimized.

Four Mile Canyon Oregon Trail interpretive site – replace broken plexiglass panel and prevent birds from roosting in the kiosk.

Birch Creek Oregon Trail Site – repair posts in parking area and remove weeds from hiking trail.

Irrigon Oregon Trail interpretive site- replace moisture damaged draft interpretive sign panel with final version and take measures to eliminate condensation from the sign. Following the repairs, state Oregon Trail Site signs should be installed in both directions on OR 730.

Umatilla Chemical Depot Oregon Trail ruts – establish a ¼ mile buffer on each side of the Trail corridor. Mark the route with creosote OCTA markers.

Federal Highway Administration Docket no. FHWA – 2007-28977. Against proposed revision to Section 21.08 Trail signs "Trail signs shall not be installed on freeways or expressways."

S-3213 Omnibus Public Land Management Act. Support inclusion of the study of additional routes of the Oregon Trail.

Golden Hills Wind Farm – Oregon Trail interpretation at an appropriate site within the project area.

Boardman to Hemmingway transmission line: Birch Creek Crossing - protect the Class I Oregon Trail ruts and minimize any visual impacts. Baker County: the route of the Pritchard Creek ascent of the Oregon Trail and the potential route of the Goodale Road extension of the Oregon Trail could be threatened physically and visually depending on the alternative chosen.

Santiam Wagon Road – supported, with conditions, Alternative 4 from the Environmental Assessment, and the nomination of the Wagon Road for inclusion on the National Historic Register.

**Summary of OHTAC
Field Trips 1999-2008**

<u>Trail</u>	<u>Segment</u>	<u>Dates</u>
<u>Traveled</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, Tamastslitk, 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'ipuu) 2008 Trail	Old Joseph Gravesite, Joseph Overlook, Buckhorn Lookout, Indian Village Grove	September,

Oregon Historic Trails Advisory Council

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Oregon Historic Trails Advisory Council

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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

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

Strategic Plan 2008-2013

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

EXECUTIVE ORDER NO. EO 98 - 16**Page Two**

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.
 - 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.

OHTAC MEETING MINUTES
River Lodge
Boardman, Oregon
April 20, 2008

In Attendance

Keith May, OHTAC; John Chess, OHTAC; Dick Spray, OHTAC; Leta Neiderheiser, OHTAC; Sam Woolsey, OHTAC; Glenn Harrison, OHTAC; John Hayes, OHTAC; Ross Curtis, OPRD/SHPO; John DeMoss, Citizen; Joe Neiderheiser, Citizen.

Call to Order and Welcome (John C.)- 12:00 p.m.

OLD BUSINESS

1. Minutes from September 23, 2007 in The Dalles (Ross)

Meeting minutes from September 2007 as edited from previous reviews were approved.

2. Staff Reports (Ross) – Update on Oregon Trail Study and OHTAC involvement.

Ross indicated that the GIS layer with Oregon Trail route is up and running and being used by the office and researchers when planning projects. The layer was used to verify property ownership while working on the recent Schlecht Nomination for the Oregon Heritage Excellence Award. It was noted that a very tangible way that OHTAC is involved in the study is in looking at High-Priority Sites and Segments along the trail during field trips, and in recommending new sections be elevated to this status. Keith mentioned it would be useful to review the recommendations of OHTAC from previous field trips and see if these include dealing with other High-Priority Sites and Segments along the trail.

3. Santiam Wagon Road Update – (Dick)

Dick provided an update on the Environmental Assessment (EA) for ORV activity in the Santiam Pass area by the Forest Service. The EA was released in December with the four alternatives previously reviewed by OHTAC. Comments were taken initially for 30 days with an appeal option, but the comment period was extended to Feb. 5, 2008 (with no appeal option). There have been personnel changes at the Forest Service and the project is now under the third ID Leader since it began. This has resulted in some delays, and no official decision on the alternatives has been released by the Forest Service.

While no official word has been released, Dick had heard that the Forest Service was going to go with Alternative 2, which was the least favorable to the preservation of the Santiam Wagon Road (not including Alternative 1 which is the no-change option). This was of concern because the option would not protect areas near Sand Mountain, and the area from Sand Mountain down to Eno Road (where the road has not been destroyed completely) would also not be protected. Dick indicated that there were a number of

groups poised to appeal the decision if Alternative 2 is accepted. It was Dicks understanding that the Forest Service had been under a great deal of pressure from the ORV industry, and that the ORV users wanted no changes in their access.

It was the feeling of Dick that the letter from the Oregon State Historic Preservation Office (OSHPO) concurring with the "No Adverse Effect" determination for the alternatives from the Forest Service, had been detrimental to efforts to preserve what is left of the Santiam Wagon Road.

Ross explained that the Forest Service is the agency that initiates the Section 106 Process, and determines if there is an "adverse effect". OSHPO is responsible for reviewing the information provided by the Forest Service as a basis for concurrence (or not) with the determination of effect. Based on the information provided and field trips to the area, the OSHPO staff concurred with the Forest Service determination of "No Adverse Effect".

Keith asked if the OSHPO reviewers (Sarah Jalving and Dennis Griffin) were aware of the recommendations of OHTAC for preserving the Santiam Wagon Road? Ross indicated he was not sure if Dennis and Sarah had seen these recommendations. Ross added that typically the Forest Service receives comments from interested parties and it is the agency responsible for reviewing and integrating the information into their plans. Usually the OSHPO reviewers are examining information provided by the Forest Service, and not reviewing other information that would be submitted by another independent entity. In the event that some significant data was left out of the original information provided to OSHPO for their review, OSHPO can look again at the project and the recommendations.

Keith asked if it was possible to amend the previous decision, and Ross indicated he was not sure if this was possible. Ross suggested a sub-committee of OHTAC members be established that could meet with Roger Roper, deputy SHPO and other SHPO staff to discuss the issue. If the group had significant information that had been overlooked or not included in the original documentation from the Forest Service it could be presented at such a meeting for review. It was suggested that the committee be comprised of Dick, Keith, John C. and John H. Ross said he would talk with Roger and try to arrange a meeting to discuss the issue.

As a result to the Santiam Wagon Road issue, two motions were proposed:

Motion #1-Insure that copies of the OHTAC Annual Report and correspondence are sent to Sarah Jalving and Dennis Griffin so they will have the opportunity to know what OHTAC has recommended. Motion made by Keith, second from John H. Motion passed unanimously.

Motion #2-Appeal as a group the Forest Service decision if Alternative #2 is the preferred alternative. If this appeal is needed, the group will look into exactly how to do this. The motion was made by Keith, and a second came from Leta. The motion carried unanimously.

4. Reimbursement for Travel (Ross)

Ross provided an update on reimbursement. The process is still being done through the NPS National Historic Trails Office, based on information submitted by OHTAC. The process remains that OHTAC members can submit for expenses related to mileage to and from the field trip and for lodging when the trip is focused on one of the four National Historic Trails in Oregon. One change to the process is that Ross will provide OPRD expense forms to each OHTAC member claiming expenses at the end of each field trip. The member may claim lodging and mileage on the form, sign it, and then the forms are given to Ross. Ross copies the forms and sends copies to John C. John then sends a letter to NPS requesting reimbursement for the mileage and lodging submitted (In the letter NPS is asked to notify OPRD [Kim Garner] when funds are transferred). NPS will respond that the expenses are approved, and will then wire funds to OPRD. Ideally Kim will be notified that funds have been received from NPS and will then use the expense forms to cut checks for everyone.

5. Follow up items from Sept. trip – book to Mr. Hildebrand (and apple tree)

Keith indicated that the Oregon Trail book was sent to Mr. Hildebrand. Information on the apple tree that may be from early Oregon Trail days on Mr. Hildebrand's property was forwarded to Jim Renner for potential Heritage Tree assistance. Keith informed the group that his attempt to propagate a seedling from a seed procured in an apple from the site was not successful.

6. Heritage Excellence Award nomination for the Schlecht's

Ross informed the group that the Heritage Excellence Award nomination for the Schlecht family from OHTAC had been reviewed and approved, and the family will be receiving the award at the 2008 Oregon Heritage Conference in Eugene. The award will be presented by the First Lady in a ceremony at the Heritage Excellence Award Dinner at 6:30 PM on Sunday, May 4. David and Barry Schlecht will be there to receive the award.

Ross asked if anyone from OHTAC would be able to attend the ceremony and dinner? Glenn indicated he would be at the ceremony. No other OHTAC members will be attending. Ross indicated that he would be present and would be sure to thank the Schlecht Family in person for their good stewardship.

The award nomination was amended to recognize the good stewardship of both the Schlecht Family and previous owners of the ranch at McDonalds Ford. The award is recognition for all private property owners who are preserving the Oregon Trail on their property. Since the BLM owns a piece of property in the center of the segment of trail segment on the Schelect property, BLM has been informed of the award as well.

7. Trail marker damage/repair and salvage.

Letters were sent to Sherman County and ODOT by Keith noting damage to signs seen during the September field trip.

8. Annual Report (Keith)

Keith completed the annual report. Copies on CD were sent to all OHTAC members. Some members indicated they would prefer to have a hard copy of the annual report (Leta, Glenn, Sam, etc.). Ross was asked by Keith who else had received the annual report? Ross said he was not sure, but that he would follow up with Kim Garner to find out who did receive the report, and send this information along.

It was suggested that on this mailing list should be the governor, legislature members with trails in their districts, parks commission, ex officio's, and others.

9. Barnhart Road Update (Keith)

Keith reported that signs were up on Barnhart Road in Pendleton showing where the Oregon Trail passed through. Certain times of the year the trail can reportedly be discerned in the growing wheat as a different color of wheat that does not grow as high. The signs were funded jointly by OCTA and OHTAC (from a donation by Keith).

10. Chair Correspondence – (Keith and John)

John noted that since taking over the chair he had responded in writing to a few issues of interest to OHTAC, and written two letters so far.

NEW BUSINESS

11. Oregon Heritage Conference, May 4-6 2008, Eugene

Other than Glenn and Ross there will be no other OHTAC members or staff at the conference. Ross and Glenn will be at the Heritage Awards presentation. Ross will be moderator for the OR Trail high priority sites and segments review session. Glenn will represent OHTAC and give a presentation on segments of the trail recently reviewed by OHTAC.

12. Field trip Review (Sam and Keith)

See Field Notes

13. Strategic Plan Assignments

1. Expand and Improve OHTAC library- Wendell and Keith will work on this. Possibly house these at SHPO in trail files in Ross's cube.
2. Partner with Oregon 150 to promote visitation. John C.

3. Develop working rapport and/or formal agreements with agencies and organizations. Chair
4. Prepare trail preservation packet for property owner. Ross and John C.

14. Ex-officio status for Jim Renner (John C.)

Council recommended Jim Renner be made and Ex-officio member. Motion made by Keith, with a second from Glenn. Resolution was approved unanimously by the council.

15. Transportation Enhancement endorsement for Glen, Dick, and Tamástlikt

Glenn and Dick asked if they could have the endorsement of OHTAC for a Transportation Enhancement Grant they were working on with the Forest Service to put up interpretive signs along the Santiam Wagon Road. The council agreed to send a letter of support, and John will write the letter (no formal motion was made).

John also asked if the council was interested in endorsing a project he was working on to recommend that a new map be placed in all of the Oregon Trail interpretive kiosks east of the John Day River that accurately shows Native Homelands as identified by Tamástlikt. A motion was made by Wendell, second by Leta, and unanimous approval by council. John recused himself from the vote, Wendell officiated as Vice Chair, with the vote passing unanimously.

16. Upcoming Meetings

The next meeting is scheduled for June 14-15 at Baker City. Ross indicated that lodging was still being looked into. (Note: The date for the 2008 OHTAC summer field trip was moved just after this meeting to July 11-13 in Baker City because of problems with lodging and member schedules.)

Fall meeting dates changed to September 26-28 in Enterprise. Group will look at Nez Perce Trail. Possibly look at beginning of trail in Marr Ranch Property. Ross will look into getting onto the property for September field trip. Lodging has been secured at Best Western in Enterprise with a government rate for OHTAC members and Ex-Officio members.

17. Individual Reports from Council and Ex-Officio Members

Wendell noted there will be closure on the Barlow Road of a bridge by the Forest Service. The bridge will be repaired and the trail reopened after.

OTHER None.

ADJOURN

Meeting was adjourned about 2:30 PM.

OHTAC MEETING MINUTES
Best Western Sunridge Inn
Baker City, Oregon
July 13, 2008

In Attendance

Keith May, OHTAC; John Chess, OHTAC; Dick Spray, OHTAC; Leta Neiderheiser, OHTAC; Glenn Harrison, OHTAC; John Hayes, OHTAC; Connie Colton, OHTAC; Ross Curtis, OPRD/SHPO; Rocky Houston, OPRD State Trails Coordinator; Don Allen, Citizen; Joe Neiderheiser, Citizen.

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

OLD BUSINESS

1. Minutes from April 20, 2008 in Boardman (Ross)

Meeting minutes from April 20, 2008 as edited from previous reviews were approved. Motion made by John H., second by Leta, and motion unanimously carried.

2. Review of Field Notes from April Meeting and Action Items

John C. followed up on recommendations from the last OHTAC meeting in April. At the last meeting the group requested that copies of the OHTAC Annual Report and correspondence be sent to Sarah Jalving and Dennis Griffin in the SHPO so they will have the opportunity to know what OHTAC has recommended. Ross indicated that he had mentioned this to Sarah and Dennis and they are aware of the annual reports. Each year they will be notified of the new report and may review at their discretion.

It was also asked if the report was distributed to the State Parks Commission, Governor, legislative representatives, etc ? Ross indicated that at this point the SHPO was not sending the report out to representatives, the governor, or Parks Commission, but OHTAC was welcome to send the report to anyone they thought should receive it. SHPO will let the Commission and Governor know annually when the report is available through links to the Heritage Programs website where it will be posted. Because of a move towards sustainability encouraged by the Governor, the Oregon SHPO is not sending out hard copy reports unless absolutely necessary to save paper and other resources. It was noted by Keith that perhaps OHTAC could identify those legislative representatives and others who might be interested in the report annually, and send them links to the report online.

All of the OHTAC members indicated they would like to have hard copies of the report and did not like having an electronic copy only. Ross indicated that he would get copies and distribute at the next meeting in September.

Field notes from last meeting were reviewed and follow up items from the minutes were discussed. Glenn noted he had followed up on a number of the sign issues noted during the previous field trip. Glenn followed up with Sharon Brown about a sign cleaning kit, and he decided after getting a list of materials from Sharon, it might be easier for OHTAC to put the kit together. John C. had sent "thank you letters" to the private property owners (Jim and Francie Morris) across from McDonalds Ford who hosted OHTAC, and the local grange in Rock Creek that opened the restrooms for OHTAC.

3. Santiam Wagon Road Update – (Dick)

Dick provided an update on the official decision on the alternatives which was just released by the Forest Service. The Forest Service went with Alternative # 3 with the addition of dispersed camping along the open section of Forest 890 Road. The decision was much of what OHTAC had wanted, but it was the feeling of Dick that the entire wagon road route in the district should be closed to OHV use as an incompatible activity with a historic road. He thought the Antiquities Act is being violated in the present use. Dick recommended that the Forest Service institute an administrative closure. It was the observation of Don Allen that the input from OHTAC had helped to get this decision from the Forest Service, and get as much protection as was achieved. OHTAC members were undecided regarding the Forest Service alternative selected and felt that more review and study of the alternative by OHTAC was needed.

A subcommittee was established that included, John C., John H., and Keith. The goal of this group will be to further study the alternative and decide if OHTAC should appeal the decision with the Forest Service. Dick decided not to be on the committee since he will be appealing the decision as a private citizen, but he agreed to advise the committee. Dick thought it was likely that the OHV lobby would be appealing the decision for different reasons.

The group discussed the possibility of making the trail one of the National Historic Trails. Ross noted that there had been some preliminary discussions between SHPO and the Forest Service regarding the possibility of nominating the Santiam Wagon Road to the National Register of Historic Places. The Forest service was in support of the idea. Roger Roper was wondering if it might be possible to get an Oregon Historic Trails Fund Grant for such a nomination. OHTAC members were in support of such a nomination.

4. Update on Oregon Trail Study (Ross)

Ross gave a brief update on the Oregon Trail Study. There is a functioning layer in the SHPO GIS database that has the Oregon Trail route. This is being used by researchers while compiling background information for projects. Matt Diederich is working on getting the county tax lot information for all counties included in the database. Baker County has been provided with a copy of the SHPO GIS layer for their county showing the Oregon Trail.

5. Oregon Heritage Conference, May 4-6 2008, Eugene

Ross was moderator for the OR Trail high priority sites and segments review session. Glenn and Wendell represented OHTAC at the session and Glenn gave a presentation on segments of the trail recently reviewed by OHTAC. There were two private property owners in the audience from Sherman County who owned property with wind farms. They were disruptive during the meeting and did not let two of the presenters (Glenn and Stafford Hazlet) complete their talks. The two owners wanted to insure that the Oregon Trail did not keep them from developing wind farms on their respective properties. The presenters and Roger Roper assured the owners that this would not occur, but they continued to interrupt the speakers during their presentations.

6. Ex-Officio Status for Jim Renner (Ross C.)

The Council recommended at the last meeting that Jim Renner be made an ex-officio member. Jim has been added to the mailing list and is now an approved ex-officio member.

7. Travel Funds (Ross)

Ross provided an update on travel reimbursement. The process is still being done through the NPS National Historic Trails Office, based on information submitted by OHTAC. John submitted the expenses after the last meeting and this used up a good portion of the remaining budget, leaving about \$900 for the Baker City expenses. There will only be enough left in the budget to cover motel and some per diem expenses for OHTAC members. The suggestion was made that the budget for the next year be divided into thirds (ca. \$1700 per meeting), and the amount split out between motel, per diem, and any remaining go to mileage. The question was asked if the next meeting would be covered under the 2009 budget and Ross was going to verify this. Sharon brown had sent an email suggesting this would probably not be a problem, but she was going to verify. Ross will also look into additional funding from NPS for OHTAC travel in 2009.

8. Strategic Plan Assignments

1. Expand and Improve OHTAC library-Keith will work on this.
2. Partner with Oregon 150 to promote visitation. John.
3. Develop working rapport and/or formal agreements with agencies and organizations. John.
4. Prepare trail preservation packet for property owner. Ross and John C.

NEW BUSINESS

9. Baker City Field Trip Review (Keith)

Keith reviewed the field trip, group observations, and resulting action items.

After visiting the Birch Creek Crossing near Farewell Bend, the council noted that the site had some recent damage to the parking area from people driving in unauthorized areas. Signs in the area were also noted as needing updating, and OHTAC will send a letter to BLM regarding this.

The kiosk and interpretive panels at Farewell Bend State Park examined by OHTAC were in good condition, and no action was recommended. Similarly, the panel recently placed by OCTA at the "Battle Site" was in good condition.

The council was impressed with the BLM Interpretive Center at Flagstaff Hill just outside of Baker City. A few minor errors were noted in some of the interpretive panels and the group discussed how best to communicate this to the BLM without sounding too negative. One suggestion was to send a letter to BLM praising the visitor center, but mention that a few errors were noted in the interpretive panels that could be addressed in the future. It was further suggested that the BLM could apply for a community foundation grant to revise the panels.

John Chess had talked with Sarah LaCompte prior to the meeting to find out more about wind farm studies that are being undertaken and would reportedly place wind farms along a portion of the intact Oregon Trail below the visitor center and well within the close view shed. She indicated that she would leave some information for OHTAC at the front desk regarding the proposed wind farms. When OHTAC arrived at the visitors center, there was no information waiting. John was going to follow up with Sarah to get the information so OHTAC could consider the potential impact of the wind farm on the Oregon Trail.

10. Nomination of Other Trails for Review by OHTAC.

The question was brought up as to if there were other historic trails in Oregon that should be reviewed by OHTAC? There was the feeling among some members that perhaps other historic trails should be reviewed by OHTAC, although the point was made that the group had not had the opportunity to look at all the sixteen historic trails that the group is currently responsible for reviewing. Ross indicated that ORS 358.075 which established OHTAC specified the group would review just the sixteen historic trails, and there did not appear to be a mechanism in the legislation to add new historic trails for the group to review. Rocky noted that he had been going through a process of Administrative Rule Making with OHTAC and the State Parks Commission to add additional recreational trails for review by the group. He said he would pass along information regarding the process to OHTAC to see if it might work for the group.

11. Report on Filming for OCTA Project

Glenn reported on filming for an OCTA project about the Oregon Trail that both he and Wendell were involved with. The documentary film is about 21 children as they follow segments of the Oregon Trail, experiencing life as the pioneers would have. The production is unscripted, and follows the children through a variety of experiences such

as building a log cabin, planting trees, etc. Foster Farms was one of the locations in the Willamette Valley that the production visited while filming.

12. Upcoming Meeting

The next meeting is scheduled for September 26-28 in Enterprise. The group will look at Nez Perce Trail. John C. will organize the trip. OHTAC will possibly look at beginning of trail in Marr Ranch Property. Ross will look into getting onto the property for September field trip. Lodging has been secured at Best Western in Enterprise with a government rate for OHTAC members and Ex-Officio members.

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

Baker Area BLM Plan

John C. reported that the Baker area BLM is planning to revise their Resource Management Plan and he had been in contact. OHTAC will have the opportunity to comment on any issues relating to the Oregon Trail in the plan.

Senate Omnibus Bill S-3213

Glenn and Keith discussed Senate Omnibus Bill S-3213 which has among other things, a stipulation to further study the feasibility of adding new routes for National Historic Trails. These include alternate routes for the Whitman and River Routes of the Oregon Trail. The group was encouraged to support the bill, and John C. agreed to send a letter of support from OHTAC.

OTHER

Keith noted that the group should start to think about field trip locations for next year. This information can be shared and discussed at the annual meeting in Enterprise.

ADJOURN

Meeting was adjourned at 10:40 AM.

OHTAC MEETING MINUTES-ANNUAL MEETING
Best Western Rama Inn
Enterprise, Oregon
September 28, 2008

In Attendance

Keith May, OHTAC; John Chess, OHTAC; Leta Neiderheiser, OHTAC; Sam Woolsey, OHTAC; Glenn Harrison, OHTAC; Connie Colton, OHTAC; Wendell Baskins, OHTAC; Ross Curtis, OPRD/SHPO; Lee Kreutzer, NPS; Gordon Colton, Citizen; Joe Neiderheiser, Citizen.

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

OLD BUSINESS

1. Minutes from July 13, 2008 in Baker City (Ross)

Meeting minutes from July 13, 2008 as edited from previous reviews were approved. Motion made by Keith, second by Connie, and motion unanimously carried.

2. Review of Field Notes from July Meeting and Action Items (John C.)

Field notes from the last meeting at Baker City in July were reviewed. Connie moved that the minutes be accepted as presented, and Keith was the second. Motion unanimously passed.

John C. followed up on recommendations from the last OHTAC meeting. He said he had written letters to the BLM regarding the turnout at the Birch Creek site and the signage and bird roosts at the Four Mile Canyon site. and additional letters were sent regarding signs at the Weatherby Rest Stop, and Birch Creek. John C. said he had yet to follow up on a letter to the Baker area BLM asking that in the future, errors on interpretive materials at the Oregon Trail Visitors Center be addressed, including adding the Applegate Trail to the map located at the center. He said he also needs to send a letter regarding the trail segment seen on the Umatilla Chemical Depot during the April OHTAC field trip and recommendations that it be considered a "High Priority Site Segment".

At the previous meeting in Baker City all of the OHTAC members indicated they would like to have hard copies of the annual report for 2007 and did not like having only an electronic copy. Ross brought copies and distributed them at the meeting.

3. Staff Report (Ross)

Announcements went out regarding the availability of the OHTAC 2007 Annual Report on the archaeology and two historic list serves administered by OPRD Heritage Programs.

A recent review of traffic on the SHPO heritage Programs web site indicated that for the month of July and August 1218/ 1221 individual (respectively) hits were registered on the Historic Trails area, and the average visit lasted 5:07/5.54 minutes (respectively). In addition, 397 downloads of the 2007 Annual Report were registered in August.

OHTAC was recently featured in an article written for "FYI" which is the internal OPRD newsletter. The issue was shared with OHTAC members electronically. This publication reaches all OPRD employees throughout the state and is a good way to familiarize the parks with OHTAC and what the group does.

4. Santiam Wagon Road Update

A subcommittee was established to include, John C., John H., and Glenn to look into appealing the recent decision by the Forest Service regarding off road vehicle use in the Santiam Pass area and impacts to the SWR. After meeting, the group decided to proceed forward with the appeal and retained the legal services of Dave Bahr with the Western Environmental Law Center in Eugene. The appeal was filed, and the group was told the appeal would be reviewed by the Forest Service.

After the appeal was filed with the Forest Service, the subcommittee sent a copy to SHPO. After reviewing the appeal and seeing that OHTAC had retained independent legal council, Roger Roper sent the appeal to the Department of Justice (DOJ) for review. DOJ got back to Roger and indicated that Governor appointed councils like OHTAC did not have the authorization to use independent legal council to appeal this type of decision. Roger contacted John C. and let him know what DOJ had found. He also indicated that the council under the state rules can suggest to the SHPO that the agency appeal this type of decision, but this is subject to agency review, and in this case the agency would not support such an appeal. Roger also noted that the agency director Tim Wood would be contacting OHTAC and respectfully requesting that the appeal be withdrawn in light of these findings.

John C. indicated that upon receipt of this letter he would make a decision regarding withdrawing the appeal. It was the unanimous feeling of OHTAC that this appeal was necessary to send the strong statement to the Forest Service that any off road motorized vehicle use of the Santiam Wagon Road was incompatible with the historic feature.

John also noted that he was encouraged by the subcommittee to contact the Advisory Council on Historic Preservation (ACHP) to see if it was permissible for the Forest Service to be treating the SWR in this manner with their decision on off road vehicle use on Santiam Pass. He was informed that, this could very well be the case and that "adverse effect" for an entire undertaking may be an appropriate finding.

Lee noted that typically if the Section 106 Process has been followed properly (which was the case for the Santiam Pass EA), it is very unusual for the ACHP to intervene. It is only when there was the omission of significant information or if the process was not followed correctly that the ACHP will get involved.

Ross noted that SHPO had been in contact with the Forest Service who had committed funds to prepare a nomination of the Santiam Wagon Road for listing on the National Register of Historic Places. The Forest Service will undertake the nomination under the direction of Paul Claeysens. The group will be contacting OHTAC for feedback on the project as it proceeds. The Forest Service was hoping to get the fieldwork for the nomination done this year before the "snow flies".

Glenn suggested a motion that the SWR be considered as a "Traditional Cultural Property (TCP)" in the National Register nomination. Ross indicated there was quite a process involved in demonstrating a property was a TCP, and suggested that OHTAC ask the Forest Service to consider if the SWR would qualify for this designation while doing the nomination.

6. Travel Funds (Ross)

Ross provided an update on travel reimbursement. Since the group used up the funding early this year and was not able to be reimbursed for all expenses the group has the potential to ask NPS for more funding for next year. The council agreed this should be done. Roger had requested \$5000 for the coming year, but it appears this would not be enough to cover all council expenses related to travel for field trips and meetings, so the council asked if more could be requested. Ross will check with Kim Garner and see if we can figure out how much more money would have been necessary to cover council member's expenses and then ask Roger to request this amount. Lee also indicated she would check on this and get back to everyone.

Council members had not received checks for expenses from the last Baker City field trip and meeting. Ross indicated he would check on this when back in the office and report to the council.

NEW BUSINESS

7. Chair and Vice Chair Elections

The current Vice Chair, Wendell Baskins was nominated for Chair by John, with a second from Connie. Nomination unanimously approved by council. Leta Neiderheiser was nominated for Vice Chair by Glenn, and second by Keith. Nomination unanimously approved by council.

8. Chair Correspondence

John noted he had sent out the following correspondence:

- Letter to Mayor of Irrigon regarding sign replacement at water treatment site.
- Letter to BLM regarding conditions noted in Baker area during last field trip.
- Letters to Senators Smith and Wyden regarding the Omnibus Bill and new National Historic Trail designations.
- Letter regarding highway bill that would eliminate signs for historic trails.

9. Sunstone Pipeline

John indicated that OHTAC had been contacted by Heidi Guy-Hayes of Natural Resource Group (NRG) regarding the Sunstone Pipeline. She is working with the pipeline company, and was interested in the feedback of OHTAC. The fieldwork had not been done yet, but the consultants were trying to determine if sections of the Oregon Trail fall in their project area. OHTAC may go out in the field with consultants if requested. John seemed satisfied with the level of involvement for OHTAC and contact at this point.

10. Golden Hills Windfarm

This windfarm is proposed for the area around Moro in Wasco County. The windfarm locations at present appear to be primarily in plowed wheat fields. OHTAC has been in the loop on this project early in the process of windfarm development and it does not appear that there are any intact or important Oregon Trail segments that will be impacted. OHTAC may still ask for Oregon Trail interpretive signs as part of the project.

11. Boardman to Hemingway Transmission Line

OHTAC has been contacted by Mike Kelly of URS who is doing the cultural resource survey for the proposed Boardman to Hemingway Transmission Line. The proposed route of the transmission line and alternatives the potential to impact sections of the Oregon Trail between Ontario and Boardman. Stafford Hazelett of OCTA has also been in contact with the consultants and will be meeting with them in the field in early October to look at part of the route in the vicinity of the Oregon Trail. The council was satisfied with the level of involvement in this project at present, and happy that Stafford and OCTA were also involved. The group looks forward to reviewing the results of the cultural resource surveys for this project and how they plan to avoid or mitigate the Oregon Trail.

12. Enterprise Nez Perce Trail Field Trip Review (Wendell)

Wendell reviewed the field trip, group observations, and resulting action items. The group met Todd Honeywell, Cindy Sloan, and Tim Nitz at the Marr Ranch property outside of Joseph. Todd Honeywell is the manager in the area for state parks. Cindy Sloan represented Nez Perce Fisheries and Tim Nitz represented the National Park Service.

Mr. Honeywell began by giving us an orientation to the site, proposed plans, and planning system for the Marr Ranch Property. Tim Nitz spoke about the Old Joseph

gravesite and its cultural and historic connection to the area. Ms. Sloan spoke about the historic sockeye salmon fishery in the area.

Points of their discussions with the group were:

Safety concerns for visitors to the sites -Need a reduced speed area on Highway 82,
Possibility of a walking, bicycle lane connecting county park with Joseph

Site plans and planning -- Keeping the high involvement of the tribal groups, Following a minimalist philosophy as to the development of the site, Need for publications linking all of the various trail sites together into a marketing plan

Fisheries -- Work with water district to restore sockeye salmon runs to the area. Including fish passage at Wallowa Lake

The group then proceeded to the Joseph Canyon Overlook. It is a great site and was good to see it developed. Concerns expressed revolved around the rapid fading of the fiberglass signage, but it is still the best option because of its low cost. Also the amount of stolen or damaged signs on Forest Service lands. Appreciation was expressed for ODOT's cooperative efforts.

Needs -- Signage at the intersection of Highway 82 and Highway 3. Signage along the route.

The group was joined by Joe McCormack in the afternoon. Mr. McCormack work for the Nez Perce Fisheries. The group first made the trip to Buckhorn Overlook. It is a tremendous site overlooking the Imnaha River canyon and its connection with Hell's Canyon. Next on the trip the group visited the Cambium Grove and had an orientation by Mr. McCormack. This is another great site.

Noted was the new signage on the route and appreciation was expressed by the members of the group.

The group also noted the great condition of the Beaverboards all along the way.

13. Upcoming Field Trips/Meetings-2009

Spring field trip to Pendleton, April 24-26.

Visit Whitman and Freemont Trails. Possibly look at sites near proposed Sunstone Pipeline and Boardman to Hemingway Transmission Line. Meet at Tamástslíkt.

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.

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.

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

None.

15. Public Comment

None.

OTHER

Ross conducted a short training in the Section 106 Process, providing hand outs and giving information to the council on how decisions are made and how OHTAC can be involved in the process. The Santiam Wagon Road was used as a case study to show how the agency initiated the process, brought in the consulting parties, and came up with the finding of "no adverse effect". OHTAC was involved in the process and their comments seem to have had an impact on the recommendations of the Forest Service. The training was about one half hour.

ADJOURN

Meeting was adjourned at 11:20 AM.

Oregon Historic Trails Advisory Council
Spring Field Trip April 19-20, 2008
McDonald Ford to Irrigon Field Notes
Umatilla Chemical Depot Field Notes

Present: John Chess, Wendell Baskins, Keith May, Leta Nederheiser, John Hayes, Dick Spray, Glen Harrison, Sam Woolsey. Ross Curtis (Historic Preservation staff)

Departed Boardman at 8:00 a.m., and traveled to the residence of Jim and Francie Morris near McDonald Ford. OHTAC was pleased with the welcome reception given by the Morris' who own a section of the Oregon Trail across from McDonalds Ford, and welcomed the group into their home at the beginning of the day's field trip. (Note: Examination of the Oregon Trail GIS database after the field visit indicates the east side of the McDonald Ford segment is owned by BLM, and the Morris's own a section that starts on top of the bluffs above the crossing to the east).

They shared historic photos of the Trail taken in the 1950's and provided them to Sam Woolsey to be copied for the OHTAC archive. They also told the group of Oregon Trail ruts that exist on their property that are visible when the wheat comes up in the spring. As we were too early this year, we committed to return in two years to view the ruts when the field will be planted again.

The field trip started by driving down Blalock Road to the area of McDonalds Ford on the John Day River. The group examined the trail crossing and switch-back route up the face of the bluff to the east of the river (directly opposite the Schlecht Property examined during the OHTAC September 2007 Field Trip). The route to the north was marked by OCTA markers, while the route to the south has yet to be marked. The group hiked east up the hill to view the marked route, to where it entered private property. It is the southern route, further to the east, that OHTAC will see in two years. It was noted that OHTAC should give a letter of thanks to them for their hospitality, and John C. agreed to do this.

Proceeded east up Rock Creek, then to Cedar Spring (a home exists on the site), that is marked by a 1959 Oregon Centennial Trail marker. Went east on Cedar Springs Lane, where the OCTA marked Trail parallels the highway to the south. Went to Weatherford Monument, which was initially placed by Weatherford to mark the Oregon Trail on his property. He was one of the first wheat farmers in the area and arrived via the Trail. The structure is made of sturdy metal, having replaced the original wood structure.

Went to Arlington for lunch and viewed the Oregon Trail kiosk. Noted that the panels were in need of cleaning, and will follow up on seeing that this done. The Council asked if there could be follow up with NPS to see if OHTAC could get a cleaning kit to use when visiting interpretive panels on their field trips. Following lunch, backtracked and headed toward Montague on Plateau Farm Road. Turned left on Montague Road and then right onto Eight Mile Road and returned to the designated Auto Tour route. Turned

left on Fairview where a BLM historic Trail marker is located and noted the need for signage where Fairview joins the Auto route. Followed the Auto Tour Route through future sites of the Shepherd's Flat Windfarm.

Turned left onto Four Mile Road and stopped at the BLM interpretive shelter at Four Mile Canyon. The plexiglass cover on an interpretive panel was in need of replacement, and birds perching in the rafters had created a mess. Will recommend to BLM that the panel be replaced and that bird spikes be installed in the rafters. While visiting the kiosk John C. brought out two recent reports by Archaeological Investigation Northwest (AINW) in advance of wind farm development that noted the presence of the Oregon Trail in the area. The reports indicated the roads presence and that the segment present was in good condition and well defined. OHTAC was pleased with the inventory and recommendations of AINW which may result in avoidance of the Trail during future wind farm development. The council was impressed with the visibility of the segment in this area and suggested it be elevated to a high priority segment since it so intact and conveys it' original use and function well. OHTAC also suggested that more Oregon Trail markers be erected in the area to mark the trail route, since there are only a few in this section. Glen indicated he would recommend this to OCTA.

Continued on Fairview to Cecil. Turned left on Hwy. 74 and viewed the Willow Creek campground interpretive panel that was installed last fall at the initiation of private citizens, with funding from OCTA and an easement from the Oregon Department of Transportation. Returned south to Cecil and turned left onto Immigrant Road and drove by the Nature Conservancy reserve where signs and gates were placed at request of OHTAC allow visitors to hike the ruts (by appointment) and view native plant species restoration efforts. Also noted the need for an OR Trail Tour Route sign and a one way arrow on the Immigrant Road portion of the Auto Tour route.

The group then stopped at the Gilliam Cemetery where general Gilliam was first interred after his death in the Cayuse War (located ca. ½ mile west of Well Spring). There is reportedly a number of Oregon Trail pioneers buried in the cemetery. At the site the Oregon Trail sign had been shot out and a green historic site sign was broken, but it was not known who had jurisdiction (Gilliam County?).

Continued east to Well Spring took a short walk to see the interpretive panels and Spring site. The fiberglass panels are showing signs of deterioration, as this is a very harsh site with extreme heat and wind conditions.

Followed Well Spring Road to Juniper Road, where the Oregon Trail sign has been shot up. At intersection with Bombing Range Road turned left and went to Irrigon to view the Oregon Trail interpretive park that was developed with the encouragement of OHTAC as part of their wastewater treatment plant development. Noted that there was condensation in the case of the draft panel (to be replaced with a pithier version) and the need for an ODOT OR Trail site sign on the highway to direct visitor to the park. Returned to Boardman at 4:30.

(NOTE: Keith reports as of 7/2 the fires of last week burned off the fence around Well Spring and the old tree stump is now ashes, all signs were ok – many OCTA signs were burned and broken off. At that time the Nature Conservancy land was untouched by fire – but a subsequent report in the East Oregonian said another 10000 acres burned – not sure where – but it did say that the fire crews used Immigrant Road as the fire block.)

Day 2-Umatilla Army Depot

OHTAC met a large group of OCTA members including Roger Blair at the Umatilla Chemical depot main entrance about 8:30 AM. The group was shown a four mile long segment of one of the northern alternate routes of the Oregon Trail (a segment of the same route in Irrigon examined on day 1 of the field trip). Representatives from the Army included Don Gillis, Environmental Section and Jeff Pardue. Very intact ruts were seen in several places and the route was only interrupted in a few areas by modern development related to the depot. Jeff has been aware of the presence of the trail for many years, and has wanted to insure it be protected in future decommissioning of the depot. Don seems to share Jeff's concerns and wants the Trail protected.

Keith made a motion that OHTAC support a resolution to recommend 1/4 mile on each side of the trail be protected as a corridor with some type of deed restriction if the land is let out of the protection of the Army. The motion had a second from Glenn, and was approved unanimously by the council. OHTAC would like to be involved in the discussion of how to protect the trail if the land is decommissioned. It was the recommendation of OHTAC that the section on the Chemical Depot be made a high priority segment, and Keith made a motion that OHTAC support this designation. The motion had a second from Wendell, and was approved unanimously by the council.

Field Notes
Oregon Historic Trails Advisory Council
Baker City 7/12/08

Present: John Hayes, Dick Spray, Glen Harrison, Leta Neiderheiser, John Chess, Keith May, Connie Colton. Excused: Sam Woolsey, Wendell Baskins

Staff: Ross Curtis – Historic Preservation, Rocky Houston – State Parks

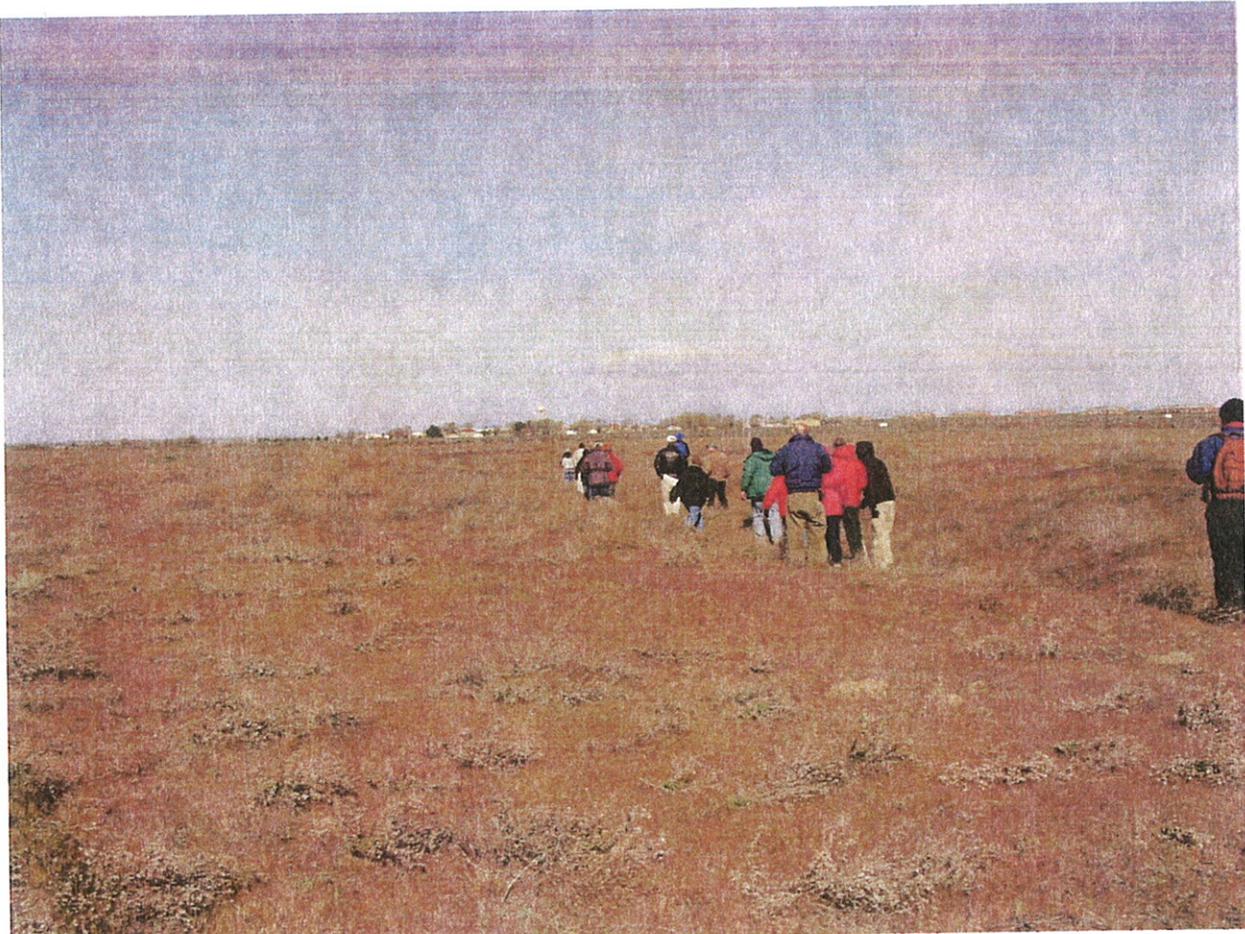
Left the Best Western at 8:00 a.m. Traveled north on I-84 to meet with Fred Warner, his daughter Connie Colton and her husband Gordon. Fred served on both the Oregon Trail Coordinating Council and OHTAC. They showed us Oregon Trail ruts that have been preserved by the family for generations. The ruts emanate from a slough crossing that was desirable because of its gravel bottom. Steel posts have been cemented in place to protect the ruts. Gordon commented that his grandfather used to find old oxen shoes in the area. The ruts are a very good example of private landowner stewardship. It was recommended that an OCTA plaque be placed at the site, and the Colton's were agreeable.

Traveled south on I-84 to see the site of the lone pine tree that was prominent in journal entries, until it was chopped down by parties unknown about 1843. Left the freeway and took Chandler Lane, took a right on Lindley Road, and then a left on South Airport Lane. Fred said that his grandmother had shown him the site, which about ¼ mile down the fence line from the road. He also mentioned that his relatives had found tree roots when plowing in the area.

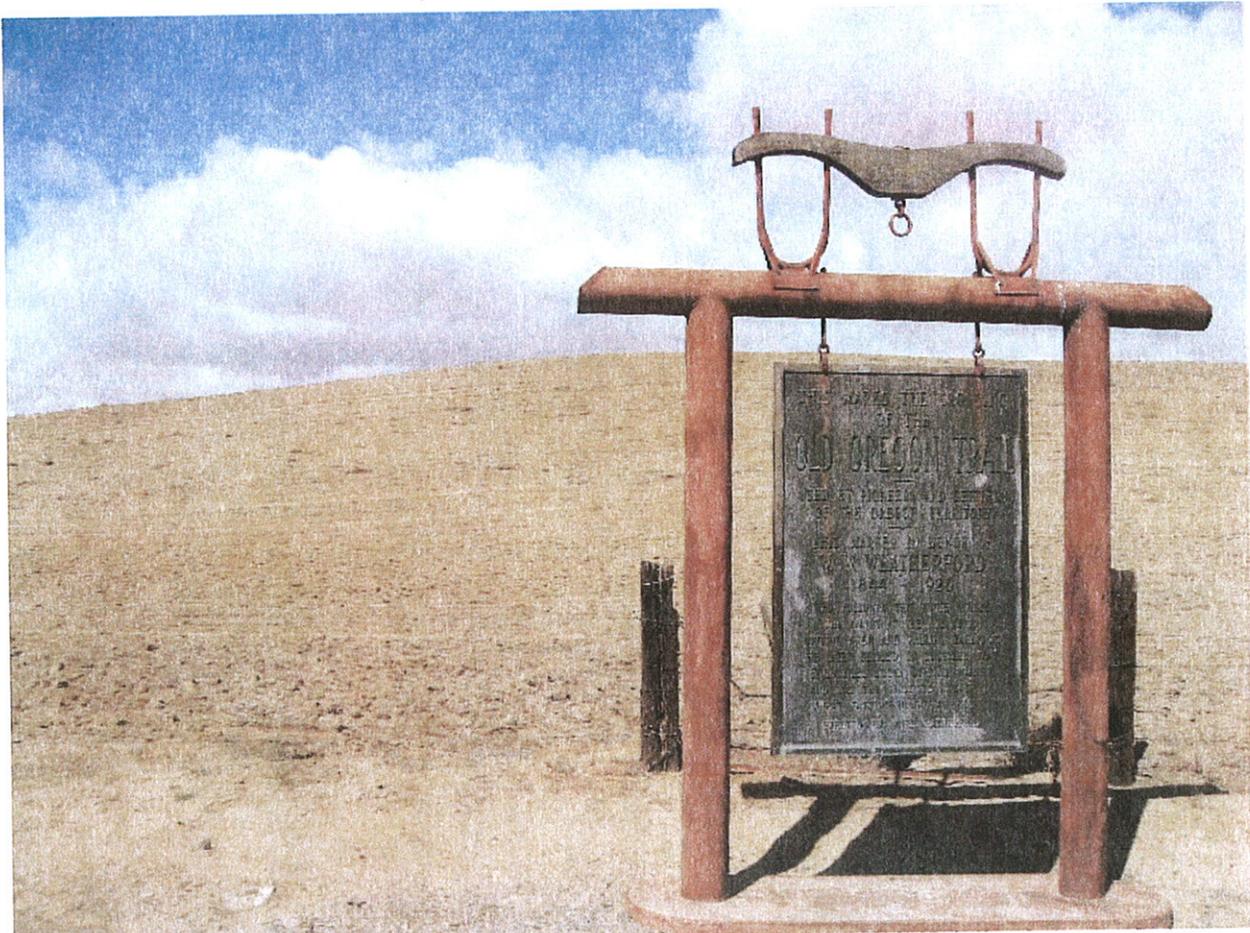
Returned to the freeway and proceeded south to Farewell Bend. Just following the exit, there was a concrete marker where pioneer remains were buried after being discovered during the construction of the freeway. There is no interpretation. Proceeded south and then west to the Birch Creek site. The ruts are in very good shape, OHTAC agreed that this segment should be included a High Priority segment. The site was clean, although the parking area posts have been dislodged and in places there were weeds taking over the walking path. Glen took photos, which John will forward to the BLM with a written request that the parking area is repaired and the walking path be maintained.

Drove back to freeway exit and took Hwy. 30 north. Stopped at the hotel parking lot area and viewed the new interpretive panels about the Utter-Van Ornmans's that had recently been developed by the Baker County Historical Society, the Idaho Historical Society and the NW OCTA chapter. There is also a weathered beaver board about Olds' Ferry that is needs to be replaced. John will check with the OTIC.

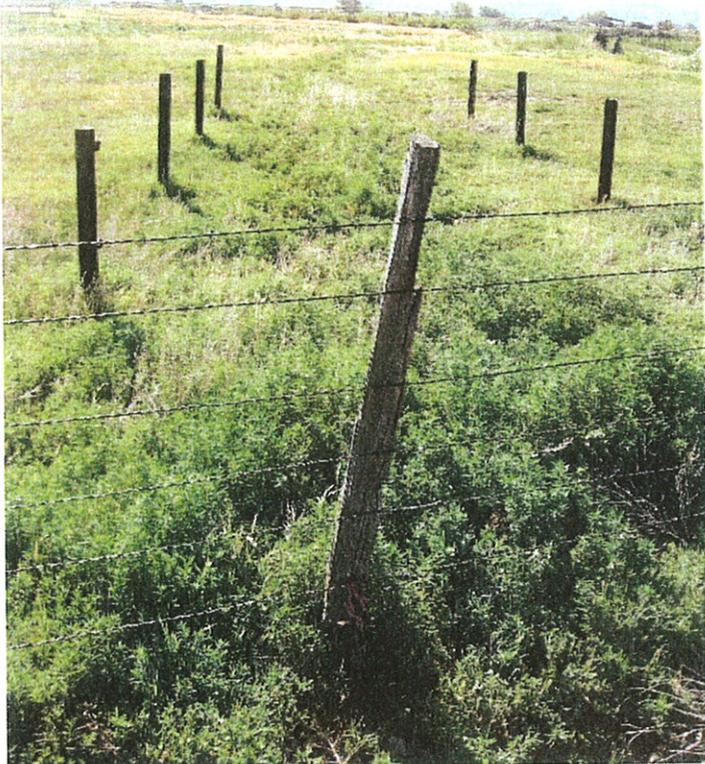
Continued north to Farwell Bend State Park where there is an OR Trail kiosk and beaver board. We continued north on Hwy. 30 where the ruts generally paralleled the road, first on the east and then on the west. We stopped at the Utter-Van Ornman site, which is on private property, with the owner providing access. The site has recently been improved



Umatilla Chemical Depot.JPG



Weatherford Oregon Trail marker.jpg



Ruts after Slough Crossing.jpg



Up from Sisley Creek.jpg

through the joint efforts of Huntington High School and OCTA. One of the OCTA markers at the site is gone and needs to be replaced.

We continued north past a BLM Trail marker at the Burnt River, and stopped at the Weatherby rest area for lunch and to view the Oregon Trail kiosk. We then continued north passing BLM Trail markers to Sisely Creek Road, then onto Plano Road, and Swayze Creek there was discussion about where the Trail most likely went, the 1959 maps indicate a route over the hills east of Swayze Creek, although Joe Nederheiser said that he had gone over that area with a metal detector and had found no indications. The seeming more likely route was down the hill on Swayze Creek just off the road, where there are ruts and an OCTA marker. The group was unsure of the property ownership.

We continued to Durkee, where there is a Meeker marker and sign in front of the school. We continued to north and passed a BLM marker on the right, with the ruts being on the left.

We got back onto the freeway and continued to the BLM's Oregon Trail Center at Flagstaff Hill. On the way we stopped at the beaverboard about the lone pine tree (the site we had visited earlier in the day) and a 1943 Trail marker put up by the Baker Kiwanis.

At the Trail Center we toured the exhibits and were provided an overview of the development of the facility by Fred Warner. A few errors in the interpretive panels were noted by the group, which will be forwarded to the Center Director, so that they can be fixed when the exhibits are updated. The group also viewed the Virtue Flats site from the Center, and expressed concern about a possible wind farm in the area.

We arrived back at the Best Western at 3:30.

FIELD TRIP NOTES
NEZ PERCE NATIONAL HISTORIC TRAIL
SEPT. 26-28, 2008

September 27, 2008

Marr Ranch Property and Old Chief Joseph Gravesite

We met Todd Honeywell, Cindy Sloan, and Tim Nitz at the Marr Ranch property outside of Joseph. Todd Honeywell is the manager in the area for state parks. Cindy Sloan represented Nez Perce Fisheries and Tim Nitz represented the National Park Service. Mr. Honeywell began by giving us an orientation to the site, proposed plans, and planning system for the Marr Ranch Property. Tim Nitz spoke about the Old Joseph gravesite and its cultural and historic connection to the area. Ms Sloan spoke about the historic sockeye salmon fishery in the area.

Points of their discussions with us:

Safety concerns for visitors to the sites -Need a reduced speed area on Highway 82, Possibility of a walking, bicycle lane connecting county park with Joseph

Site plans and planning -- Keeping the high involvement of the tribal groups, Following a minimalist philosophy as to the development of the site, Need for publications linking all of the various trail sites together into a marketing plan

Fisheries -- Work with water district to restore sockeye salmon runs to the area. Including fish passage at Wallowa Lake

Joseph Canyon Overlook

Great site and good to see it developed. Concerns expressed revolved around the rapid fading of the fiberglass signage, but it is still the best option because of its low cost. Also the amount of stolen or damaged signs on Forest Service lands. Appreciation was expressed for ODOT's cooperative efforts.

Needs -- Signage at the intersection of Highway 82 and Highway 3. Signage along the route.

Buckhorn Overlook and Indian Village Grove

We were joined by Joe McCormack in the afternoon. Mr. McCormack works for the Nez Perce Fisheries. The group first made the trip to Buckhorn Overlook. It is a tremendous site overlooking the Imnaha River canyon and its connection with Hell's Canyon. Next on the trip we visited the Village Grove, a Heritage Tree site, and had an orientation by Mr. McCormack. Another great site.



Indian Village Grove.jpg



Marr Ranch.jpg

Noted was the new signage on the route and the members of the group expressed appreciation.

Beaverboards

We noted the great condition of the Beaverboards along the way.

Thanks to:

Todd Honeywell, State Parks

Tim Nitz, National Parks Service

Cindy Sloan, Nez Perce Fisheries

Joe McCormack, Nez Perce Fisheries



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

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FAX (503) 986-0793

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January 9, 2008

John G. White
Oregon Department of Energy
625 Marion Street, NE
Salem, OR 97301-7806

Dear Mr. White:

The Oregon National Historic Trail in one of 16 Historic Trails listed in ORS 358.07 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council (OHTAC) serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the Governor to oversee the Historic Trails in Oregon by Executive Order No. EO 98-16.

On February 26, 2007 OHTAC provided a response to the Shepherd Flat Wind Farm. In this response OHTAC requested information upon which to base any additional mitigation requirements and requested that photographic evidence be taken and filed with SHPO to provide visual documentation of the view shed prior to any construction. We also relayed our agreement with the rustic fencing to be built around part of the identified area of Trail ruts and an informational posting for the Trail.

Upon review of the site application dated November 19, 2007, RAI# 3, S4 page one, I have noted the placement of the transmission line in the Four Mile Canyon and wish to express that should the transmission line fall within the vicinity of remnants of the Oregon Trail, that measures be taken to ensure that visible Trail ruts not be physically impacted and that visual impacts be minimized and mitigated.

We look forward to participating in the planning and implementation of any required mitigations.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council
c/o 72789 Hwy. 331
Pendleton, OR 97801
(541) 966-1906 john.chess@tamastslitk.org



Oregon

Theodore R. Kulongoski, Governor

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July 23, 2008

Bureau of Land Management
Baker Resource Area
P.O. Box 947
Baker City, Oregon, 97814-1408

Dear Sir/Madam:

The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Oregon Trail is one of those trails.

First of all, we are very appreciative of the BLM's stewardship and promotion of the Oregon Trail resource. The site at Echo Meadows is very special, and of course, the wonderful interpretive center at Flagstaff Hill probably does more for the Oregon Trail than any other factor.

Each year, OHTAC takes 3-4 field trips. On these trips, we check on the condition of Trail related interpretation and directional signage. In April of this year, we traveled the Trail from McDonald Ford to Irrigon. Along the way, we stopped at the Fourmile Canyon interpretive site that is managed by the BLM. The ruts at the site are very evident, and well illustrate the use of the Trail. I wanted to inform you that the plexiglas panel on one the signs was broken and that birds roosting in the rafters had created a mess. We would like to request that the cover be replaced and that bird spikes be placed in the rafters.

On our summer field trip was from Farewell Bend to Baker City. We stopped at the Birch Creek site outside of Farewell Bend, which is managed by the BLM. We noted that some of the posts at the parking area had been uprooted and that weeds are intruding on portions of the walking path. I have attached photos. Again, the ruts are splendid!

Thank you again for your dedication to the Trail, and I look forward to your response.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council
716 SW First Street
Pendleton, OR 97801



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

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www.hcd.state.or.us

September 9, 2008

Mayor James Ray
City of Irrigon
P.O. Box 428
Irrigon, OR 97844

Dear Mayor Ray:

The Oregon National Historic Trail in one of 16 Historic Trails listed in ORS 358.07 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council (OHTAC) serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the Governor to oversee the Historic Trails in Oregon by Executive Order No. EO 98-16.

OHTAC participated in the recommendations that led to the development of the Oregon Trail interpretive site as part of the mitigation during the construction of the wastewater treatment facility. We visited the site for the first time last spring and were very pleased with what you folks have done to provide an attractive setting for locals and visitors alike to learn about the Oregon Trail. Congratulations!

However, at that time and upon a subsequent visit by me about one month ago, it was noted that trapped condensation has damaged the vinyl sign panel within the plexi-glass casing. Also, it my understanding that the original panel was to be replaced with a more concise revised text that was provided by one of our OHTAC Board members.

OHTAC would like to see the damaged panel replaced with the revised text. Also the plexi-glass needs a few holes at the base to allow moisture to escape. We would be more than pleased to provide more detailed information on how to prevent the condensation.

The OHTAC Board also directed me to request that the Oregon Department of Transportation install Oregon Trail Site signs on OR 730 both east and west of the site. However, we would like to see the sign fixed before the request is made. Please feel free to contact me at (541) 966-1906 should you have any questions. Thank you.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council



Adam Bless
Oregon Department of Energy
625 Marion Street NE
Salem, OR 97301-3737

Dear Mr. Bless:

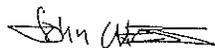
The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Oregon Trail is one of those trails.

Roughly a year ago, OHTAC toured the Oregon Trail in the vicinity of the proposed Golden Hills wind farm. Certainly, the existing wind farms have changed the character of the land, and have impacted the ability of one to imagine "another time" when there were no wind farms, or even a state called Oregon, when thousands of pioneers sought new lives in a new land.

The fact that the Oregon Trail was there and that there was a massive migration that led to our statehood should not be forgotten. Accordingly, I would like to request that a simple mitigation measure be included with the Golden Hills project. I request that Oregon Trail interpretive signage be placed at an appropriate location within the project area so that there is a lasting recognition of the history that has taken place there.

OHTAC is available to provide content for the signage and would be more than pleased to do so. Thank you.

Respectfully,



John Chess, Chair
Oregon Historic Trails Advisory Council

Sent by e-mail 11/10/2008

Adam Bless
Oregon Department of Energy
625 Marion Street NE
Salem, OR 97301-3737

Dear Mr. Bless:

The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Oregon Trail is one of those trails.

This letter is written in regard to the proposed Boardman to Hemmingway transmission line and potential impacts upon the Oregon Trail. First I would like to express our appreciation for the on-site consultation that has taken place with the Oregon California Trail Association, and your offer for OHTAC consultation at that time. It is always our preference to become involved early in these processes, before design evolves to the point that flexibility becomes cost prohibitive. At the same time, I would like to express some disappointment that visual analysis is not available for our consideration prior to making these comments.

Our first comment concerns the area of the Birch Creek crossing near Farewell Bend and the Class I rut traces on the BLM land. We strongly recommend that the line not physically impact the ruts and the interpretive site located there in any fashions, and that any visual impact to the site be minimized.

In Baker County, we have concerns relating to the proposed "eastern alternative" as it pertains to the National Historic Trail, the route using the Pritchard Creek ascent from Express Ranch, as well as a potential route of the Goodale Road, an extension of the Oregon Trail across Idaho that came into Oregon in 1862. The potential for physical and visual impacts to the Trail resource represent very real threats.

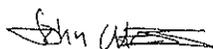
In this comment period we choose to not comment upon the visual impacts of the western and eastern alternatives associated with the National Historic Oregon Trail Center, as we will defer to the judgment of the affected party.

However, in the event that the eastern alternative is selected, we wish to go on record as stating that that all means be employed to minimize impact to the Trail, both physically and aesthetically. Further, we would wish to be consulted in the design of mitigation measures that would be necessary.

Thank you for your consideration.

Respectfully,

Sent by e-mail 11/13/2008



John Chess Chair - Oregon Historic Trails Advisory Council



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

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December 31, 2008

Commander, Umatilla Chemical Depot
ATTN: LTC Robert T. Stein
78798 Ordnance Rd. HQ Building 1
Hermiston, OR 97838

Dear Lieutenant Colonel Stein:

The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Oregon Trail is one of those trails.

Earlier this year, along with representatives from the Oregon California Trail Association (OCTA), we conducted a field trip to view the Oregon Trail ruts at the Umatilla Chemical Depot, arranged by Don Gilles and led by Jeff Pardue. I know that OHTAC was very grateful for the opportunity and am sure that the OCTA folks were as well. Please find attached photos from our tour.

Our tour included walking the fantastic Oregon Trail ruts that ran northwesterly from the old airport runway to the chain link fence. We also viewed ruts toward the western boundary of the Depot. We were unable to view the ruts at northeast section of the property due to incineration activity.

Everyone in our party was amazed with the great condition of the ruts, and we would like to express our gratitude to the Chemical Depot leadership for their preservation efforts. The Oregon Trail represents the strength and endurance of a group of people who would strike out and create new opportunities for themselves and their families. The hardships they endured in accomplishing these goals are the stuff of legends and folklore. It is quintessentially American to see ourselves in a similar light. That is why it is so important to preserve and promote their legacy. Each route of the Trail is significant in its own way, with its own stories, and provides context for the history of Oregon, the Northwest and our nation.

With the reinvigoration of the Local Reuse Authority, it is very timely to consider protection measures that will ensure the integrity of the Trail for future generations. On behalf of OHTAC, I would like request the establishment of a ¼ mile buffer on each side of the Trail corridor, and would request that this measure be included as a deed restriction in the event that the ownership of the Depot does eventually change hands. Also, we would like to mark the route of the Trail with creosote markers provided by OCTA.



Lieutenant Colonel Stein letter
Page Two December 31, 2008

I have attached Depot-relevant Trail information supplied to OHTAC by Jeff Pardue. OHTAC would be very willing to work with the Army to further document and protect this fabulous heritage resource. Thank you for your consideration and should you have any questions, please feel free to contact me at (541) 966-1906.

Respectfully,

A handwritten signature in black ink that reads "John Chess". The signature is written in a cursive style and is followed by a horizontal line that is slightly wavy and extends to the right.

John Chess, Chair
Oregon Historic Trails Advisory Council

CC: Commissioner Bill Hansell, Chair - Chemical Depot Reuse Authority
Rod Skeen, Confederated Tribes of the Umatilla Indian Reservation



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

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January 11, 2008

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

Dear Ms. Allison:

The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Santiam Wagon Road is one of those Trails.

First of all, on behalf of OHTAC, I would like to thank you for taking the time to meet with us onsite last summer and presenting the proposed alternatives to manage the Santiam Pass area. I would also like to say that I believe all of the OHTAC members understand the difficulty of this situation wherein one very popular recreational use has increased to the point where prompt action is required. This letter is written in response to the alternatives presented in the Environmental Assessment that came out in mid-December.

The situation is complex, and for that reason OHTAC's first request is for a 30 day extension of the comment period. This issue is much too important to rush through, and the holiday season release of the Assessment limits opportunity for public input.

OHTAC's second request is that the Sand Mountain Society alternative be offered during the extended comment period. The EA document itself seems to exhibit shortcomings with regard to scope at the outset. The Purpose and Needs description on page three states that the "The increase in demand for OHV use has prompted this analysis of methods to manage motorized recreation while also maintaining a diversity of recreational opportunities unique to the area." It seem that the Sand Mountain Society alternative, not included in this Assessment, deserves serious consideration as it more closely addresses the stated need than any of the Alternatives offered.

Our third request is that regardless of the Alternative selected, that the Santiam Wagon Road (SWR) be nominated for inclusion on the National Register of Historic Places.

The suggested Alternative 2 fails to meet any principles with regard to the protection of the SWR as a State designated historic resource worthy inclusion on the National Register of Historic Places. Quite the opposite, this Alternative encourages the very behavior that has led to the destruction of the SWR. The condition of the SWR in the most impacted areas illustrates this in a stark fashion. A state designated Historic Trail

Mary Allison letter
Page two January 11, 2008

simply is not an appropriate place for ORV use that effectively eliminates low impact uses such as hiking, biking, and equestrian. The stated mitigation to manage the ORV use ignores the nature of the resource at stake and the fragile sub alpine environmental conditions in which it exists. Alternative 3 is similarly deficient.

Alternative 4 comes closest to conforming to the significance of the SWR as a historic resource and on the ground conditions. However, it could be improved in the following ways:

1. Dispersed camping along the SWR should be prohibited, or at the very least, limited to the traditional Cause Horse Camp along the airstrip.
2. OHV crossings on the SWR should be limited to the one that currently runs parallel to the paved Big Lake Road.
3. The OHV staging area should be limited to Ray Benson Sno Park, as it is capable of handling the number of users that can be reasonably accommodated by the area.

Given the Alternatives proposed, Alternative 4 is the only Alternative that OHTAC can support. However, in our September 2007 meeting we formally endorsed the alternative offered by the Sand Mountain Society and subsequently relayed this action to your office in a letter dated September 30. We think this alternative represents a reasonable compromise that allows continued OHV use while preserving the most significant attributes of the area.

Again, we urge an extension of the comment period and the inclusion of the Sand Mountain Society alternative as part of that extension. A state designated Historic Trail should be protected as, to quote the Assessment, "...the preeminent cultural site within the project area..." It should not be subject to further degradation and devaluation to facilitate a use that excludes all others.

Thank you for your consideration.

Respectfully,



John Chess, Chair
Oregon Historic Trails Advisory Council
c/o 716 SW First Street
Pendleton, OR 97801
(541) 966-1906 johnches@uci.net



Oregon

Theodore R. Kulongoski, Governor

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April 25, 2008

Anita Leach
 Sweet Home Ranger District
 4431 Highway 20
 Sweet Home, OR 97386

Dear Ms. Leach:

The Oregon Historic Trails Advisory Council (OHTAC) serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Santiam Wagon Road is one of those Trails.

At our last public meeting held on April 20, OHTAC member Richard Spray apprised the Council of the Santiam Wagon Road project proposed by Forest Service Districts that would include mileage markers and interpretive panels to be placed near Cascadia, at Cache Creek, and at Fish Lake. OHTAC toured the portions of the Santiam Wagon Road near Cache Creek in June of 2007, and that time the need for directional and interpretive signage was noted. We are very supportive of this proposal, and are pleased to see that there will be coordination of its components.

Mr. Spray, with his unparalleled knowledge of the Santiam Wagon Road, was unanimously approved at our April meeting to represent OHTAC on this project and we look forward to its completion.

Should you have any questions or require further information, please feel free to contact me at (541) 966-1906 or john.chess@tamastslitk.org. Thank you.

Respectfully,

John Chess, Chair
 Oregon Historic Trail Advisory Council



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

June 2, 2008

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

Dear Ms. Allison:

The Oregon Historic Trails Advisory Council (OHTAC) is a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The Santiam Wagon Road is one of those Trails. This letter is regarding the Santiam Wagon Road Environmental Assessment.

As it is recognized that the referenced Environmental Assessment is a multi-faceted document, the following comments are focused primarily on information pertaining to the Santiam Wagon Road. There is an abundance of documentation clearly showing the devastating effects of off-road vehicle traffic on public lands. In 2003, then Forest Service Chief Dale Bosworth called unmanaged recreation, including OHV use, one of the top four threats to forest health in the nation.

In the case of the Santiam Wagon Road, the EA states that the vigorous, high speed use of class I ATVs and class III ATVs has resulted in a widening and deepening of the road bed, exposure of large rocks and the buildup of sand moguls. Many user-created OHV trail crossings along the wagon road have also contributed to road surface material displacement. The EA correctly identifies the need to rehabilitate existing motorized recreation vehicle impacts to the Santiam Wagon Road and to protect this heritage resource from future impacts. The EA continues, stating that since this historic road is eligible for inclusion to the National Register of Historic Places, there is a need to rehabilitate Santiam Wagon Road to the original profile and width. The need for action to protect this heritage resource from further impacts from OHV use was also recognized.

If Alternative 2 or any equally weak version is chosen, we are convinced that an appeal would not only be warranted, but in fact the only appropriate action to be taken in order to adequately protect public lands. Alternative 2 designates approximately 6.0 miles of the Santiam Wagon Road as open to Motorized Mixed Use and designates 8 clearly marked OHV crossings. Such continued uses do nothing to protect the Santiam Wagon

Mary Allison letter
Page Two June 2, 2008

Road. Indeed, this will ultimately cause continued damage and segmentation of this heritage resource.

Such proposals are contrary to the EA when it states that heritage resources would always be addressed in actions that are site-specific and ground-disturbing. The consequences of all the alternatives must be measured against compliance with direction to provide adequate protection for these resources. Clearly, Alternative 2 favors off-road vehicle enthusiasts but does not benefit the public at large and is not in its best interest.

It is understood that decisive, timely action must be taken in order to curb the seemingly uncontrollable damage to our public lands. In this spirit, we request that you re-visit the Sand Mountain Alternative prior to making a final decision. This document takes into consideration all user groups and more closely meets the objectives identified as the basis for selection.

Respectfully,

A handwritten signature in black ink, appearing to read "John Chess", with a horizontal line drawn through it.

John Chess, Chair
Oregon Historic Trails Advisory Council



Oregon

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July 25, 2008

U.S. Department of Transportation
 Dockets Management Facility
 1200 New Jersey Avenue, SE
 Washington, D.C. 20590

Dear Sir/Madam:

This letter is written in regard to FHWA Docket No. FHWA -2007-28977, on behalf of the Oregon Historic Trails Advisory Council. We are a nine member, volunteer, citizen advisory body appointed by the Governor to oversee the 16 Historic Trails in Oregon by Executive Order No. EO 98-16. The National Historic Oregon and Lewis and Clark Trails are two of those trails.

Specifically, we would like to comment **against the proposed revision Section 21.08 Trail Signs**, wherein it is suggested that "Trail signs shall not be installed on freeways or expressways." In Oregon, U.S. Interstate 84 essentially parallels and in some cases lies upon the routes of the National Historic Oregon Trail. A fair share of it also approximates the routes of the National Historic Lewis and Clark Trail.

The National Trails System Act (Public Law 90-543) provides authority for signing auto tour routes of National Historic Trails. The law states: "Where a national historical trail follows existing public roads...approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route."

To prohibit these signs would be a crushing blow to the Oregon communities that have invested in trail related infrastructure in response to the Oregon Trail sesquicentennial in 1993 and the Lewis and Clark Bicentennial in 2003-6. Most of them are in rural areas that face economic challenges from declines in natural resource based industries. It also would be great disservice to road users, distancing them from past events that have played major roles in the history of our country. Thank you for your consideration.

Respectfully,

John Chess, Chair
 Oregon Historic Trails Advisory Council



Oregon

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 www.hcd.state.or.us

July 21, 2008

The Honorable Ron Wyden
 223 Dirksen Building
 Washington, D.C. 20510

Re: S-3213 Omnibus Public Land Management Act

Dear Senator Wyden:

This letter is to request your support for bill S-3213. Of particular interest to the Oregon Historic Trails Advisory Council (OHTAC) is the authorization for the study of additional routes of the Oregon Trail. The Oregon Trail represents the strength and endurance of a group of people who would strike out and create new opportunities for themselves and their families. The hardships they endured in accomplishing these goals are the stuff of legends and folklore. It is quintessentially American to see ourselves in a similar light. Their accomplishments are our own. Too often, we forget about these accomplishments. That is why it is so important to preserve and promote their legacy. Each route of the Trail is significant in its own way, with its own stories, and provides context for the history of Oregon, the Northwest and our nation.

OHTAC is a nine member, volunteer, citizen advisory body appointed by the Governor to advocate for the preservation and protection of the Oregon Trail and fifteen other designated historic trails in our state. It is our goal to bring federal, state, local governments and private landowners together in order to protect our heritage and find common ground when issues arise. Thank you for your consideration.

Respectfully,

John Chess, Chair
 Oregon Historic Trails Advisory Council
 (541) 966-1906
 johnches@uci.net



Oregon

Theodore R. Kulongoski, Governor

Parks and Recreation Department

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www.hcd.state.or.us

July 21, 2008

The Honorable Gordon Smith
404 Russell Building
Washington, D.C. 20510

Re: S-3213 Omnibus Public Land Management Act

Dear Senator Smith:

This letter is to request your support for bill S-3213. Of particular interest to the Oregon Historic Trails Advisory Council (OHTAC) is the authorization for the study of additional routes of the Oregon Trail. The Oregon Trail represents the strength and endurance of a group of people who would strike out and create new opportunities for themselves and their families. The hardships they endured in accomplishing these goals are the stuff of legends and folklore. It is quintessentially American to see ourselves in a similar light. Their accomplishments are our own. Too often, we forget about these accomplishments. That is why it is so important to preserve and promote their legacy. Each route of the Trail is significant in its own way, with its own stories, and provides context for the history of Oregon, the Northwest and our nation.

OHTAC is a nine member, volunteer, citizen advisory body appointed by the Governor to advocate for the preservation and protection of the Oregon Trail and fifteen other designated historic trails in our state. It is our goal to bring federal, state, local governments and private landowners together in order to protect our heritage and find common ground when issues arise. Thank you for your consideration.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council
(541) 966-1906
johnches@uci.net

May 8, 2008

Teresa Bichard
National Trails System - IMR
324 South State, Suite 200
Salt Lake City, UT 84111

Dear Ms. Bichard:

Please find attached Travel Reimburse Statements for the following Oregon Historic Trails Advisory Council members from pursuant to agreement no. H1530080001.

Glen Harrison:	hotel: \$145.60 mileage: \$283.36 = \$383.96
Sam Woolsey:	hotel: \$83.20 per diem \$58.50 mileage \$80.80 = \$222.50
Leta Neiderheiser	hotel: \$145.60 per diem: \$107.75 mileage: \$409.05 = \$662.40
Richard Spray	hotel: \$145.60 per diem: \$87.75 mileage: \$97.96 = \$431.31
John Hayes	hotel: \$145.60 per diem: \$94.50 mileage: \$196.95 = \$437.05
Keith May	mileage: \$101.00

Please notify the Oregon Parks and Recreation Department when the funds are transferred. Should you have any questions, please feel free to contact me at (541) 966-1906 john.chess@tamastslight.org. Also, could you please let me know how much will be left after these payments are processed? Thank you very much.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council



Oregon

Theodore R. Kulongoski, Governor

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Parks and Recreation Department
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725 Summer St. NE, Suite C
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August 12, 2008

Teresa Bichard
National Trails System - IMR
324 South State, Suite 200
Salt Lake City, UT 84111

Dear Ms. Bichard:

Please find attached Travel Reimburse Statements for the following Oregon Historic Trails Advisory Council members pursuant to agreement no. H1530080001.

Glen Harrison:	\$91.83
Leta Neiderheiser	\$193.41
Richard Spray	\$180.45
John Hayes	\$180.45
Keith May	\$180.45
John Chess	\$75.60

Please notify the Oregon Parks and Recreation Department when the funds are transferred. Should you have any questions, please feel free to contact me at (541) 966-1906 john.chess@tamastlikt.org. Also, could you please let me know how much will be left after these payments are processed? Thank you very much.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council



Oregon

Theodore R. Kulongoski, Governor

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www.hcd.state.or.us

October 20, 2008

Teresa Bichard
National Trails System - IMR
324 South State, Suite 200
Salt Lake City, UT 84111

Dear Ms. Bichard:

Please find attached Travel Reimburse Statements for the following Oregon Historic Trails Advisory Council members from pursuant to 2005 agreement no. H1530020005.

hotel: \$140.00 hotel tax \$12.60 meal allowance \$9.75 = \$162.35 x 5 = \$811.75

Please notify the Oregon Parks and Recreation Department when the funds are transferred. Should you have any questions, please feel free to contact me at (541) 966-1906 john.chess@tamastsligt.org. Also, could you please let me know how much will be left after these payments are processed? Thank you very much.

Respectfully,

John Chess, Chair
Oregon Historic Trails Advisory Council





Oregon

Theodore R. Kulongoski, Governor

59₅₈

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www.hcd.state.or.us

November 4, 2008

Aaron Mahr Yáñez
Superintendent, National Trails System - IMR
National Park Service
324 S. State, Suite 200
Salt Lake City, UT 84111

Dear Mr. Yáñez:

This letter is to request an amendment to NPS agreement H1530080001, but first, on behalf of the Oregon Historic Trails Advisory Council, I would like to express our gratitude for the NPS' support for our National Historic Trail activities. The support makes serving on the Council possible for a more diverse representation of trail advocates and greatly enhances our ability to monitor on-site trail conditions.

As you know, travel costs have been increasing alternately steadily and rapidly over the past few years. In light of this, I would like to request that our amount of support be increased from \$5,000 per year to \$6,500 per year. Below is a breakout of our anticipated costs for Federal FY 2009. As you see, I have not included per diem costs, as it has been our general practice to not request reimbursement for them. By rounding the total to \$6,500 we have some flexibility to offset costs associated with copying and assembly of field trip materials.

Ontario - Oregon Trail

9 members, 2 nights lodging @ \$70 = \$1,260

Mileage

Pendleton (2) 167 miles x 2 trips x .505 = \$337.34

Grants Pass 470 miles, 2 trips x .505 = \$474.70

Albany 383 mile 2 trips = \$386.83

Bend (2) 260 2 trips = \$525.20

Baker City 72 miles 2 trips = \$72.72

The Dalles 293 miles 2 trips = \$295.93

Oregon City 382 miles 2 trips = \$385.82

\$2,478.54



Pendleton - Oregon Trail

7 members 2 nights lodging = \$980

Mileage

Grants Pass 452 miles 2 trips = \$456.52

Albany 277 miles 2 trips = \$279.77

Bend (2) 241 miles 2 trips = \$486.82

Baker City 96 miles 2 trips = \$96.96

The Dalles 125 miles 2 trips = \$126.25

Oregon City 216 miles 2 trips = \$218.16

\$1,664.48

Total = \$6,383.02

Should you have any questions or require further information, please feel free to contact me at john.chess@tamastslitk.org or (541) 966-1906. Thank you your attention to our request.

Respectfully,



John Chess, Chair

Oregon Historic Trails Advisory Council

