

# Oregon Historic Trails Advisory Council

## 2007 Annual Report

This view of the Klondike Windmill site is on the Barlow Road Cutoff, an Oregon Historic Trail, south of the last photo. The Barlow Pass is visible on the left flank of Mt. Hood through the windmill gap.



*This wide spot in the SWR has become known as "the blast zone" for the devastating effects on meadow grasses at the hands of OHVs. OHV use has become so heavy on and around this meadowy segment of the SWR near Big Lake that the original course of the road might be irretrievably lost. The SMS Alternative calls for: a) making the best judgment as to the original course of the wagon road; b) construction of a split rail fence on either side of the SWR through this meadow, and; c) rehabilitation of disturbed areas. SMS photo, September 2007.*



# OHTAC

## 2007 Annual Report

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# **Oregon Historic Trails Advisory Council**

## **2007 Annual Report**

### **Introduction**

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

This report covers the activities of the Council through the 2007 calendar year. It is organized as an executive summary with pertinent correspondence and documents attached for details. The main points of action are summarized in the Summary of Actions and Recommendations. This annual report is prepared and submitted to the Oregon Parks and Recreation Commission as an objective of the Procedural Rules adopted by the Council when it was formed.

### **OHTAC**

#### **Summary of Action in 2007**

We met as a group three times in 2007. Our annual business meeting was held at the S.H.P.O. offices in Salem on February 23, 2007. The other two meetings were trips to explore portions of the Santiam Wagon Road and the Oregon Trail and to conduct public meetings.

On June 15, OHTAC member Richard Spray led OHTAC and several National Forest Service representatives and interested private citizens on a field trip to the Santiam Wagon Road. We evaluated and recorded trail conditions and discussed opportunities for marking and interpretation of the trail. Our field trip report and correspondence provides details. On June 16 OHTAC conducted an open public meeting in Bend, Oregon to discuss the SWR management plan, as well as other pending business regarding all of the sixteen trails.

The second field trip was held September 22, 23 on a segment of the Oregon Trail that is impacted by wind farm development in Sherman and Wasco counties. This trip was led by OHTAC member Sam Woolsey. We evaluated and recorded trail conditions and discussed opportunities for marking and interpretation of the trail. See our field trip reports and correspondence for more details. On September 23 we held our 'new' annual meeting at the Columbia Gorge Discovery Center in The Dalles.

Other major tasks accomplished in 2007 included an update of our procedural rules. We also wrote a five-year strategic plan that will begin in 2008.

Another major task in 2007 was to make OHTAC more visible to agencies that may have an impact on historic trails. We made good progress towards this goal. An area of improvement would be to have better communication between the staff of SHPO and OHTAC. Often, OHTAC was not notified when historic trails were involved. (Particularly embarrassing to OHTAC were the opinions of Sarah Jalving on the Santiam Wagon Road and lack of communication about Desert Power L.L.C.) While BPA, NPS, ODOE and other agencies now routinely consult OHTAC when trails may be involved – SHPO still does not.

## **OHTAC Recommendations in 2007**

### **RE: Applegate Trail/California Trail**

An apparent oversight at the National Historic Oregon Trail Interpretive Center in Baker City has omitted the Applegate (California) Trail from a significant map in the Leo Adler Memorial Theatre. OHTAC recommends that this oversight be corrected as soon as possible. (Restated from 2006 annual report)

### **RE: The Oregon Trail in Baker County**

T-Mobile will be placing a 30' wooden tower to affix equipment. The access road to this new tower crosses a segment of the Oregon Trail. OHTAC recommends:

1. Some sort of temporary boundary should be placed on the access road to prevent vehicles from driving onto the Oregon Trail except where the access road is located.
2. We encourage marking of the Oregon Trail in this segment by OCTA.

### **RE: The Oregon Trail at Madison Farms**

OHTAC strongly encourages that any potential impact to the historic trail be determined before any development occurs.

### **RE: The Oregon Trail sites within the city of La Grande**

OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site. And further, that the potential threat to an historic trail should be determined before any development occurs.

### **RE: The Oregon Trail at Reith Ridge, Pendleton**

The new Barnhart Road/Airport Connector to be built at the top of Reith Ridge in Pendleton Oregon will cross the Oregon Trail in two places. Though no ruts remain – the route can be seen during certain times in the year in the wheat fields. OHTAC recommends that signs be placed at those sites stating “Crossing of the Route of the Historic Oregon Trail.” Signs will be provided by OHTAC member Keith May. Costs may or may not be reimbursed by OCTA. No interpretive signs will be placed at this time.

### **RE: Oregon Trail in the Shepard's Flat Wind Farm**

OHTAC requested that we be provided maps of the area showing visible trail ruts and conjectural trail route for comparison to determine if any mitigation is required. We further suggest that a series of photographic evidence be taken and filed with SHPO to provide visual documentation of the view shed prior to any construction. As the plan was provided in December of 2007 further requests for mitigation may be forthcoming in January of 2008 on this project, particularly concerning the impact on the Four Mile Canyon area and the location of a transmission line. We may also request Oregon Trail signage on Fairview Lane.

### **RE: Oregon Trail in Sherman County**

Signage recommendations were forwarded to Sherman County Road Department, BLM, and ODOT and Sherman County Historical Society. See correspondence section for specifics.

**RE: Possible Oregon Trail Sites located on the Umatilla Chemical Depot**

OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site. And further, that the potential threat to an historic trail should be determined before any development occurs.

**RE: The Oregon Trail in the Wallowa Whitman National Forest**

OHTAC recommends that any road closures be mitigated by the occasional use of those closed roads by those responsible for the maintenance of the Oregon Trail route markers that were placed by OCTA members in recent years. See correspondence for specific roads impacted.

**RE: The Santiam Wagon Road**

For too long the Santiam Wagon Road has been ignored by management plans of the National Forest Service. Therefore OHTAC has made the following recommendations:

1. OHTAC unanimously endorses the management alternative prepared by the Sand Mountain Society for the preservation and interpretation of the historic wagon road in the Santiam Pass region.
2. OHTAC rejects "Alternative #3" of the Forest Service.
3. See correspondence to Mary Allison dated July 2 for more detailed recommendations regarding the SWR.

**RE: National Park Service**

Request made by OHTAC for \$5000 for FY 08 to cover expenses incurred for the council's work regarding the Oregon and California National Trails in Oregon. This is per Cooperative Agreement Number H-1530-08-0001 between NPS and SHPO.

## Summary of OHTAC Field Trips 1999-2007

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

California Trail Applegate Branch	California border at Malin to Yoncalla	May, 2005
Lewis and Clark	Prescott Beach to Astoria, Astoria to Ecola and Sunset Beach to Ft. Clatsop	September, 2005
Lewis and Clark	Rock Fort archeological dig, The Dalles	March, 2006
Jedediah Smith	From California Border to Coos Bay	June, 2006
Jedediah Smith	Reedsport vicinity	September, 2006
Santiam Wagon Road	Cache Creek Toll Station to Hwy 126	June, 2007
Oregon Trail	John Day River to Klondike/The Dalles	September, 2007
<b><u>Projected Trips in 2008</u></b>		
Oregon Trail	John Day River to Cecil + Umatilla Chemical Depot	Spring
Oregon Trail	Baker City Region	Summer
Nez Perce Trail	Enterprise Oregon	Fall



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# OREGON HISTORIC TRAILS ADVISORY COUNCIL

## PROCEDURAL RULES

(revised 9/2007)

### 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 10<sup>th</sup> 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**

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

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

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

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

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

**Minutes**  
**Oregon Historic Trails Advisory Council**  
**February 23, 2007**  
**OPRD Conference Room 237**  
**Salem, Oregon**

**Call to Order and Welcome**

Introduction of members staff and guests: Meeting called to order at 10:05 a.m. Attending: OHTAC; Keith May chair, John Chess vice chair, Sam Woolsey, Connie Colton, Leta Neiderheiser, Wendell Baskins; Staff: Ross Curtis, Kim Garner, Kyle Jansson, Richard Walkoski, Roger Roper ; Ex-Officio: Gail Throop, Sharon Brown Glen Harrison ; Audience: Stafford Hazelett Absent: Dick Spray, OHTAC

Additions/changes to agenda: Sharon Brown would like to discuss "cooperative agreement." This will be discussed under 'other' business. Santiam Wagon Road issues will be abbreviated since Dick Spray was unable to attend due to road conditions.

**Summary of OHTAC Mission and Scope**

Executive Order Number EO-94-02:

OHTAC has not been visible and recognized.

Keith will be the chair until the end of 2007. Chair will do the annual report for the year that they serve.

John (vice chair) and Wendell (only past chair still on council) will serve as Executive Council in policy and procedure. Keith will update procedure policy and forward to all members for review at next meeting. All agreed. Last procedural rules were adopted 10-18-99

Richard will work with Ross and Kyle to work with OHTAC and Recreation Trails to get both committees to work together. Involve interpreter and volunteers at the different parks.

**Minutes**

Minutes from 6-18-06 meeting (abbreviated minutes were taken) Sam and John approved – group agreed.

**Staff Report**

OHTAC will talk about trails at the May 3,4 conference to be held in Pendleton. Kyle and Ross will work with Keith on presentation.

Q- What is in place on GIS – contact at SHPO is Ross and then he will contact OHTAC if needed. Discussion on how we will get OHTAC more in the public eye and keeping us in the loop of decision making.

Terms and vacancies Dick Spray took Marcia's place, Ann and Eileen have not been replaced. 9 member council is short two members.

**OLD BUSINESS**

**2004, 2005, 2006 Annual Reports**

**Questions:** What form should they take? Who is responsible for the timely completion of the report? How is it distributed? What should be done with the supporting documentation such as letters, correspondence, field reports, etc?

**Decision:** Current chair is responsible for their year of service. Report in two parts: actions/summary with field reports etc. and then second section for documentation. Only provide first section to interested parties. Copy by CD to all members – talk to Kim if you want a hard copy.

OHTAC library will keep copies – it is being put together by Kim Garner. Ross will talk to Roger Roper about archiving paperwork, print annual report and put in the library.

Keith Completed the 2004, 2005, 2006 Annual reports from materials gathered from previous chairs, Kim and others. He will complete the 2007 report as well.

## **Review of Field Trip Reports of 2006**

See 2006 Annual Report for Field Trip reports on Jedediah Smill Trail and Rock Fort.

## **Shepard's Flat Wind Farm**

Review of meeting attended 10-25-06 by Keith Consider us party of interest – wouldn't provide Keith with information on exact locations and impact on OT. Ross will work to get that information to Keith.

**Questions:** How do agencies contact OHTAC about trail issues? Ross is working on better communication and keeping OHTAC in the loop.

Does SHPO have a procedure in place to notify OHTAC of public meetings? Ross will be setting up a procedure.

How will OHTAC (specifically who) respond to future meetings by DOE, Siting Council, etc? Any member can attend. Ross doesn't work with windmills, but Richard's department does. Keith will write a letter of introduction to BPA.

Letter to Governor Regarding Wind Farms: OHTAC and OCTA should be informed of up coming meetings. Wind maps are on line. Someone needs to step in. Very small projects are not even given to SHPO to review but may have serious consequences for trails. If we don't come in at SHPO level it is too late because BPA will have already permitted farms. Request for mitigation was to take pictures and make it public and developer said "no." Order of decisions state with wind studies – then landowners – then BPA the DOE and then to SHPO – then to OHTAC if SHPO remembers to tell us....SHPO needs to enter picture sooner – so that OHTAC can comment in earlier stages as well.

## **Santiam Wagon Road**

**Questions:** Where do things stand now regardin MOA, etc? Ann Rogers wrote a letter to Willamette National FS regarding OHTAC being excluded from the process. Roger says we WILL be involved and FS will include OHTAC. Keith will send a letter to Sisters Ranger District to inform them that OHTAC wants to be involved.

What role does/should OHTAC play in this? More to come. Glenn, kiosk installed at Wal-mart in Lebanon with vertical panels that tell about wagon trail ruts at the edge of the parking lot.

## **Odd and Ends**

Boradman Bombing Range Keith wrote a letter to get OHTAC involved

Reith Ridge/Barnhart Road Extension and OT New road will cross the Oregon Trail route from truck stop to airport near Pendleton. Keith asked for pullout, signage and view area. OCTA agreed to place signs.

## **NEW BUSINESS**

### **2007 Field Trip and Meetings**

Plans for Field Trip to Santiam Wagon Road: Dick Spray will be hosting this meeting out of Bend in June

Plans for Field Trip to Shepard's Flat and/or Klondike Wind Farm sites: Sam Woolsey will be hosting this meeting out of The Dalles September 21-22.

NW OCTA Meeting in The Dalles, March 10, 2007

Heritage Conference in Pendleton, May 3-4

OCTA Convention in Gering, Nebraska, August 9-12

Reimbursement? Kim gave forms to council members

**Formation of Strategic Plan for next 5 years**

Subcommittee of executive council will draft. Sharon Brown will send Keith the OCTA plan next week. Richard will send Keith another draft to see. Wendell, John and Keith will meet prior to the June meeting to get the rough draft done.

**Designating OHTAC Members to specialize in the closest trails to their places of residence:**

Any meetings in an area regarding a specific trail should be represented by the person closest to the meeting. Or other members who have a specific interest.

**OTHER BUSINESS**

Sharon, OHTAC reimbursement needs to be looked at every five years. Keith will write a letter to NPS as will Ross and Roger to set up the agreement as we had for the past five years.

Kyle handed out Excellent Award Nomination Forms.

Roger spoke about the process for making segments of the trail eligible for historic registry. The 106, ORS and EO does not give us any real clout to protect the trail.

**Keith May adjourned the meeting at 2:25**

# **OHTAC MEETING MINUTES**

## **JUNE 16, 2007**

### **Best Western Motel, Bend Oregon**

#### **In Attendance:**

OHTAC Members: Keith May Chair, John Chess Vice Chair, Dick Spray, Connie Colton, Sam Woolsey;  
OPRD/SHPO: Ross Curtis, Roger Roper  
USFS: Don Zettle  
Sand Mtn Society: Don Allen  
Absent: Leta Neiderheiser, Wendell Baskins (Attended field trip on previous day)

#### **Call to Order and Welcome (Keith)**

- a. Introductions
- b. Additions/changes to agenda – none

#### **Minutes from February 23, 2007 meeting in Salem (Ross)**

Kim Garner, who took the minutes, has been out on medical leave for a few months. Ross will get them from her when she returns and forward them to Keith.

#### **Staff Reports (Ross)**

Terms, vacancies and new members were discussed. There are still two vacancies on OHTAC. There are four letters of interest to the Governor from citizens that would like to serve.

Applegate Trail around the Cresswell area has seen a surge in interest by local citizens. Marge Williamson has the goal of erecting signs marking the route of the trail in their community. Leta Neiderheiser has been contacted along with Glenn Harrison of OCTA. Glenn and Leta will meet with Marge and her group to find a good location for the signs.

#### **Santiam Wagon Road – Review of Field Trip (Dick)**

Those present for the field trip were OHTAC members: Keith May, John Chess, Dick Spray, Connie Colton, Sam Woolsey, Wendell Baskins. SHPO: Ross Curtis, Willamette NF: Mary Allison, Cara Kelly, Don Zettle, Paul Claeysens.

Dick gave a synopsis of the field trip and what the OHTAC members saw and noted. (See Field Report for a complete review.)

OHTAC has been involved several times with issues having to do with the Santiam Wagon Road. Looking back to a previous visit by OHTAC in 2001, there were recommendations made to help preserve the road. At that time, OHTAC recommended that the Willamette and Deschutes National Forests develop a management plan together to help protect the road. This was NOT done. In 2005 OHTAC (Ann Rogers, chair) sent a letter to Willamette Forest District Ranger Mary Allison opposing the extensive ORB use that was seen on the road. In 2006 another letter was sent by OHTAC (by Ann Rogers, for Keith May) indicating on-going concerns with the amount of ORV use and damage to the wagon road. This letter specifically was concerned about the damage on the McKenzie District, and expressed concern that OHTAC had not been involved in any consultations regarding the road such as a recent MOA.

The response from Cara Kelly, McKenzie District Archaeologist, was that the Forest Service did not have to consult with OHTAC. There were some conversations between SHPO and Forest Service indicating that the Forest personnel should consult with OHTAC as an interested party and the governor appointed group responsible for advising on the State of Oregon Historic Trails. The Forest service people agreed to start including OHTAC in the process.

Don Zettle noted that the input of OHTAC helps to make good decisions regarding the management of the road and encouraged the group to continue making recommendations. It was his suggestion that if the group was

not pleased with the alternatives being proposed in the latest MOA, then the group could request that the McKenzie District include an alternative in the planning document that will take off the use of the road by any ORV's.

Roger Roper noted that SHPO always likes to see an alternative that had no adverse effects on cultural resources. Sometimes this is not possible in the long run, but then mitigation measures can be implemented once it is determined that there will be an effect.

Don Allen noted that the Forest Service has the opinion that motorized use has occurred already on the trail. Given the fragile nature of the soils and high alpine environment on the wagon road, there may be better places on the forest to have motorized vehicle use.

Don Zettle also noted that both the Willamette and Deschutes National Forests are working on ORV management plans so this would be a good time for input from OHTAC.

Don Allen was asked by the chair to write up his recommendations and submit it to OHTAC so these could be considered in a letter to be composed by the chair listing concerns and recommendations of OHTAC. These will include the following:

1) There is presently no marking on the road, and OHTAC recommends that there be signage to mark sections of the SWR. In addition, it would be good to have some interpretive panels that describe the history of the road.

2) OHTAC has concerns with Alternative 3 being proposed which puts ORV use ON the SWR.

3) There should be an Alternative 5 proposed that would have no ORV use on the SWR.

4) Recommend moving the location of ORV use on forests away from the historic wagon route and restore the areas damaged.

5) Recommend barring the use of paddle tires which damage the fragile alpine soils.

6) Recommend banning the use of alcohol in the area which seems to be associated with irresponsible driving of off road vehicles.

It was further suggested that these recommendations be communicated in a letter by OHTAC (written by Keith May) to the Forest Service. It was thought that this letter should be sent soon, before the alternatives proposed by the Forest Service were finalized. A motion to accomplish this was made by John Chess, seconded by Sam Woolsey and unanimously approved by OHTAC members.

## **OLD BUSINESS**

### **Legislation**

An update on the Oregon Trail Protection Act of 2007 was given by Roger and Ross. It was determined that in its present form the legislature could not approve it. The legislature then charged SHPO with the task of undertaking a detailed study of the Oregon Trail route and to be completed with it by 2009.

The role of OHTAC in this study was envisioned to be as an advisory body that could be involved in the development of the project, review proposed methodologies, and review the results of the study. OHTAC could help where possible in accessing private lands, identifying high value trail segments, identifying historical information sources, facilitating communication between organizations. This seemed to be agreeable to all OHTAC members present.

### **Nee Me Poo Trail/ Marr Ranch**

Ross gave an update on the project. OPRD is in the process of purchasing the Marr Ranch property on the east side of Wallowa Lake in Wallowa County. This property is the beginning of the Nee Me Poo Trail and an important site to the Nez Perce and other Native American groups. Partial funding for the purchase will come from the Confederated Tribes of the Cayuse, Umatilla, Walla Walla.

### **Wind Farm Updates**

Keith gave an update on a number of on-going wind farm projects in Wasco, Sherman, Gilliam and Morrow counties. Shepard's Flat and Biglow Canyon projects are proceeding, but OHTAC has been consulted in the process and some of the recommendations by OHTAC have been taken into account. Other wind farms are being proposed which will impact the Oregon Trail. While the involvement of OHTAC appears to be more pronounced, there still

needs to be improvements, especially in getting OHTAC involved earlier in the process before the wind farms are sited, and their location and numbers are a “done deal.” This will be an on-going task for OHTAC.

#### **Strategic Plan Draft and Review**

Keith gave a brief overview of the proposed strategic plan for OHTAC for 2008-2013. Keith Wendell, and John had reviewed a draft prepared by Keith and discussed it in a meeting on June 14. Ross and Sam also attended and provided input. The draft plan, with some revisions, was presented to OHTAC for review. The council was encouraged to review the proposed plan and make any comments. The plan will be read and adopted in the September meeting.

#### **Reimbursement for Travel**

Ross gave an update on reimbursement for travel. NPS will pay for travel expenses when one of the NHT is the focus of the meeting. Reimbursements are handled by Nancy Bichard in Salt Lake and Keith sends them in – then the money goes to SHPO and then is disbursed to members as per receipts. Roger is still working on payment for OHTAC through OPRD but it is still being worked out.

#### **NEW BUSINESS**

##### **Umatilla Chemical Depot**

Keith reported that the Umatilla Chemical Depot has agreed to allow access on its property to look at segments of the Oregon Trail. OHTAC will try to coordinate a visit

##### **Monument Dedication Willow Creek – OT**

An OCTA sign has been completed and the dedication will take place on September 27 at 1:30. OHTAC members are encouraged to attend. Keith will go to represent OHTAC, John will attend to represent the tribes. A letter of support and congratulations will be sent by Keith.

##### **Plans for Fall Meeting**

Sam went over the plans for the September 21, 22, 23 meeting in The Dalles.

##### **Individual Reports from Council and Ex-Officio members:**

None

**Meeting adjourned about noon.**

**OHTAC MEETING MINUTES**  
**Discovery Center Museum at The Dalles**  
**September 23, 2007**

**In Attendance**

Keith May, OHTAC; John Chess, OHTAC; Dick Spray, OHTAC; Leta Neiderheiser, OHTAC; Sam Woolsey, OHTAC; Glenn Harrison, OHTAC; John Hayes, OHTAC; Wendell Baskins, OHTAC; Roger Roper, OPRD/SHPO; Ross Curtis, OPRD/SHPO; Sharon Brown, NPS; Aaron Mawr, NPS; Don Allen, Citizen (Sand Mountain Society); Joe Neiderheiser, Citizen.

**1. Call to Order and Welcome (Keith)**

- a. Introductions-Those noted above were introduced a little after 9 AM.
- b. Additions/changes to agenda-None

**2. Minutes from February 23, 2007 meeting in Salem (Ross)**

Kim Garner, took the February meeting minutes and these were continued from the previous meeting in June, because the notes had not been transcribed. The minutes were reviewed, a few minor typos were noted, and the meeting minutes were approved as corrected.

**Minutes from June 16, 2007 meeting in Bend**

Ross Curtis, took the minutes for the June meeting and these were reviewed. A few minor typos and content issues were noted and the meeting minutes were approved as corrected.

**3. Staff Reports (Ross)**

Terms, vacancies, and new members were discussed. There are presently no vacancies on OHTAC. There were just two new council members appointed by the Governor, John Hayes, of Sisters and Glenn Harrison, of Albany. Both new members were in attendance for the meeting and the field trip on Saturday, September 22.

An update on the Oregon Trail Protection act of 2007 was given by Roger and Ross. Ross noted that as reported at the last meeting, the original bill would have required review of all projects within 100 feet on either side of the trail (following the route of the 1959 ODOT map), and was not approved by the legislators. It was determined that for any protection bill to be effective, there would need to be more detailed information on the condition and integrity of the various sections that comprise the trail. The legislators charged SHPO with the task of undertaking a detailed study of the Oregon Trail route to be completed by 2009. As this study was envisioned, it was to be undertaken by a cultural resources contracting company in conjunction with OCTA, and with guidance from SHPO.

In June of 2007, it was the understanding of the Oregon SHPO that the funding for this study would be authorized by allowing the use of Oregon lottery funding. When the final congressional sessions ended, the authorization for Oregon SHPO to spend lottery funding on the Oregon Trail Study was not approved. The Oregon SHPO has thus been left with the task of figuring out how to conduct the more detailed study without funding.

Roger noted the office was now considering how to accomplish this study. The office has recently hired a GIS Archaeologist named Mathew Diederich, to work on the archaeological database, and he has begun to work on Oregon Trail projects. Mathew has been able to start working on the geo-referenced aerial photographs of the Oregon Trail from the 1970s that Stafford Hazelett arranged to have scanned by the NPS, but this layer in the GIS system is still being worked on. Mathew has been able to get all of the Percy Brown USGS topographic maps with the alignment of the Oregon Trail added as a GIS layer in the SHPO system. This new layer is now available to researchers, with the provision that field verification of the alignments is not complete.

Roger is in the process of completing a draft plan to continue the Oregon Trail Study without the aid of funding. Efforts will be focused initially on identifying the high priority trail segments, especially those located on public lands where there would be some potential for protection and preservation. Conservation easements and other "incentives" will be explored in this study for trail protection. The final draft plan will be shared with OHTAC when completed.



As presently envisioned , the role of OHTAC in this study could include helping where possible in accessing private lands, identifying high value trail segments, identifying historic information sources, facilitating communication between organizations and private individuals with knowledge of local trail segments, and help in identifying associated resources. SHPO would appreciate the sharing of any information that OHTAC members might have on Oregon Trail segments.

Wendell suggested the study should focus on identifying the most accurate "corridors" that the Oregon Trail followed, rather than just focusing on areas of intact ruts. In some cases more than one corridor can be identified and these should all be considered. Information that OHTAC possesses can be useful to archaeologists studying the trail as evidenced by the two archaeologists from AINW who joined the OHTAC field trip.

Keith noted that there is a need to pull together information on conservation easements as a possible tool for trail protection on private lands. This information should be available to distribute to private land owners in the future. The information should be compiled during the trail study, and available in the near future.

Roger noted that for easements to work there needs to be a dedicated easement holder who can insure the easement is managed to protect the trail. He asked if OCTA had ever been an easement holder ?

Glenn indicated that OCTA had only been a temporary easement holder in the past, but normally had other entities acting in the capacity of easement holder.

Roger noted that identifying potential easement holders will be an important component of researching the use of easements for trail protection. It is important to be consistent in how we present the goals of the study and the role of easements so that it is clear that we are not trying to regulate private land. OHTAC has had a record of respecting private land owner's rights, and it is important not to compromise this relationship.

Aaron noted that NPS has had the best luck dealing with private land owners through on-going education.

Keith asked what the next step in the study would be?

Roger replied that identifying the high priority sections that were most significant for preservation was next.

Keith noted that it should be possible for OHTAC to help identify these high priority segments. It was also noted that the Oregon State Parks system has segments of trail in as many as 8 parks, and OPRD might be a more active partner in direct trails preservation. Perhaps OPRD could purchase some private land for protection of high priority trail segments.

Sharon noted that the 1999 NPS management plan for the Oregon Trail would be a good starting point for previously identified high priority trail segment. She also noted that the OCTA knowledge base would also be very useful for identifying these important segments.

John H. asked how much of the trail had been actually examined at this point? The shared perspective of the group was that much of the trail (including many private land segments) had been examined over the years, but with the present data there was no way to formally quantify this, and that hopefully this will be one of the outcomes of the Oregon Trail Study.

Keith agreed that the OHTAC 2008 work plan would include helping to identify the most significant segments of the trail to watch and document. He suggested it might be useful to have an OHTAC subcommittee to identify these segments.

## **OLD BUSINESS**

### **4. Procedural Rules Amendments and Adoption**

It was proposed by Keith that the annual business meeting be officially changed to the fall meeting to better coordinate with the OPRD annual planning schedule. This idea was unanimously accepted by the council.

### **5. Strategic Plan Draft and Review**

Several proposed changes were made to the draft strategic plan compiled by Keith and a subcommittee, and submitted to the council for review at the June OHTAC meeting in Bend.

It was suggested that OHTAC might pursue an OCF Grant to help support the work of the group. It was recommended that this be done for the next September 08 grant cycle (Section 1.3).

John C. suggested adding information to the plan to prepare a packet of "Trails Preservation Options" for private property owners (Section 1.4). SHPO will assist with this.

John C. also recommended that the identification of "high priority trail segments along the Oregon Trail" (as noted in the previous discussion) be added to the work plan for 08 as a separate section (Section 2.0).

John C. suggested changing wording in the plan to reflect a stronger relationship between OHTAC and other state and federal entities. John suggested adding wording such as "develop a working rapport" or "working agreement" with different agencies (Section 3.1).

Roger noted that it would be good to continue to increase the visibility of OHTAC and let other state and federal agencies know about the group and the historic trails expertise that the council members possess. It was suggested that a member of OHTAC attend one of the future Interagency Cultural Resource Council meeting as a way to introduce the group. The next meeting that would realistically work would be the January, 08 meeting and OHTAC will be contacted by SHPO in advance of this meeting.

Roger further suggested that OHTAC formally make recommendations to Oregon State Parks for acquisition of trail segments or related properties (especially if they are aware of any threatened segments that may be on lands that are for sale). OHTAC could also serve more as an advisory body to state parks to make recommendations for historic trails use and interpretation in parks.

Sharon suggested another activity OHTAC could be more involved with, which could also be part of the annual strategic plan, would be upkeep and repair of interpretive materials along the routes of the states 16 historic trails. It was noted that during the tour of Oregon Trail segments and related sites the day before, several damaged, and or dirty signs in need of cleaning were noted. Since OHTAC visits such sites three times a year, it might be worthwhile to have a cleaning kit to use to clean the panels while visiting various sites. Some interpretive locations do not have regular repair and maintenance, and perhaps OHTAC could help with this. A good example of this is the kiosk and panels at the Schlecks property near Wasco and that has no entity is regularly maintaining the kiosk.

Keith noted that a backpack cleaning kit would be convenient and could be brought by OHTAC to field trips. OHTAC could assess the condition of interpretive materials and clean the panels while visiting.

Sharon noted that NPS could help put such a kit together for OHTAC.

Wendell noted that Oregon Community Foundation has money for maintenance and repair, and OHTAC might be able to get grants from OCF to help with this.

The strategic plan changes recommended above were unanimously approved by the council.

## **6. Santiam Wagon Road Update (Dick and Ross)**

There was a brief discussion of the previous field trip to the Santiam wagon Road near Bend in June. Dick put together a report on the field trip and the observations of OHTAC members regarding the condition, interpretation, and preservation of the road. Keith sent a follow up letter (dated July 2, 2007) to Mary Allison of the Forest Service McKenzie Ranger District, thanking them for their participation with the field trip and making a number of recommendations for measures to protect the road in the area between Big Lake and Eno Road based on the observations of OHTAC on the June field trip.

Ross noted that he was able to sit in on a meeting in July between Cara Kelly, McKenzie District Archaeologist and Dennis Griffin, SHPO State Archaeologist, and Sarah Jalving, SHPO Compliance Specialist regarding the OHV management plan being compiled by the Forest Service and its impact on the Santiam Wagon Road. Ross noted that the alternatives were presented to the SHPO staff and it was noted that there had not been one alternative selected at the time, but Cara was in support of alternatives that promoted the most protection of the road. She noted the important and useful input of OHTAC in the process, and how the support of OHTAC helps her in making the strongest preservation recommendations possible for the road.

Following the above discussion, Don Allen of the Sand Mountain Society, was invited to present a proposal for preservation of the Santiam Wagon Road based on Don's close association with the Sand Mountain Lookout and surrounding area. Through many years of involvement with the Lookout, Don has observed significant degradation and damage to the Santiam Wagon Road from OHV use. The proposal recommended more limited OHV use of the area stopping at the Big Lake Air Strip, and suggested the construction of alternative trails north of the Big Lake area that would focus OHV use in less sensitive areas (e.g. not where the Santiam Wagon Road or other sensitive cultural or natural resources were located). The proposal also recommended more non-motorized alternatives to allow people to hike and ride horses in the area.

There was discussion regarding when the Forest Service would make their decision on which alternative to promote in the management plan. It appeared that there would still be an opportunity after this position was released for OHTAC and other groups of interest to weigh in on the proposed alternative. Given this, it was suggested that OHTAC might want to recommend support for Don Allen's proposal. All of the OHTAC members present were in agreement that OHTAC would support the proposal. Dick agreed to draft a letter from OHTAC in support of the proposal and would distribute a draft via email for comment by OHTAC members.

Dick noted the impact of a fire on the Santiam Wagon Road just after the June OHTAC visit, and mentioned that the Forest Service was considering the use of fire rehabilitation money for signs along the trail. The Deschutes District was starting to take a more proactive approach to the historic road preservation which was encouraging.

Roger noted that it might be useful for OHTAC to become involved with the ATV Allocation Committee that is responsible for distributing money for projects related to ATV use in the state. OPRD administers the program with help of the Allocation Committee, and Rocky Houston deals with the committee. Keith and Don were interested, and Ross indicated he would follow up with Rocky and get back to them.

## **7. Reimbursement for Travel**

Sharon noted that Jere Krakow had retired from the NPS National Trails Office in Santa Fe, but Aaron Mahr had been promoted to that position. Jere had helped get the original Cooperative Agreement in place between NPS and OHTAC, and Aaron was committed to continuing the support. Keith had sent a letter of interest from OHTAC to NPS in August 2007, indicating the desire of OHTAC to renew the agreement. The agreement was renewed and had been signed by Oregon SHPO. The letter was just waiting for final authorization at NPS but was expected to be signed shortly. The new agreement is for five more years and authorizes another \$5000 of funding for OHTAC to do work that involves one of the three National Historic Trails in Oregon. There was some remaining funding from the previous agreement that was still available, and OHTAC members were encouraged to apply for these funds.

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Aaron reiterated his support for the work of OHTAC, and was asked by Keith what the general involvement of Sharon would be now that she was moving back to Santa Fe to work out of that office. Aaron indicated that he was going to make sure Sharon stayed involved with OHTAC, would continue in her capacity of advising the group, and

would be sent to each of the three annual OHTAC meetings/field trips, if possible, to insure she is aware of the issues that OHTAC is dealing with.

## **NEW BUSINESS**

### **8. Review of Field trip to Wind Farms**

Sam Woolsey discussed the OHTAC field trip to wind farms the previous day in the Klondike/Wasco area. The group was very impressed with the interest and commitment to preservation of the Oregon Trail shown by Gordon Hildebrand. Gordon's gracious hosting of OHTAC was greatly appreciated and it was agreed that he should be provided with a thank you note and a copy of a book recently published on the trail (historic diary account to be acquired by Keith).

In addition the group was impressed with the good stewardship shown by Dave and Barry Schlect for excellent Oregon Trail Ruts on their property near MacDonald's Ford on the John Day River. The group was impressed with the ruts in this area, and the completely intact landscape (to the east of present wind farm development, with no windmills visible). Some discussion was made regarding the upkeep and maintenance of the interpretive kiosk on their property which is in need of some maintenance.

Sam agreed to send them a note thanking them for letting OHTAC visit their property and for their good stewardship. It was suggested that it might be possible to recognize the Schlect's good stewardship through an award like the Heritage Excellence Awards given out annually by the Oregon Heritage Commission. The group recommended that the Schlect's be nominated for this award during the next application period. Ross noted that when the application was available for nomination for 2008, he would let OHTAC know.

Observations were shared among the group regarding the location and condition of trail markers in the area visited during the field trip. There were a number of signs noted that were in need of repair and replacement. There were even some signs from the Oregon Centennial marking the trail that were remaining in 1959. It was suggested that these signs should be removed and preserved as artifacts. It was also suggested that some signage should be placed at Emigrant Springs to tell this important story.

Sharon asked a general question regarding wind farm projects which had to do with how OHTAC might be able to get into the process earlier. Keith noted that OHTAC is now on the list of interested parties for the Oregon DOE mailing list and receives a lot of information on new wind farm development. The involvement and input from OHTAC on wind farm projects is increasing and seem to be improving. There is still room for improvement and OHTAC is still finding out about new projects at the last minute, and without adequate time to respond with suggestions and recommendations.

Glenn suggested that future mitigation for wind farm developments in the area that might impact segments of the Oregon Trail, might include maintenance and placing of signs along more intact segments of the trail in the general area. This suggestion was adopted by the group and recommended to be added to the field report as a group recommendation to encourage mitigation in the future to include erection of new interpretive signs, and the repair and maintenance of existing signs.

### **9. Monument Dedication OT Willow Creek Campground**

A monument to the Oregon Trail has been completed and has been placed at the OT Willow Creek Campground. Keith noted that the official dedication would be on September 27, at 1:30 PM and he will be attending. Keith included a copy of the information found on the interpretive panel being placed at the campground in the meeting packet. Keith and John C. will attend to represent OHTAC.

### **10. Plans for 2008 Meetings - Tentative**

- April 18-20. Willow Creek to John Day River-Oregon Trail  
Chemical Depot near Boardman-Oregon Trail.
- June 13-15. Baker City-Oregon Trail.
- September 19-21. Wallowa County-Nee Me Poo Trail + Annual Meeting

### **11. 2007 Annual Report**

Keith said he would begin putting together the annual report for OHTAC after the meeting. There was a brief discussion of format, and it was noted that much of the documentation associated with the report such as meeting minutes and field trip reports could be placed in an appendix attached to the report.

### **12. Chair Rotation**

It was moved by Leta that John Chess be recommended for Chair in 2008. The motion passed unanimously. Nominations for a new vice chair were asked for, and Wendell's name was mentioned. Wendell indicated that he would be interested in this. It was moved that John Chess be recommended for appointment as OHTAC chair by the governor. It was also noted that John Chess would need to have his OHTAC appointment renewed in 2008. Ross and Roger indicated that they would look into what was needed to accomplish these tasks and would get back to the group.

### **13. Individual Report from Council and Ex-Officio Members**

None.

### **OTHER**

None.

### **ADJOURN**

Meeting was adjourned about 12:15 PM. Field Trip to Fort Dalles to Follow Meeting

### **NEXT MEETING**

Next meeting will tentatively be April 18, 2007 to look at Oregon Trail segments near Willow Creek and Boardman. Sam, Keith and John will work to set this up.

## Report on OHTAC Field Trip on the Santiam Wagon Road Friday, June 15, 2007

Reported by Richard Spray

On Friday, June 15 at 8:00 AM OHTAC members Wendell Baskin, Keith May, John Chess, Sam Woolsey, and Richard Spray left the Best Western Motel on Third Street in Bend in a State van driven by Ross Curtis. Connie Colton drove her own car because her husband was not permitted to ride in the State van. We drove first to Sisters where we stopped for fuel and box lunches following which we continued on Highway 20, 12 miles to turn left onto cindered FSR 2066/67 which we followed six miles south to the historic Cache Creek Toll Station on the Santiam Wagon Road. Here we were joined by Mary Allison, District Ranger, McKenzie River Ranger District, Cara Kelly, Zone Archeologist for the Detroit and McKenzie Districts, Don Zettel, Archeologist for the Sisters Ranger District, Paul Claeysens, Archeologist, Deschutes National Forest and Bob Deane, Recreation and Engineering Staff, Deschutes National Forest.

We spent some time viewing the ruins of the station log cabin and the surrounding area that is now being used for hunting camps and as a staging area for ATVs. We also took note of the spring that still runs a good flow of water and is the reason for the location of the Toll Station and the present uses. There is also an interpretive sign here which is quite old and in need of replacement.

We then hiked about one and a half miles west on the wagon road until we were turned around by blow-down from the 1998 Cache Creek burn, and we ran out of time. After returning to our vehicles we went back to Highway 20 and drove about 12 miles on Highway 20 and the Big Lake road to the Big Lake Campground for lunch. After lunch Mary Allison laid out several maps on the table showing the planning alternatives that had been developed for the Santiam Pass area on her Ranger District. There was considerable discussion and many, many questions for clarification by OHTAC members. I had left the group before lunch ended and when I returned I found that I had missed much of the discussion.

We then reloaded the van and other vehicles to drive west on the wagon road about 3 miles to the Sand Mtn. Lookout road junction. Connie Colton and her husband left us here since the wagon road was not suitable for her car. After a very rough and slow drive we arrived at the junction and Keith May, John Chess, Sam Woolsey, Wendell Baskin, and Richard Spray hiked down the wagon road to cross FSR 2676, the Eno Road. Here we also met the van and other vehicles that had been shuttled around from the Pass. We said goodbye to the Forest Service folks at this point, and the hikers continued down the last 3 miles of the wagon road to Highway 126 arriving at about 3:30.

We returned to Bend at 5:00 PM.

## Observations and Recommendations

The first observation by several OHTAC members was that there were no directional signs from the Highway(s) pointing the way to the wagon road trailheads. There was also no interpretive signing except for the old Cache Creek Toll Station interpretive sign. Continuing in this vein, there were no directional signs on the wagon road itself to help visitors stay on the wagon road and from getting lost on various old logging roads and ATV trails.

The thinning operation that we saw on the north side of the wagon road west of the Toll Station was well done. The small logs were piled for later hauling and the slash was piled for burning. The roadbed was left in good condition. The south side of the wagon road in this stretch was not thinned because it was in the riparian area of Cache Creek. It was pointed out that the wagon road was used as a control line for the 1998 Cache Creek fire. In several places where the fire got over the wagon road, a bulldozer had corralled it. Parking fire vehicles made other impacts on the roadside. However, it was notable that the dozer operator did not drop his blade on the roadbed proper and the wheel ruts are still intact.

The drive over the 3 miles of wagon road between Big Lake road and Sand Mtn. road was brutal. Quads and dirt bikes heavily use the wagon road in this section, and the road has been widened and heavily moguled. Only by skillful driving by Ross Curtis were we able to complete the trip. Any semblance of wheel ruts in this section has been totally obliterated. It was also quite obvious that hikers and equestrians, particularly the latter, would be at great risk to travel here. It was recommended by all that OHV use be either totally eliminated or at least restricted to only right angle crossing of the wagon road. A lot of damage needs repairing.

The hike between Sand Mtn. Lookout road and the Eno road was on a section of wagon road that is also used by the quads and dirt bikes. It had more of an appearance of a wagon road but was still heavily modified by the OHV use. The lower section had also been recently bulldozed for logging but was being repaired. We saw one historic old milepost half hidden by the roadside (MP 4). This old milepost and any others like it should be removed before it rots away or is otherwise destroyed and should be replaced with a replica. Letting OHV use continue on this section will further damage the roadbed and will surely drive away other visitors such as hikers and equestrians.

Between Eno road and Highway 126 (3 miles) the wagon road is closed to motorized use and is in pristine condition. It stands in stark contrast to the previously visited sections and was most enjoyable. We did encounter and recover various pieces of tack, packs and clothing including the saddle blanket that indicated there had been a horse wreck of some kind. We turned this stuff over to Don Allen for him to deliver to the Ranger Station. I was pleasantly surprised to notice that there had been a lot of recent non-motorized use of this section of trail that would indicate some people are finding the wagon road even without signs. We also saw two more old mile posts (MP 2 and 1) that should be removed and replaced with replicas. MP 1 was already flat on the ground, rotted out. There were

three old growth Douglas-firs within 50 feet of the wagon road that had been partially girdled. These are a puzzle to me because they show no sign of having had wire rope around them and live standing trees are not usually used for such purposes. I have seen other trees in this section used for anchors, but they had been placed around the tree bole with shims to protect the bark and cambium.

The contrast between management of the different sections of wagon road that we visited dramatizes the need for a comprehensive plan for the entire wagon road. Linear resources should be treated as a whole regardless of administrative boundaries, example: Pacific Crest National Scenic Trail.

For future OHTAC visits to historic roads and trail, consider obtaining permission to allow other individuals on the tour to ride in the State van. This is not only a matter of efficiency; it also allows the parties involved to interact toward a better conclusion and a more productive event.



## Field Report September 22 & 23, 2007

### Oregon Trail Segment: John Day River Crossing to The Dalles Visit Ft. Dalles Museum

September 22, 2007

See OHTAC Field Trip Agenda.

Sign notes:

- A) Oregon Trail Tour Route signs in and through Wasco are in good condition
- B) Oregon Trail Tour Route sign is missing at the intersection of Hildenbrand & Klondike Road leading to confusion for those not familiar with the area.
- C) Tour Route signs at Webfoot are in good condition
- D) There is a need for information and signage at the basalt column at the top of the grade to John Day River.
- E) The BLM Interpretive site at McDonald's Ford is full of weeds, signs are in need of cleaning, brochure boxes were empty and birds are able to roost above bench seat causing a health and sanitation issue/
- F) The 1959 Oregon Centennial Oregon Trail marker near the top of the grade to McDonald's Ford needs to be removed and stored before it is damaged further. A new/replica marker should be placed at the same location in preparation for the Oregon 150<sup>th</sup> celebration.
- G) The Oregon Trail signage at Emigrant Springs is faded and needs replacement.
- H) On Medler Lane the 1959 Oregon Trail sign is shot-up and needs to be removed, placed in storage and replaced with a replica.
- I) The Oregon Trail kiosk at the Deschutes River is in good shape. It could use re-staining and power washing.
- J) The Beaverboard interpretive sign on Highway 30 at the Deschutes River is in good condition.
- K) Private signage at Fairbanks (Wasco County) is in good shape.

Other notes:

Gordon Hildenbrand and son were most helpful in conducting us through the area, discussing the wind farms and impacts to local economy. They are to be commended for their personal efforts in preserving the Oregon Trail and Sherman County history. Gordon also showed us the "Oregon Trail Apple Tree" on his property. Jim Renner was contacted regarding this tree.

A hike was conducted on the section of trail over the ridge to McDonald's Ford. Evidence of the trail was very apparent and well marked by OCTA carsonite markers.

A visit to the Reyburn Cemetery which is on the route of the Oregon Trail and with a wind tower nearby was a study in contrasts. There is opportunity for signage and interpretive panels at this site.

A search for trail remnants at Emigrant Springs was not successful, but given more time and access there is a good chance that something could be found. There is a good opportunity for Sherman County to further interpret this site for tourists.

**Recommendations:**

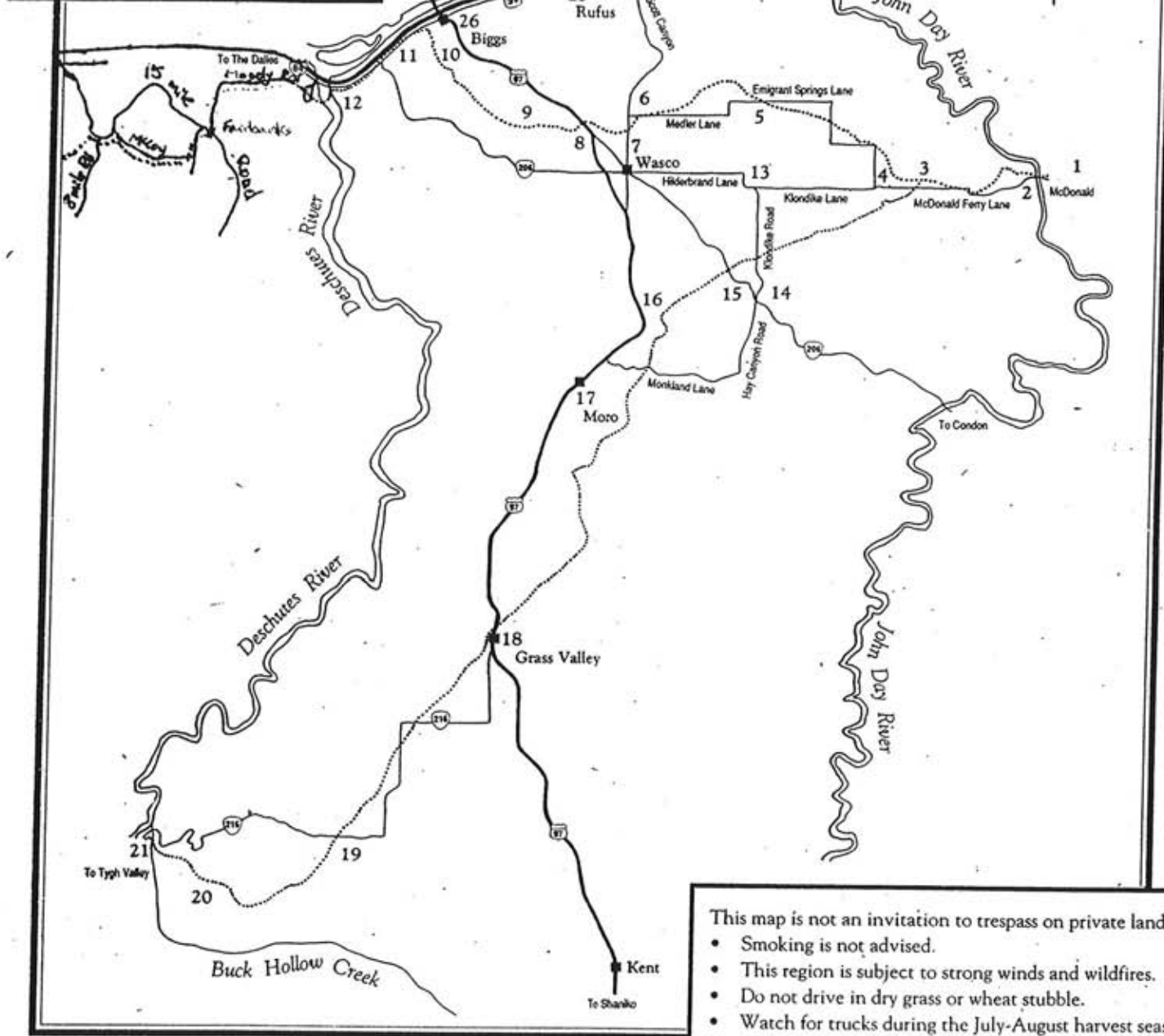
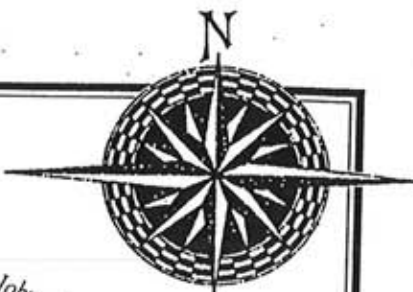
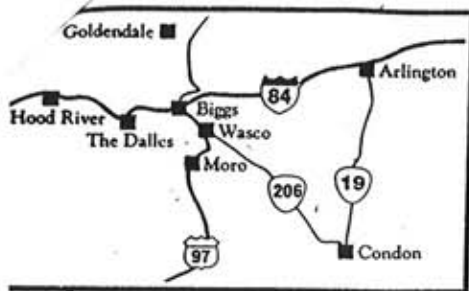
1) Sign recommendations (as noted above) will be made to ODOT, BLM and Sherman County Historical Society.

2) Sherman County Historical Society is encouraged to pursue Oregon Community Foundation grants for signage at Oregon Trail and other historic sites. Also, they are encouraged to pursue some signage to in the area on Klondike Road which tells the Oregon Trail and Wind Power story at a pull off area – perhaps at the wind farm office area. This signage cost may be provided in part by OCF and Klondike II PPM.

September 23

Visit to Ft. Dalles Museum

A small group from OHTAC visited the 1905 surgeon's quarters of Ft. Dalles Museum. Paula Kuttner conducted the tour. The museum is to be commended for their efforts to promote the early history of Wasco County and the region while maintaining historic structures and vehicles.



This map is not an invitation to trespass on private land.

- Smoking is not advised.
- This region is subject to strong winds and wildfires.
- Do not drive in dry grass or wheat stubble.
- Watch for trucks during the July-August harvest season.

Thank you for your consideration.

This brochure was made possible by grants from: Oregon Trail Coordinating Council, Oregon Tourism Division and Sherman County.

**Subject:** Oregon Trail and Historical Society info  
**From:** "Sherry Kaseberg" <sherryk@gorge.net>  
**Date:** Sun, 9 Sep 2007 18:06:08 -0700  
**To:** <a woolsey@charter.net>

More Oregon Trail info...  
Sherry

Sherman County Historical Museum in Moro provides a brochure, [A Guide to the Oregon Trails in Sherman County](#). The Society publishes a twice-yearly historical anthology, [Sherman County: For The Record](#), and among the accounts are those of the region at the John Day River Crossing.

The Society owns a one-acre tract at the John Day River Crossing where it has a monument and a cooperative kiosk with Bureau of Land Management. The Museum is open May through October. There are Oregon Trail and Cut-off route signs along the county roads and an interpretive sign in Grass Valley marking the Cut-off to the Barlow Road.

The County owns an inscribed basalt column in the road-right-of-way near the ford in the road, Oregon Trail. An interpretive sign is ready for installation at this site.

Oregon-California Trails Association volunteers installed markers at intervals in Sherman County, perhaps in the 1990s. I know of one concrete post inscribed Oregon Trail on the BLM land on the Sherman County side of the John Day River. I've hiked the ruts on the BLM land.

Sherry Kaseberg  
Sherman County Commissioner  
Sherman County Historical Museum Coordinator

**Subject:** Inscribed basalt column in Sherman County  
**From:** "Sherry Kaseberg" <sherryk@gorge.net>  
**Date:** Sun, 9 Sep 2007 18:02:37 -0700  
**To:** <awoolsey@charter.net>

Sam, this is the text for the sign funded by the Oregon Community Foundation's Historic Trails Fund.

Sherry Kaseberg

This 76" lone basalt column was originally located nearby. It was moved onto the county road right-of-way where it was broken by a road grader sometime prior to 1970. It was installed on this site by Sherman County Historical Society volunteers, a Seattle Boy Scout Troop, and Oregon-California Trails Association and Bureau of Land Management personnel in 1993.

The significance and meaning of the inscriptions is unknown. It may be "Lenard's Rock," depicted on the 1913 Sherman County Atlas and probably associated with Dan Leonard who lived at the John Day River.

However, it stands near the head of the grade leading to the Oregon Trail Crossing of the John Day River at McDonald Ferry and near the fork to the Oregon Trail Cutoff to the Barlow Road. Therefore, it may have been a sign post for stage and freight wagon drivers or Oregon Trail emigrants. Or perhaps it is another example of trail graffiti.

It is inscribed on two sides with the following: CHAS B-- ... LA GRAVES ...JAN--S 1891 ... D.T.H.  
...  
OCT 17 ... 18 ... R ... OCT 1 ... --7 ... R.

Interpretive sign funded by Sherman County and Oregon Community Foundation Historic Trails Fund.  
Property of Sherman County.

**Subject:** Sherman County Oregon Trail Notes  
**From:** "Sherry Kaseberg" <sherryk@gorge.net>  
**Date:** Sun, 9 Sep 2007 18:10:28 -0700  
**To:** <awoolsey@charter.net>

- Sherman County's Cutoff to the Barlow Road is the shortcut southwesterly through the county from the John Day River at McDonald to Hollenbeck Point descending to Buck Hollow and the Deschutes River. That connected to the Barlow Road in Wasco County, saving about one week's travel time.
- The General Land Office maps the BLM office in Prineville, an early survey, show sections of the Trail. Shows the route of the Cutoff thru Sherman County off and on.
- The brochure, *Guide to the Oregon Trails in Sherman County*, was based on those maps and the 1913 atlas for the Cutoff. The Museum has a 1913 atlas in the lobby for public use... on top of the file cabinets behind the lobby desk.
- I don't think I have seen any original source maps that show the entire route without interruption in the County.
- Signs marking the general route were also based on the GLO maps from BLM... in 1993 when the brochure was produced.
- Remember that Oregon Trail travelers were strung out, sometimes for miles, with a lot of people eating dust, so they spread out, not following just one set of ruts. The Cutoff to the Barlow Road through the County started somewhat later than the original wagon trains. I think *The Golden Land* by Giles French may put a beginning date on it if the brochure does not.

---

Sunday, September 23, 2007 A5



**OTHERS**

Sunday- Oregon Historic  
Trails Advisory Council, 9 a.m.,  
Discovery Center.

**CITY OF HOOD RIVER**



# 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](http://www.hcd.state.or.us)

Beth Belanger  
ADAPT Engineering Inc.  
10725 SW Barbur Blvd. Suite 350  
Portland, OR 97219

12/17/2007

RE: SHPO Case No 07-2594, Adapt Proj. OR07-14973-NEPA

Dear Beth,

Thank you for the packet of information that you provided regarding the T-Mobile cellular tower being constructed in Baker County, Oregon. In particular, the most interesting part of the packet was on pages 12 through 14 where Bruce Womack notes the location of the Oregon Trail route through the area. Oregon Historic Trails Advisory Council is a nine-member group appointed by the Governor of Oregon to oversee the 16 historic trails within our state.

From the materials you have presented it appears that the project will have no adverse impact on the Oregon Trail. We are concerned about the potential that work crews might inadvertently park, back-up into or otherwise put vehicles onto the Oregon Trail during the construction process.

**We therefore recommend:**

- 1) Some sort of temporary boundary should be placed on the access road where it crosses the Oregon Trail to prevent access onto the trail by vehicles. (Tape, rope, boundary fencing, etc.) It is important that this cell-tower access road NOT be widened at the crossing of the Oregon Trail.
- 2) We also encourage the marking of this section of the Oregon Trail with markers that may be provided by the Oregon California Trails Association (contact information below.)

If we can be of any further help as this project proceeds please feel free to contact us. Thank you for your assistance in this matter.

*Copy*

Keith F. May  
2007 Chair OHTAC

Cc  
Roger Blair NW OCTA Chapter  
c/o 524 NW 3<sup>rd</sup> Street  
Pendleton, OR 97801



### **Previous Archaeological Investigations**

A report by Beth Walton, RPA, documenting the results of an Oregon S.H.P.O archival search for the proposed T-Mobile cellular facility is being sent under separate cover.

### **Survey Results, Current Investigation**

No prehistoric or historic cultural resources were found on the ridge top where the communication facility is located. Numerous, tabular, Meta-quartzite cobbles were observed within the project area. Though often utilized as a source of lithic raw material by hunters and gatherers, no evidence of cultural modification of these cobbles was observed.

As noted above, the route of the Oregon Trail is thought to pass near the project area. Evans (1991: Map 3-6) shows the Oregon Trail passing through a saddle approximately trail 200 m. southwest of the communication facility (Figure 6). Evans's Map 3-6 identifies this portion of the trail as lacking clearly identifiable ruts. Both the locations and conditions of the various trail segments described by Evans are based on the work of Aubrey Haines, conducted in the 1970s, on behalf of the National Park Service. While the author is not an expert on the nomenclature and classification of the various Oregon Trail segments, the trail is clearly visible as it passes through the saddle below the communication facility (Figure 7.) and it is in the exact location as portrayed by Evans Map 3-6 (Figure 8).

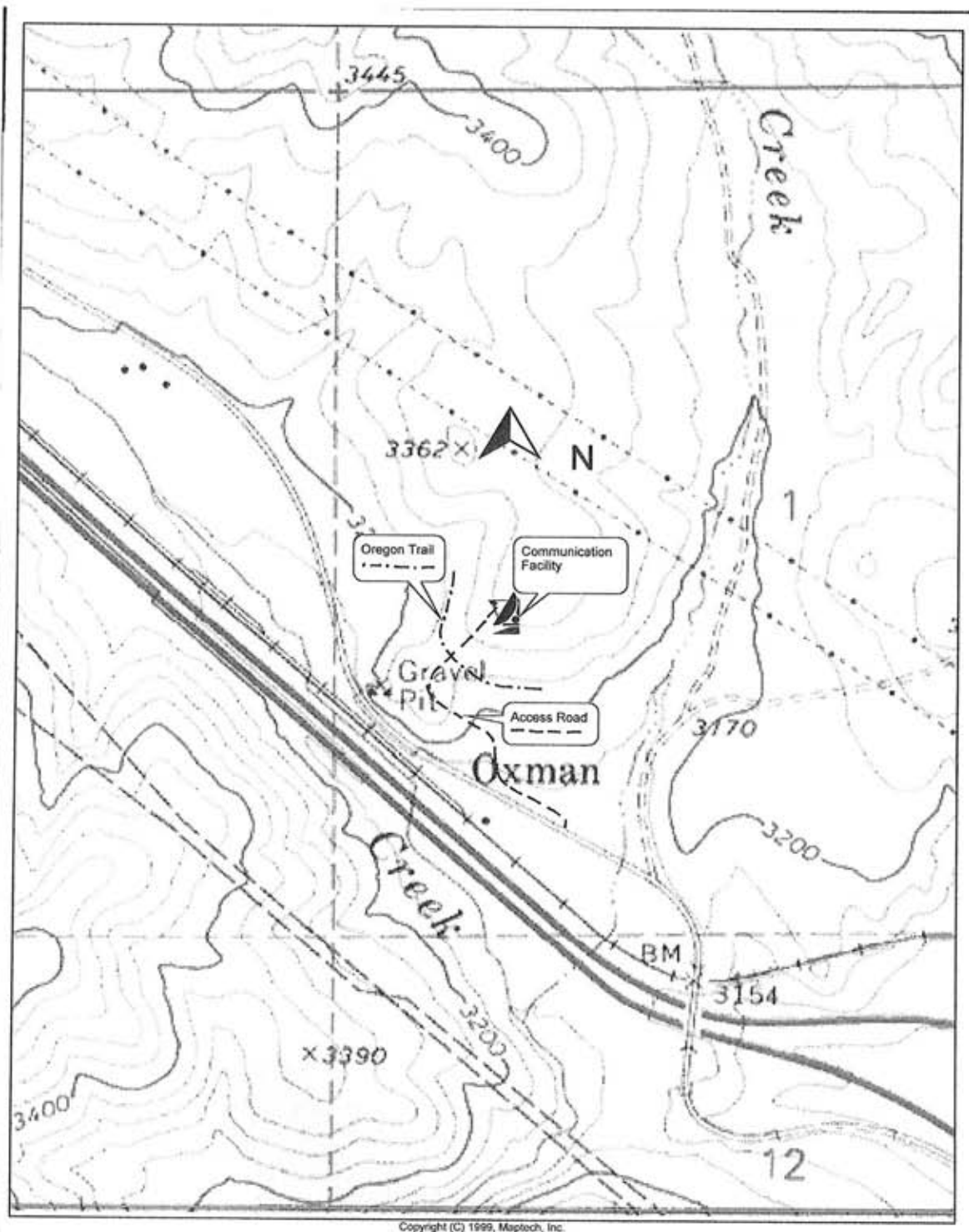


Figure 6. Map showing location of Oregon Trail segment



Figure 7. Oregon Trail as viewed from communication facility access road. Upper photo, view to the northwest, lower photo, view to the southeast



# 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

Oregon Historic Trails Advisory Council  
March 20, 2007

John G. white  
Oregon Department of Energy  
625 Marion St. NE  
Salem, OR 97301-3742

**RE:** Amendments for the Biglow Canyon Wind Farm

**To:** Oregon Energy Facility Siting Council

**The Biglow Canyon Wind Farm may have sections of the National Historic Oregon Trail located within the boundaries of the project**

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 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 all Historic Trails in Oregon.

The amendments proposed may impact actual trail segments, sites and/or the route of the trail. Without on-site verification of cultural resources of the proposed amendments, (particularly items numbered 1, 2, 3, 4, 6, &10), OHTAC feels that any approval of these amendments would be **PRE-MATURE**.

The Oregon Historic Trails Advisory Council formally requests that we be listed as a party of interest. OHTAC would like to review the maps of the project to determine possible impact on the Oregon Trail. Further, OHTAC requests that any *verified* trail portions be preserved or conserved. Verification of such Oregon Trail ruts requires a physical assessment of the site(s) in question. Resources to verify trail ruts or sites on the properties should include the Oregon/California Trails Association's National Trail Preservation Officer, David Welch and, OCTA's mapping coordinator, Stafford Hazelet.

**OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret ANY possible sites. And further, that the potential threat to a State and Federally designated historic trail should be determined before any development occurs.**

Sincerely,

*copy*

Keith F. May OHTAC, Chair  
5 NE Despain Ave.  
Pendleton, OR 97801



# Oregon

Theodore R. Kulongoski, Governor

RECEIVED

APR 19 2007

STATE HISTORIC  
PRESERVATION OFFICE

OREGON DEPARTMENT  
OF ENERGY

625 Marion St. NE  
Salem, OR 97301-3737  
Phone: (503) 378-4040  
Toll Free: 1-800-221-8035  
FAX: (503) 373-7806  
[www.oregon.gov/energy](http://www.oregon.gov/energy)

April 18, 2007

Mr. Keith May  
Oregon Historic Trails Advisory Council  
Parks and Recreation Department  
725 Summer St., NE, Suite C  
Salem OR 97301-1271

Re: Biglow Canyon Wind Farm

Dear Mr. May:

We have received your comment letter dated March 20. Copies of the letter will be submitted to the Energy Facility Siting Council. I have asked the site certificate holder, Portland General Electric, to respond to your concerns. A copy of the letter from PGE's project manager, Rick Tetzloff, is enclosed.

Your letter requests that the Oregon Historic Trails Advisory Council "be listed as a party of interest." There is no formal "party of interest" designation under Council rules. Nevertheless, your letter will be included in the record of the Biglow Canyon Wind Farm.

Your letter does not request a contested case hearing under OAR 345-027-0070(5) with regard to the pending site certificate amendment proceeding.

The area affected by the pending site certificate amendment has been thoroughly investigated for evidence of the Oregon Trail. PGE hired Archaeological Investigations Northwest, Inc. (AINW), to conduct on-site cultural resource surveys in all of the areas that would be added to the project under the proposed amendment. During these surveys, Stafford Hazelett of the Oregon-California Trails Association met with AINW on-site and assisted in identifying the probable location of the historic trail alignment. No intact Oregon Trail segments were found during these on-site surveys.

The findings of the on-site investigation for areas covered by the amendment are consistent with earlier on-site cultural resource surveys that have found no visible trace of the Oregon Trail at the site of the Biglow Canyon Wind Farm. Enclosed is a map of the portion of the project affected by the amendment. The map shows the already approved turbine string corridors in tan-colored shading; the areas affected by the proposed amendment are shown in unshaded "bubbles." The area can be characterized generally as an area of existing development. Much of the area is cropland, and there are several residences along Emigrant Springs Lane in the general vicinity of the Oregon Trail alignment.

We have been aware, from the beginning of our review of the Biglow Canyon wind project, that the historic alignment of the Oregon Trail lies across the project area. The applicant performed cultural resource surveys of the area (for evidence of the Oregon Trail as well as other evidence of historic, cultural and archaeological resources), and that information was submitted to the Oregon State Historic Preservation Office for review. During the approval process there were opportunities to bring new information about the project to light before the siting decision was made last June.

The site certificate process is a public process with multiple public notices and opportunities for comment. Starting in July 2005, we provided public notice of the "Notice of Intent" for the Biglow Canyon Wind Farm as well as sending notice directly to the Oregon Parks and Recreation Department (OPRD) and the Oregon State Historic Preservation Office (SHPO). When the application was received in October 2005, a second notice and request for comments was sent to OPRD and SHPO. The application



April 18, 2007

Page 2

contained a cultural resource survey of the project area. According to the survey report, no intact segments of the Oregon Trail had been found within the project area.

In a letter dated February 2, 2006, SHPO reported an inquiry from Mr. Hazelett regarding the Oregon Trail. SHPO investigated further and reported to us that there was no above-ground evidence of the trail or any associated cultural objects. SHPO noted further that "due to the lack of visible remains of the Oregon Trail, it is difficult to envision an adverse impact to it."

In March 2006, notice of the filing of the application was sent to ORPD and SHPO, and public notice was given, with a further request for comments. Finally, in May 2006, we issued public notice of the Proposed Order, which was sent to both OPRD and SHPO. Further opportunity to comment was provided in a public hearing held on May 31, 2006. The Council decision was made at a public meeting, with opportunity for public comment at the meeting, on June 30, 2006.

Even though no evidence of intact segments of the Oregon Trail exists in the areas surveyed, the site certificate requires further on-site survey for cultural resources if there will be any ground disturbance associated with wind facility construction in areas not previously surveyed. In addition, the site certificate requires a halt to ground disturbance and notification to SHPO if any cultural resources are discovered during construction. The site certificate requires avoiding disturbance to any intact segments of the Oregon Trail discovered during construction.

The Council will take action on the proposed site certificate amendment at a public meeting to be held on May 10 and 11 at the Port of Morrow. Further details about that meeting will be posted on our website, when the final arrangements have been made:  
<http://www.oregon.gov/ENERGY/SITING/announce.shtml>.

Thank you for your comments. We appreciate your interest in this matter.

Sincerely,



John Q. White  
Senior Analyst

encl.

cc: Rick Tetzloff  
David Welch  
Susan White



# 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

2/26/2007

Bonneville Power Administration  
P.O. Box 3621  
Portland, OR 97208-3621

## **RE: Oregon Trail and Windfarms**

The Oregon National Historic Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

**The Oregon Historic Trails Advisory Council requests that we be listed as a party of interest in all proposed windfarm applications in the counties that have traces of the Oregon Trail: Malheur, Baker, Union, Umatilla, Morrow, Gilliam, Sherman, Wasco and Clackamas Counties.**

By being included at the beginning of the process OHTAC and the State Historic Preservation Office (SHPO) would be able to help identify trail sites, connect the applicant(s) with knowledgeable persons or agencies, and offer mitigation options before any final plans were drawn.

Thank you for your help in this matter,

*copy*  
Keith F. May  
OHTAC, Chair  
c/o 5 NE Despain Avenue  
Pendleton, OR 97801

cc  
State Historic Preservation Office  
725 Summer Street NE Suite C  
Salem, OR 97301-1266

Senator David Nelson  
900 Court Street NE  
Suite S-206  
Salem, OR 97301-4069



# 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](http://www.hcd.state.or.us)

10/2/2007

Madison Farms  
Desert Power LLC  
29299 Madison Road  
Echo, OR 97826

**RE: USDA Rural Development Grant**

Dear Mr. Kent Madison,

Congratulations on the grant that Desert Power LLC will be getting from the USDA !

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

It is our understanding that your property where this wind power project may be sited *may* have portions of the Oregon Trail located on or nearby.

The Oregon Historic Trails Advisory Council requests that as this project moves forward, we be consulted as to the proximity of the project to the actual Oregon Trail. We would be available for consultation. Also, another party which may be of assistance is the Oregon/California Trails Association's Trail Preservation Officer, Dave Welch; NW OCTA President Roger Blair of Pendleton; and NW OCTA member, Stafford Hazelet.

**OHTAC strongly encourages that any potential impact to an historic trail should be determined before any development occurs.**

Sincerely,

*Copy*

Keith F. May  
OHTAC, Chair

cc  
Mark Simmons USDA  
Roger Roper SHPO





**United States Department of Agriculture  
Rural Development**  
Business & Cooperative Programs, Oregon Pendleton Area Office

October 12, 2007

Mr. Keith F. May, Chair  
Oregon Historic Trails Advisory Council  
725 Summer Street, NE, Suite C  
Salem, OR 97301-1271

RE: Desert Power LLC Small Wind Farm Project

Dear Mr. May:

USDA Rural Development acknowledges receipt of your October 2, 2007 missive to Mr. Kent Madison, Desert Power, LLC in regards to his two 900 kw wind turbines being located in the proximity of the Oregon Trail. USDA has gone through a very extensive environmental review process in which the Oregon Parks and Recreation Department, State Historic Preservation Office was consulted.

Attached please find site maps that show the turbine locations of the two potential sites. If you have comments or recommendations, please contact me at (541) 278-8049 ext. 129.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donald C. Hollis".

DONALD C. HOLLIS  
Rural Business-Cooperative Specialist

Enclosures

cc: Jeff Deiss, Director, Business-Cooperative Programs, Portland, OR  
Kent Madison, Desert Power, LLC, Echo, OR

47

1229 Southeast 3<sup>rd</sup> Street, Suite A Pendleton, OR 97801  
Phone: (541) 278-8049 ext. 129 • Fax: (541) 278-8048 • TDD: (603) 414-3387 • Web: <http://www.rurdev.usda.gov/or>

Committed to the future of rural communities.

"USDA is an equal opportunity provider, employer and lender."  
To file a complaint of discrimination write USDA, Director, Office of Civil Rights, Room 326-W, Whitten Building, 14<sup>th</sup> and Independence Avenue, SW, Washington, DC 20250-9410 or call (800) 759-3272 (voice) or (202) 720-6382 (TDD).



# 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](http://www.hcd.state.or.us)

11/15/2007

Donald C. Hollis  
Rural Business-Cooperative Specialist  
1229 SE 3<sup>rd</sup> Street, Suite A  
Pendleton, OR 97801

**RE:** Desert Power LLC Small Wind Farm

Dear Mr. Hollis,

Thank you for the information that you provided to OHTAC regarding the Desert Power, LLC wind project. We do understand that Oregon Parks and Recreation Department, State Historic Preservation Office was consulted. Unfortunately, SHPO did not consult or notify Oregon Historic Trails Advisory Council of this project. OHTAC is charged by the Governor of Oregon to advise public and private entities about the historic trails. The first OHTAC heard of this project was in an article that appeared in the East Oregonian. Obviously, communications from SHPO to OHTAC was sorely lacking.

Your letter dated October 12 indicated that if OHTAC had comments or recommendations to contact you personally. At this point we have no comment or recommendation since it appears from your maps that the Oregon Trail, though close by, is not in the immediate vicinity of the proposed generators. So, having no comment or recommendation, we made no further contact. We do ask though, that if in the future there is more development of wind farms in this region, please contact OHTAC directly through the SHPO or at my personal address below.

Thank you for your time and assistance in this matter and my apologies for the confusion.

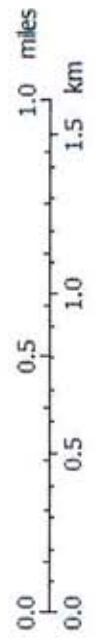
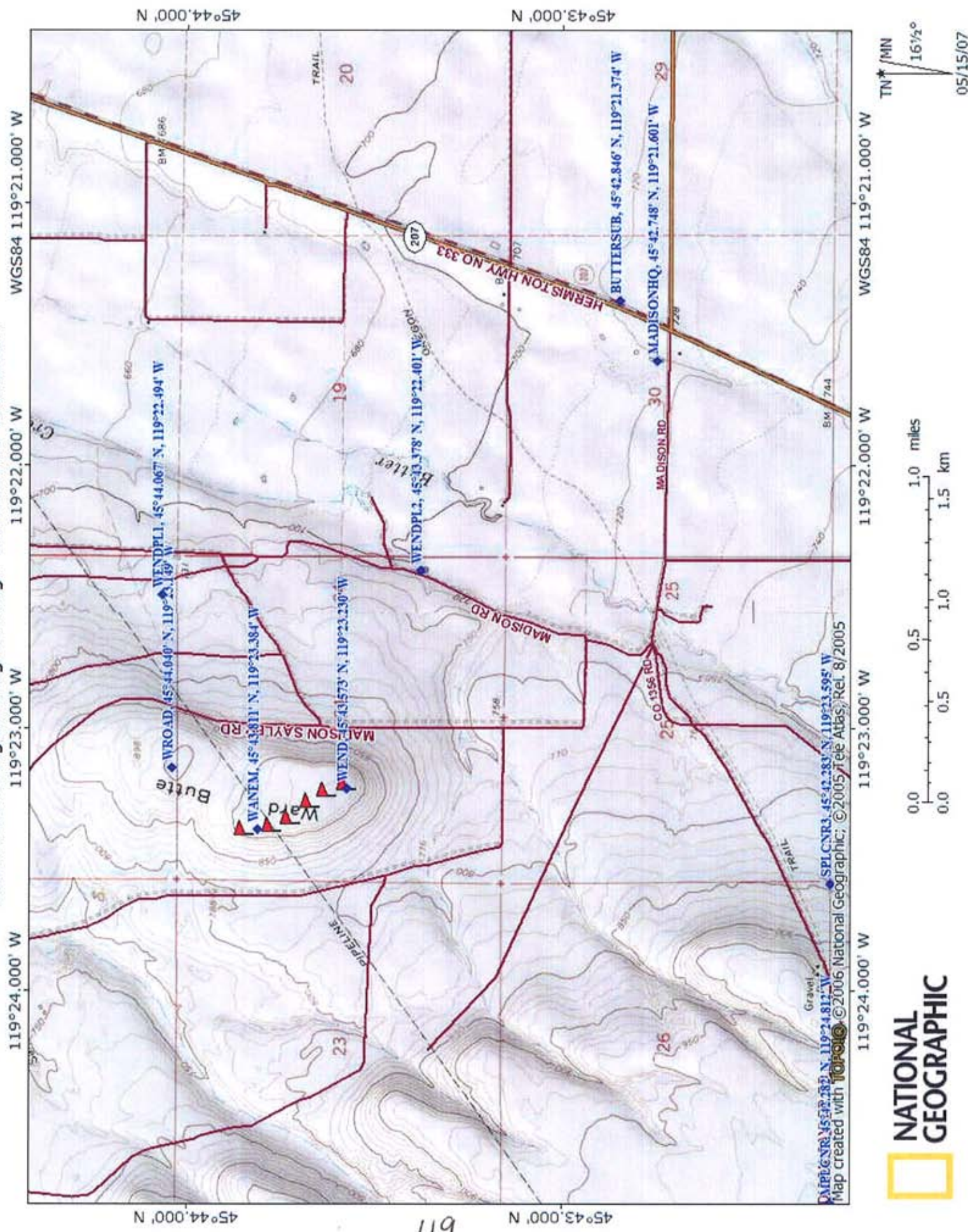
Sincerely,

Keith F. May  
OHTAC, Chair  
c/o 5 NE Despain Avenue  
Pendleton, OR 97801

cc

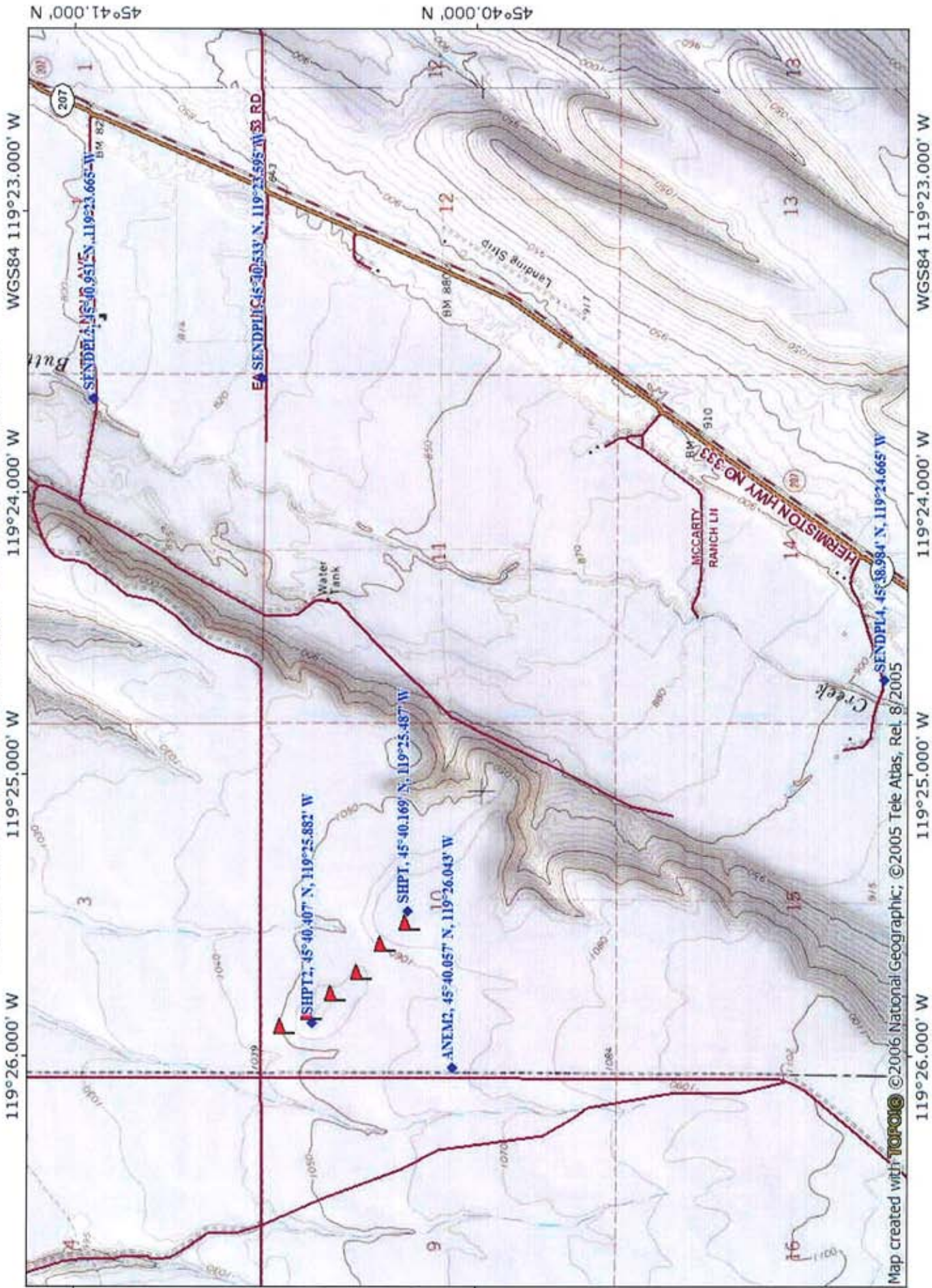
Kent Madison, Desert Power, LLC, Echo, OR  
Roger Roper SHPO

48



TN ↑ /MN  
16 1/2°  
05/15/07

49



TN ↑ MN  
16½°  
05/15/07

50

From: 'drighsighed@uci.net' <drighsighed@uci.net>

To: adam.bless@state.or.us

Cc: Ross.Curtis@state.or.us

Subject: Golden Hills Wind Energy Farm

Sent: Mon May 28 8:3

Priority: Norm

To Adam Bless ODOE

From

Keith May Chair

Oregon historic Trails Advisory Council.

RE: Golden Hills Wind Farm

Oregon Historic Trails Advisory council is Oregon's OFFICIAL liaison concerning historic trails in Oregon. It appears that the Golden Hills wind Farm MAY impact the National Historic Oregon Trail corridor.

We would like to request that DOE provide to OHTAC a detail of the exact sections in each of the three townships that this project will take place. Also, please consider us a party of interest and include us in all mailings and notices. OHTAC can be notified through the State Historic Preservation Office in Salem.

Thank you

Keith May

5 NE Despain Avenue

Pendleton, OR 97801

541-276-8206

From: 'drighsighed@uci.net' <drighsighed@uci.net> - Golden Hills Wind Energy Farm



# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
Oregon Historic Trails Advisory Council  
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3/4/07

**RE: HOUSE BILL 823 The Oregon Trail Protection Act**

Dear Governor Kulongoski,

I am writing to let you know of Oregon Historic Trails Advisory Council's support of Senate Bill 823, the Oregon Trail Protection Act, sponsored by Senator Brad Avakian and Representative Suzanne Bonamici.

As your appointed council to oversee the 16 historic trails in Oregon, we have been frustrated with our attempts to mitigate damage to the Oregon Trail. Sometimes, very small adjustments can make a huge impact on preserving the trail. Yet, if we can't help make those adjustments "up-front" in the process, it often is skipped due to the costs.

The bill defines the Oregon Trail corridor and the official summary of the bill states: "Authorizes State Historic Preservation Officer to restrict or condition development along route of the Oregon Trail and requires that a public body that receives application for development to submit application to officer for review." We believe that this would also include input from your council – OHTAC.

Yours truly,

*copy*  
Keith F. May  
OHTAC Chair  
c/o 5 NE Despain Avenue  
Pendleton, OR 97801



# Oregon

Theodore R. Kulongoski, Governor

## Parks and Recreation Department

Oregon Historic Trails Advisory Council

725 Summer St. NE, Suite C

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www.hcd.state.or.us

Road Master/Public Works Supt.  
Mark Coles  
PO Box 365  
Moro, OR 97036

10/23/2007

Dear Mr. Coles,

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

On September 22 OHTAC members along with Gordon Hildenbrand and others visited Oregon Trail sites in Wasco and Sherman Counties. As always, we note the condition of signage in the area. Here is what we found on that day:

- A) Oregon Trail Tour Route signage in and through the town of Wasco are in good condition.
- B) **The Oregon Trail Tour Route sign is missing at the intersection of Hildenbrand & Klondike Road leading to confusion for those not familiar with the area. (ODOT sign style No. 017-1 and 017-4A and 017-5)**
- C) Tour Route signs at Webfoot are in good condition
- D) There is a need for information and signage at the basalt column at the top of the grade to John Day River.
- E) The BLM Interpretive site at McDonald's Ford is full of weeds, signs are in need of cleaning, brochure boxes were empty and birds are able to roost above bench seat causing a health and sanitation issue/
- F) **The 1959 Oregon Centennial Oregon Trail marker near the top of the grade to McDonald's Ford needs to be removed and stored before it is damaged further. A new/replica marker should be placed at the same location in preparation for the Oregon 150<sup>th</sup> celebration.**
- G) **The Oregon Trail signage at Emigrant Springs is faded and needs replacement. (Sign style NO 017-1 and 017-4A)**
- H) **On Medler Lane the 1959 Oregon Trail sign is shot-up and needs to be removed, placed in storage and replaced with a replica marker.**
- I) The Oregon Trail kiosk at the Deschutes River is in good shape. It could use re-staining and power washing.
- J) The Beaverboard interpretive sign on Highway 30 at the Deschutes River is in good condition.

We believe items "B, F, G, and H" may fall under your jurisdiction. If not, could you please forward this to the appropriate department?

As Oregon prepares for the 150<sup>th</sup> celebration of statehood, we feel it is important that all signs be current and in good repair to serve the traveling public and tourists. Thank you for your help in this matter.

Keith F. May  
*copy*  
2007 OHTAC Chairman



# Oregon

Theodore R. Kulongoski, Governor

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

ODOT District Manager Sign Foreman  
Sam Wilkins  
3313 Bret Clodfelter Way  
The Dalles, OR 97058

10/23/2007

Dear Mr. Wilkins,

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

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- C) Tour Route signs at Webfoot are in good condition
- D) There is a need for information and signage at the basalt column at the top of the grade to John Day River.
- E) The BLM Interpretive site at McDonald's Ford is full of weeds, signs are in need of cleaning, brochure boxes were empty and birds are able to roost above bench seat causing a health and sanitation issue/
- F) The 1959 Oregon Centennial Oregon Trail marker near the top of the grade to McDonald's Ford needs to be removed and stored before it is damaged further. A new/replica marker should be placed at the same location in preparation for the Oregon 150<sup>th</sup> celebration.
- G) The Oregon Trail signage at Emigrant Springs is faded and needs replacement. (Sign style NO 017-1 and 017-4A)**
- H) On Medler Lane the 1959 Oregon Trail sign is shot-up and needs to be removed, placed in storage and replaced with a replica marker.
- I) The Oregon Trail kiosk at the Deschutes River is in good shape. It could use re-staining and power washing.**
- J) The Beaverboard interpretive sign on Highway 30 at the Deschutes River is in good condition.

We believe items "B, G and I" fall under your jurisdiction. If not, could you please forward this to the appropriate department?

As Oregon prepares for the 150<sup>th</sup> celebration of statehood, we feel it is important that all signs be current and in good repair to serve the traveling public and tourists. Thank you for your help in this matter.

Keith F. May  
*copy*  
2007 OHTAC Chairman





# Oregon

Theodore R. Kulongoski, Governor

## Parks and Recreation Department

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www.hcd.state.or.us

BLM Sign Manager  
Prineville Office  
3050 NE 3<sup>rd</sup> Street  
Prineville, OR 97754

10/23/2007

Dear Sign Manager,

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

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- E) **The BLM Interpretive site at McDonald's Ford is full of weeds, signs are in need of cleaning, brochure boxes were empty and birds are able to roost above bench seat causing a health and sanitation issue.**
- F) The 1959 Oregon Centennial Oregon Trail marker near the top of the grade to McDonald's Ford needs to be removed and stored before it is damaged further. A new/replica marker should be placed at the same location in preparation for the Oregon 150<sup>th</sup> celebration.
- G) The Oregon Trail signage at Emigrant Springs is faded and needs replacement. (Sign style NO 017-1 and 017-4A)
- H) On Medler Lane the 1959 Oregon Trail sign is shot-up and needs to be removed, placed in storage and replaced with a replica marker.

As Oregon prepares for the 150<sup>th</sup> celebration of statehood, we feel it is important that all signs be current and in good repair to serve the traveling public and tourists. We have sent letters to ODOT and Sherman County Road Master about the signs in their jurisdiction. We believe that BLM is responsible for item E above. Could you please forward this to the appropriate department/person that can take care of this issue?

Thanks for your help in this matter,  
Keith F. May

  
2007 OHTAC Chairman

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# 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

Sherman County Historical Society  
PO Box 173  
Moro, OR 97036

10/23/2007

Dear Society,

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

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- H) On Medler Lane the 1959 Oregon Trail sign is shot-up and needs to be removed, placed in storage and replaced with a replica marker.

As Oregon prepares for the 150<sup>th</sup> celebration of statehood, we feel it is important that all signs be current and in good repair to serve the traveling public and tourists. We have sent letters to ODOT and Sherman County Road Master about the signs in their jurisdiction. The old 1959 Centennial signs are now historic artifacts in their own right and need to be preserved – perhaps at your museum – and replicas installed at the same sites.

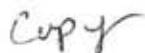
OHTAC also makes the following recommendations:

Sherman County Historical Society is encouraged to pursue Oregon Community Foundation grants for signage at Oregon Trail Sites (see D and G above) and other historic sites. Also, they are encouraged to pursue some signage in the area on Klondike Road which tells the

Oregon Trail and Wind Power story at a pull off area – perhaps at the wind farm office area. This signage cost may be provided in part by OCF grants and funds from PPM Klondike II. We believe tourists would be very interested in the combined story of the Oregon Trail and Barlow Cut-Off through Sherman County and details about how a wind farm works. Also, signage at Reyburn Cemetery and the Oregon Trail Apple Tree may be appropriate sometime in the future.

Thank you for your work providing tourists with so many great opportunities in Sherman County.

Keith F. May



2007 OHTAC Chairman



# Oregon

Mr. David Schlecht  
Governor K. Culongoski, Governor  
Mr. Barry Schlecht  
99990 McDonald Ferry Rd.  
Wasco, Or. 97065

**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

Gentlemen,

The value of some things in this world, are impossible to measure. The Oregon Trail is one of those things. More than anything, it 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 protect what is left of their physical legacy.

Oregon Historical Trail Advisory Council (OHTAC) is charged 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. We encourage all parties to keep in mind the importance of their stewardship to this heritage. OHTAC visits different trail sites around the state each year.

On Saturday (9/23/07), OHTAC visited the Klondike region and the area above Mc Donald's Crossing. Of the areas we crossed, the bluff above the John Day River was the most impressive of all. The ruts were clearly visible and distinct in many places, and we were left with the impression that little had changed in this area since the pioneers had come through. The overwhelming feeling was one of gratitude that you, the landowners, and the previous owners, have been aware of the treasure that you have held in your possession and have consciously protected it. There are few places like this where the trail ruts are so pristine.

Each year the Oregon Heritage Commission awards individuals and organizations for their efforts on behalf of Oregon heritage with Oregon Heritage Excellence Awards which recognize these efforts. We are proud to nominate you for one of these awards. Thank you for allowing us to view this wonderful site. What a great legacy for all of us!

Sincerely, The OHTAC Council:

Keith May, Chair

John Chess, Vice Chair

Sam Woolsey, letter author

Connie Colton

Dick Spray

John Hays

Wendell Baskins

Glenn Harrison

Leta Niederheiser

Pendleton

Pendleton

The Dalles

Baker City

Bend

Sisters

Oregon City

Albany

Grants Pass

copy



# 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](http://www.hcd.state.or.us)

October 2, 2007

Gordon Hilderbrand  
Hilderbrand Lane  
Wasco, OR 97065

Dear Gordon Hilderbrand,

Oregon Historic Trails Advisory Council (OHTAC) consists of nine governor appointed citizens to help preserve, protect and interpret the 16 designated historic trails in Oregon. It was our extreme pleasure to visit your land in Sherman County on September 22. You were very helpful in making our field trip both a memorable and meaningful experience.

We know that the Oregon Trail has a friend in you. You mentioned the author that visited your property several years ago. We are pleased to send to you a copy of his book *With Man and Beast on the Oregon Trail – the original 1853 diary of John Fothergill* by Rex Morgan. We hope that this small token of appreciation will in some way convey our gratitude for your help preparing for and during our visit.

We have forwarded information about the *Oregon Trail Apple Tree* to Jim Renner and he will be contacting you shortly about the Oregon Heritage Tree Program. Also, we have sent letters to Oregon Department of Transportation noting which Oregon Trail Auto Tour Route signs are missing, in disrepair or otherwise in need attention. Finally, Oregon California Trails Association (OCTA) has been notified of the need for some sort of interpretive panel in the area of Emigrant Springs.

If you think of anything else that you would like to see done in your neighborhood, please feel free to let us know.

Thank you again for all of your help.

Sincerely,  
OHTAC Members

Keith F. May Chair	Pendleton
Sam Woolsey	The Dalles
Glenn Harrison	Albany
Wendell Baskins	Oregon City
Richard Spray	Bend

John Chess Vice Chair	Pendleton
John Hayes	Sisters
Leta Neiderheiser	Grants Pass
Connie Colton	Baker City



1-2-34

1-2-34

**From:** "Jim Tanner" <jim@oregonc.com>

**To:** "May Keller" <mright@david.net>

**Priority:** Normal

**Subject:** Historic tree at China Hollow?

**Date:** Mon Sep 24 15:33

Hi Keith, Glenn sent me a photo and a heads up that you will be contacting me about a potential Heritage Tree. That's great! If it would be easier to call and talk, please call me at work using the toll free number 800-574-9397.

If you have the contact info for Gordon Hildebrand's son (who I understand owns the property now) I will call or write him about submitting a nomination to the Oregon Heritage Tree program.

Jim

Oregon Travel Information Council  
Phone: 503-373-0870  
Fax: 503-378-6282



# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
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Oregon Historic Trails Advisory Council  
March 12, 2007

City of La Grande  
P.O. Box 670  
La Grande, OR 97850

**RE: Possible Oregon Trail Sites within city development**

Dear Mayor, City Council and City Manager,

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee all Historic Trails in Oregon.

It is our understanding that there may be visual evidence the Oregon Trail located within the boundaries of the City of La Grande. Proceeding from Birnie Park up B Avenue and continuing to the summit was the main route of the Oregon Trail. It is our understanding that some of the hillside may soon come under development.

The Oregon Historic Trails Advisory Council formally requests that we be listed as a party of interest when and if this land does become developed. Further, OHTAC requests that any *verified* trail portions be preserved or conserved. On June 9, the Oregon California Trails Association (OCTA) will be conducting a guided hike with permission of the landowners from Birnie Park to Hilgard State Park in an effort to assess the status of any trail remnants in the area. Please feel free to contact OCTA for more information about this event.

**OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site. And further, that the potential threat to an historic trail should be determined before any development occurs.**

Sincerely,

Keith F. May  
OHTAC, Chair  
5 NE Despain Ave.  
Pendleton, OR 97801

OCTA Contact:  
Roger Blair OCTA NW President  
524 NW 3rd  
Pendleton, OR 97801

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# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
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2/23/2007

City of Pendleton  
500 SW Dorion Avenue  
Pendleton, OR 97801

**RE: Barnhart Road/Airport Road Connector Road**

To: Mayor Houk, City Council and Public Works Director of Pendleton, Oregon and other concerned parties,

On February 23, 2007, the Oregon Historic Trails Advisory Council held their annual business meeting with representatives of the State Historic Preservation Office and Oregon California Trails Association at Salem, Oregon. The Barnhart Road extension was on the agenda at the meeting and after discussion this motion passed unanimously:

**That mitigation for the crossing by the new Barnhart Road extension of the Historic Oregon Trail (as designated by ORS 358.057) that traverses Rieth Ridge be in the form of a small pull-off area with signage. Further, that interpretive signage will be provided by Oregon California Trails Association and that the exact site of the pull-off will be left to the discretion of the road engineers to be determined by topography, proximity to the Oregon Trail route and safety concerns.**

Glenn Harrison of OCTA responded affirmatively that his group would be willing to place an interpretive sign at the site. If OCTA should fail to complete this in a timely manner, OHTAC has a range of options available to see this to completion. In addition, SHPO suggested that ODOT should have funds available to help with this small mitigation project - though specific information about that was not forthcoming to our group.

OHTAC wishes to thank the City of Pendleton and Anderson Perry & Associates, Inc. for their efforts in preserving and interpreting Oregon heritage for the generations to come. Keith May will continue to assist in any way possible to see this project to completion.

Sincerely,

*copy*

Keith F. May OHTAC Chair  
5 NE Despain Avenue  
Pendleton, OR 97801

Cc  
Anderson Perry & Associates, Inc.  
PO Box 1107  
La Grande, OR 97850





# 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

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www.hcd.state.or.us

November 13, 2007

Shelly Schmidt, Environmental Specialist  
Anderson-Perry & Associates, Inc.  
1901 N. Fir Street  
La Grande, Oregon 97850

**RE: Barnhart Road - Airport Road Connector Project**  
**Umatilla County**  
**ODOT Key No. 14554** Comments on the Environmental Assessment:

Dear Shelly Schmidt,

Thank you for the CD that was sent to use regarding the Barnhart Road Project. We understand that no pull-outs will be constructed on this project, but that signage will be allowed for the marking of the Oregon Trail at two locations.

While disappointed that there will not (at this time) be a pull-out, we are grateful that the City of Pendleton will allow a sign to be placed at or near each of the crossings of the historic Oregon Trail. (For a total of two signs) And, further, we understand that the City of Pendleton will install these signs.

These signs will conform to Oregon California Trails Association standards and interpret the Oregon Trail in this region. They will be very similar to the sign that was recently dedicated at Cecil, Oregon on Highway 74. Text for the signs is being developed and it is anticipated that the signs will be completed prior to the completion of the Barnhart connector road. Funding for the signs will come from OCTA, Oregon Historic Trails Advisory Council (OHTAC) and private interested parties.

We do have a few questions:

- 1) When (by what date) would the City of Pendleton like to receive the signs?
- 2) To whom do we give the signs?
- 3) How can we insure that the signs are placed prior to the "grand opening" of the road?
- 4) Finally, are there any thing else we (OHTAC) need to do to make sure this project is completed?

Thanks, *Copy*

Keith F. May OHTAC Chair  
5 NE Despain Avenue  
Pendleton, OR 97801

Cc  
Larry Lehman, City Mgr. Pendleton  
500 SW Dorion Ave.  
Pendleton, OR 97801

*As per Bob Paterson  
just route  
signs - no  
interpret  
panels  
12/10/07*



project area, no artifacts or other physical evidence of these features or any other archeological resources could be discerned during the cultural survey conducted in January 2007 (Cultural Resources Survey of the Proposed Airport Road-Barnhart Road Connector, 2007). Figure 3-1 shows the mapped locations of the features. Correspondence with the local landowner revealed that the route of the Oregon Trail is only visible as undulations in the height of mature wheat when it is mature during the months of June and July. This visual cue is only evident every other year, because the landowner alternates planting wheat and leaving the field fallow in succeeding years. The entire route of the Oregon Trail has been designated a National Historic Trail (NPS, 1998) and certain preserved segments have been placed on the NRHP. The section of the Oregon Trail that lies within the project area is not listed on the NRHP.

### 3.2.2 Environmental Impact

**Proposed Action.** The proposed action alternative will not impact any known archaeological resources. If any previously undiscovered archaeological resources are found during construction, work will stop and appropriate state and tribal staff will be contacted for further investigation.

The action alternative will affect a small portion of the Oregon Trail at the two places where the roadway crosses the trail, a total area of approximately 0.04 acre. The road construction will disturb the soil by grading, excavating or filling, and paving. This area has been plowed and farmed for many years and will continue to be used in that manner, and any artifacts have likely been removed as part of that use. The proposed project is not expected to have any effect on associated artifacts. As mentioned above, this section of the Oregon Trail is not listed on the NRHP (Cultural Resources Survey of the Proposed Airport Road-Barnhart Road Connector, 2007).

After applying the NRHP criteria (36 CFR Part 63) to the known historic resources, on June 20, 2007, ODOT, on behalf of FHWA, issued a finding of "No Historic Properties Affected" (per 36 CFR Part 800.4). The SHPO concurred with that finding on July 11, 2007 (see Appendix C).

**No Action Alternative.** The No Action alternative would not effect any historic or archaeological resources in the proposed project area.

### 3.2.3 Enhancement

At the request of the OHTAC, two interpretive roadside signs will be placed along the new roadway in the approximate locations of the crossings. The City of Pendleton, in coordination with OHTAC, will install the signs in the appropriate locations. The 12-inch by 18-inch interpretive signs will be funded by OHTAC and installed by the City of Pendleton. Pullouts will not be built at the sign locations.



# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**  
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(503) 986-0681  
FAX (503) 986-0793  
www.hcd.state.or.us

2/26/2007

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

From:  
Keith F. May Chair  
Oregon Historic Trails Advisory Council  
c/o 5 NE Despain Avenue  
Pendleton, OR 97801  
541-276-8206  
drighsighed@ucinet.com

## RESPONSE FORM: Shepherds Flat Wind Farm

1. The Oregon National Historic Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council 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.

2. a. OHTAC would like to review an overlay map of the proposed access roads and tower placement showing the visible trail ruts and conjectural trail route for comparison to determine if any other mitigation may be required and to insure that there are no other remaining visible ruts within the project area.

b. OHTAC is very pleased with the mitigation offered in Exhibit S, Page 4:  
"...The Applicant proposes to build a low rustic fence around part of the identified area of visible Oregon Trail wagon ruts. ...An informational posting for the Trail is also proposed. The Oregon Historic Trails Advisory Council of the Parks and Recreation Department will be consulted on the location and design of both the fence and posting."

c. OHTAC further suggests that a series of photographic evidence be taken and filed with SHPO to provide visual documentation of the view shed prior to any construction.

3. None.

4. None.

OHTAC looks forward to seeing this project and proposed mitigation completed. If we can be of any further assistance as this project unfolds, be sure to contact us.

Sincerely,

*copy*

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### **RAI#3, S4: HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES**

*Please provide the results of surveys of the Oregon Trail as it crosses the facility site, together with a discussion of the potential impacts of construction, operation and retirement of the proposed facility on any identified resources and a plan for protection of those resources as required by OAR 345-021-0010(1)(s).*

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#### **OREGON TRAIL**

Applicant commissioned a study of the Oregon Trail, including research and a field reconnaissance, to determine whether the proposed Shepherds Flat Wind Farm (SFWF) might impact the Oregon Trail. The study, in its entirety, may be found at Attachment S-2.

Page 8 of the study provides specific recommendations for protecting the Oregon Trail. Applicant has considered these recommendations and proposes that:

- No project facilities, access roads, or work areas be sited on the identified rutted remnants of the Oregon Trail;
- No project facilities, access roads, or work areas be sited on undeveloped portions of the trail alignment where it is marked by Oregon-California Trail Association markers;
- The transmission line in the Fourmile Canyon section of the project be located to the northeast side of Fourmile Canyon road; and
- During the design phase of the Fourmile Canyon transmission line, Applicant will prepare alternative configurations (one underground, the other overhead) in the immediate vicinity of the BLM Four Mile Historic Site interpretive center. Underground line placement may or may not be feasible depending on geological features. Underground line placement may be more disruptive to important vegetation and habitat than overhead construction. Underground line placement will certainly be more costly. For these reasons, Applicant proposes to review its alternative configurations with the Oregon Department of Energy, and mitigate for any adverse impacts as appropriate.

Applicant notes that the general area of the Willow Creek Campground site is commemorated by a newly-installed marker on Highway 74. Applicant expects that several SFWF turbines will be visible from this commemorative marker. Applicant also notes that Willow Creek Winds, a project to the immediate north of the SFWF facility and also opposite the Willow Creek Campground site, has been permitted by Morrow County and is scheduled for construction in 2008.

Because the nature of any indirect visual impact is not yet known, and because any impact may be shared by facilities both within and without the Council's jurisdiction, Applicant proposes that:

- Applicant will work with other wind facility developers, in consultation with the Oregon-California Trails Association, Oregon Historic Trails Advisory Council, and other

affected parties to find some suitable and mutual accommodation for mitigation of any indirect visual impact on the general area of the Willow Creek Campground.

**RAI#3, S5: HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES**

*Please provide the results of surveys of the areas that would be affected by the proposed facility layout and that are described as having high-to-moderate potential for archaeological resources in Attachment S of the application. Describe the potential impacts of construction, operation and retirement of the proposed facility on any identified resources and a plan for protection of those resources as required by OAR 345-021-0010(1)(s).*

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**ARCHAEOLOGICAL RESOURCES**

Please see Applicant's response to RAI#3, S1. Areas described as having high-to-moderate potential for archaeological resources have been included in the survey described in that response.

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# Oregon

Theodore R. Kulongoski, Governor

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Oregon Historic Trails Advisory Council  
March 12, 2007

## **CMA Headquarters**

Agency Communications Office  
AMSCM-SSP  
5183 Blackhawk Road  
APG-EA, MD 21010-5424

## **RE: Possible Oregon Trail Sites located on the Umatilla Chemical Depot**

To: Commander, Umatilla Chemical Depot, Hermiston, Oregon

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee all Historic Trails in Oregon.

It is our understanding that there may be visual evidence of an alternative route of the Oregon Trail located within the boundaries of the Depot. This alternate route was used primarily in the 1840's to 1860's to access "Grande Ronde Landing" and the Columbia River (currently Irrigon, Oregon) from the Echo, Oregon region. Trail ruts exist in Irrigon that have been marked and interpreted as part of this alternate route of the main branch of the Oregon Trail.

The Oregon Historic Trails Advisory Council formally requests that we be listed as a party of interest as the depot undergoes changes in the near future. Further, OHTAC requests that any *verified* trail portions be preserved or conserved. To verify if such Oregon Trail ruts do indeed exist requires a physical assessment of the site(s) in question. Jeff Pardue of Hermiston has collected a set of maps and photo documentation to support this claim. Some other resources to verify such ruts or sites on the property in question may include the Oregon/California Trails Association's National Trail Preservation Officer, Dave Welch. Also, of assistance would be OCTA's mapping coordinator, Stafford Hazelet.

**OHTAC strongly encourages all parties concerned to work cooperatively to conserve, preserve and appropriately interpret this possible site. And further, that the potential threat to an historic trail should be determined before any development occurs.**

Sincerely,

Keith F. May  
OHTAC, Chair  
5 NE Despain Ave.  
Pendleton, OR 97801

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Jeff Pardue  
690 NE 6<sup>th</sup> St.  
Hermiston, OR. 97838  
afge@eotnet.net

April 7, 2007

Keith F. May  
OHTAC, Chair  
5 NE Despain Ave.  
Pendleton, OR 97801

Dear Keith:

The Umatilla Chemical Depot has lifted restrictions that have prevented tours of the trail portions located on the depot.

I met recently with our cultural resources and environmental people to discuss arranging a tour of those sites for members of the Oregon Historic Trails Advisory Council, certain OCTA members with expertise in identifying, mapping and marking trail portions and other federal and state agencies with an interest in preserving the trail.

Our resource and environmental personnel have asked for a meeting with the Land Reuse Authority Board (LRA) and OHTAC members to discuss identifying the trail and how best to preserve the trail after the depot closes. The LRA was formed for the purpose of disposing of depot lands and preserving those sites that are of historical interest.

I told depot personnel that I would seek your advice first as how best to arrange and coordinate a tour and any follow-up meetings you feel would be necessary for any preservation actions if the sites are interpreted as genuine.

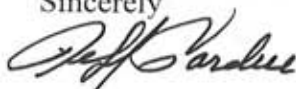
At this time I am looking at a summer time frame for coordinating a tour and any other actions you deem necessary.

Keith feel free to disseminate this letter to any parties of interest.

For further information regarding this matter I can be reached at (541) 289-6893.

Your help and assistance in this matter is greatly appreciated.

Sincerely



Jeff Pardue





# Oregon

Theodore R. Kulongoski, Governor

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11/15/07

Dear Wallowa Whitman Forest Supervisor,

Just this week I received notice of the management plan that may have some impact on public access to the Historic Oregon Trail.

The National Historic Oregon Trail is one of 16 Historic Trails listed in ORS 358.057 and the National Trails System Act: Public Law 90-543 to which the Oregon Historic Trails Advisory Council serves as an advisory body for activities and policies. OHTAC is nine citizen volunteers appointed by the governor to oversee all Historic Trails in Oregon.

Since there is a large portion of the Oregon Trail located within the boundaries of the Wallowa Whitman National Forest management plan area, we would like to go on record recommending that any road closures be mitigated by the occasional use of closed roads by those responsible for the maintenance of the Oregon Trail route markers that were placed in recent years.

In particular, those roads used to get to the Oregon Trail ruts NW of La Grande... from Road 3104 onto Road 420 then Road 435 then Road 430 to gain access to the Oregon Trail from the north. That route is designated to be closed. On the map an unidentified dotted line corresponds to the route of the Oregon Trail.)

As this management plan goes forth we would also ask that you consult with OHTAC and Oregon California Trails Association whenever there is any question about the route of the Oregon Trail and the impact of forest practices on this historic resource.

Thank you,

Keith F. May  
OHTAC, 2007 Chair  
5 NE Despain Ave.  
Pendleton, OR 97801

OCTA Contact:  
Roger Blair OCTA NW President  
524 NW 3rd  
Pendleton, OR 97801



# Oregon

Theodore R. Kulongoski, Governor

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March 4, 2007

McKenzie Ranger District  
57600 McKenzie Hwy  
McKenzie Bridge, OR 97413

**RE: Santiam Wagon Road**

To: McKenzie Ranger District:

The Santiam Wagon Road is one of 16 Historic Trails listed in ORS 358.057 to which the Oregon Historic Trails Advisory Council 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.

OHTAC held their annual business meeting on February 23, 2007 and established their field trip agenda for 2007. OHTAC will be traveling to see The Santiam Wagon Road in the McKenzie and Sisters Ranger Districts to gather information on June 15 with a business meeting to be held in Sisters on June 16th. Dick Spray of Bend is coordinating the outing for OHTAC and will be in contact with your office to set up a meeting schedule.

We would like to work with both the McKenzie and Sisters Ranger District and the National Forest Service to promote interpretation, marking, protection of the trail and make comments as a management plan is developed for the Wagon Road.

If you have any questions about our upcoming visit please contact Dick Spray, 995 NE Paula Drive, Bend, OR 97701 541-617-8809.

Sincerely

Keith F. May  
OHTAC Chair

cc  
Willamette National Forest Supervisor  
PO Box 10607  
Eugene, OR 97440



# Oregon

Theodore R. Kulongoski, Governor

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www.hcd.state.or.us

July 2, 2007

**TO:** Mary Allison  
McKenzie Ranger District  
57600 McKenzie Hwy  
McKenzie Bridge, OR 97413

**RE: Santiam Wagon Road Visitation & OHTAC Recommendations**

We want to thank you and the rest of the Forest Service team from both the Willamette and Deschutes National Forests for coming along with Oregon Historic Trails Advisory Council on the Santiam Wagon Road field visitation prepared by Richard Spray on June 15<sup>th</sup>.

On the following day, June 16, OHTAC held a public meeting in Bend and discussed the Santiam Wagon Road at length. As you know, the Santiam Wagon Road is one of 16 Historic Trails listed in ORS 358.057 to which the Oregon Historic Trails Advisory Council serves as the official liaison and advisory body for activities and policies.

We understand the difficulty everyone faces in dealing with the multiple uses of this resource area. It is imperative that **all parties get SERIOUS** about the Santiam Wagon Road – and see this as a vital cultural resource to **all** Oregonians. Once lost, it can not be replaced. As spokespeople for this Historic Trail we can not stress enough our concern about the urgency with which we would like to see protection of this route.

We therefore make the following recommendations:

**#1 Model for Santiam Wagon Road (SWR)**

**A.** The section of the SWR from the Eno Road to Fish Lake serves as the model for the best possible way to protect and preserve and interpret this important cultural resource. In this section we see that the preservation of “the best stuff” has occurred. We are grateful to those who had the foresight to block OHV’s from this section.

**B.** We encourage you to take similar action with the best remaining segment between Eno Road and the Big Lake Airstrip. We observed that while the Eno-Airstrip segment shows signs of heavy OHV use in places, the original track of the road and its braids have not yet been lost. It is imperative that OHV use be prohibited from this segment as soon as possible.

**C.** The Sweet Home HPMP also serves as a model for the SWR resource. We would encourage similar preservation efforts anywhere along the SWR to prevent further degradation of this resource. We suggest that the historic markers located in this section (and others) be

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replicated and installed while the originals are taken out and preserved appropriately. Richard Spray could assist in locating these artifacts.

## **#2 Signage**

The SWR must be better marked in all areas. Signage serves two purposes: to educate and to inform the public. For education purposes, Interpretive Panels should be placed at Big Lake, Eno Road and at the McKenzie River Trail Head. For information to visitors throughout the SWR area, some method of marker system needs to be developed and used to mark the SWR along the length of the route. Highway signage would be desirable on State Highways 20 and 126 indicating access to the SWR at the McKenzie River trailhead, Road 2676 (Eno) and at the Hoodoo/Big Lake road. Richard Spray of Bend could be the advisory person to consult about content of the Interpretive Panels.

## **#3 Forest Service Alternative #3**

**A.** We were shown Alternative #3 and found that this Alternative, rather than preserving the road, actually would encourage heavier use of the SWR. We strongly advise **against** such use and urge that other Alternatives be looked at whereby the SWR is not further endangered or degraded.

**B.** Furthermore, we recommend that the Forest make an effort to find a better place on the Willamette National Forest for OHV recreation at a lower elevation site more suitable for the OHV activity and for the physical and cultural resources. Ideally, the present land class allocation of Santiam Pass would be modified through a Forest Plan Amendment, but in the meantime, **strong** measures need to be taken to prevent further degradation to the resource, and - in some of the most damaged sections – measures taken to restore the Santiam Wagon Road.

## **#4 Another Alternative**

We recommend that you develop and select as preferred an Alternative that is even more directed toward protection and interpretation of the SWR as a resource, and which encourages compatible uses – such as hiking and equestrian, both of which appear to have been nearly eliminated from the area due to conflicts with OHVs.

Specifically, we recommend you offer an Alternative that closes the SWR to OHV use over its entire length, and limits motorized access to highway-legal vehicles only from the junction with FS Road # 880 east to the Forest boundary (with the exception of the short portion that accesses the Big Lake Youth Camp between Road #2690 and FS Road #815). Furthermore, we recommend that you create a non-motorized zone south of the SWR all the way to the Mt. Washington Wilderness boundary both east of FS Development Road #815 and west of FS Development Road #891. Our review of the maps showed this to exclude a small fraction of the planning area from OHV use, and yet we believe this will make enforcement of protections for the SWR much easier and therefore more successful. This will also reduce crossings with the SWR, and will have the added benefit both separating OHVs from the historic route of the road and protecting hikers, equestrians and mountain bikers from mixed traffic with OHVs. These traditional non-motorized uses would continue to be allowed on the SWR. This no OHV area would include the prescribed areas south of the road under a Section 110 mitigation.

We would further suggest that your heritage staff make their best effort to define the original course of the SWR between the Airstrip and Big Lake, and that a split-rail fence of the type mentioned in Alternative #3 be placed on both sides of the SWR through this area to both narrow and protect the road, and the adjacent damaged terrain encouraged to recover. Dispersed OHV camping along the SWR should also be moved completely away from the road.

#### **#5 Limitations near the Santiam Wagon Road**

We recommend that all OHV users in the SWR area (particularly the devastated Big Lake section) be banned from using paddle tires and that all trails in this sensitive ecosystem be monitored for possible closure during the driest part of the summer when fragile soils are most prone to erosion for closure due to weather conditions, mis-use of trails, danger to sensitive flora, fauna, geological sensitivity and cultural resources. We also recommend that you consider prohibiting the possession or use of alcohol in the Santiam Pass (consult the Oregon Dunes for consistent language). We recommend against a "Kiddie Play Area" adjacent to this section due to incompatible nature.

#### **#6 Cooperation and Continuity**

And finally, we encourage that the Willamette National Forest and the Deschutes National Forest continue to work in unison to develop a plan that is comprehensive in nature for the preservation of the SWR, bearing in mind that this is one wagon road corridor from the South Santiam River to Cache Creek Toll Station, and its cultural significance remains high over its **entire** length.

We thank you and the other attendants at the excursion for the valuable information and expertise that was provided to us. If we can help in any way as this management plan proceeds, please contact us.

Thank you,



Keith F. May Chair, Pendleton  
Oregon Historic Trails Advisory Council

#### OHTAC Members in attendance:

John Chess, Vice Chair, Pendleton  
Richard Spray, Bend  
Wendell Baskins, Oregon City  
Connie Colton, Baker City  
Sam Woolsey, The Dalles



# Oregon

Theodore R. Kulongoski, Governor

## Parks and Recreation Department

Oregon Historic Trails Advisory Council

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September 30, 2007

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

### **RE: Santiam Wagon Road Alternative**

At the Oregon Historic Trails Advisory Council (OHTAC) business meeting on September 23, 2007 council members unanimously endorsed the management alternative prepared by the Sand Mountain Society for the preservation and interpretation of the historic wagon road in the Santiam Pass area. It is our belief that any document you issue for the management of this area should include actions that will effectively protect the continuity and historic qualities of the Santiam Wagon Road. The Sand Mountain Society's alternative meets those criteria. It is well prepared by knowledgeable people who have lived within and observed the area for many years.

We reiterate from previous correspondence, the preservation, use and enjoyment of historic roads and trails are incompatible with OHV vehicles, primarily dirt bikes and quads. Dispersed camping in connection with such OHV use is also incompatible.

If we can assist in any way as this management plan proceeds please feel free to contact any of our members.

Thank you,

Keith F. May Chair, Pendleton  
Oregon Historic Trails Advisory Council

OHTAC Members in attendance:

John Chess, Vice Chair, Pendleton  
Richard Spray, Bend  
Wendell Baskins, Oregon City  
Sam Woolsey, The Dalles  
Glenn Harrison, Albany  
Leta Neiderheiser, Grants Pass  
John Hayes, Sisters

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# Oregon

Theodore R. Kulongoski, Governor

## Parks and Recreation Department

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February 26, 2007

Sisters Ranger District  
PO Box 249  
Sisters, OR 97759

**RE: Santiam Wagon Road**

To: Sisters Ranger District:

The Santiam Wagon Road is one of 16 Historic Trails listed in ORS 358.057 to which the Oregon Historic Trails Advisory Council 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.

OHTAC held their annual business meeting on February 23, 2007 and established their field trip agenda for 2007. OHTAC will be traveling to see The Santiam Wagon Road in the Sisters Ranger District to gather information on June 15 with a business meeting to be held in Sisters on June 16th. Dick Spray of Bend is coordinating the outing for OHTAC and will be in contact with your office to set up a meeting schedule.

We would like to work with the Sisters Ranger District and the National Forest Service to promote interpretation, marking, protection of the trail and make comments as a management plan is developed for the Wagon Road on the east side of the Cascades.

If you have any questions about our upcoming visit please contact Dick Spray, 995 NE Paula Drive, Bend, OR 97701 541-617-8809.

Sincerely

*Copy*

Keith F. May  
OHTAC Chair

cc

Deschutes National Forest Supervisor  
1645 Hwy 20 East  
Bend, OR 97701

Willamette National Forest Supervisor  
PO Box 10607  
Eugene, OR 97440

May 23, 2007

Paul Claeysens  
Bob Deane  
Deschutes National Forest  
1001 SW Emkay Drive  
Bend, OR 97702

Dear Friends,

The Oregon Historic Trails Advisory Council is a nine-member governor appointed group that oversees the 16 designated historic trails in the State of Oregon. Our June meeting this year will focus on the historic Santiam Wagon Road. We will be taking a "field trip" to see sections of the route for ourselves prior to making our recommendations to the Governor and other various parties.

We would be very pleased if you could join us for all or part of our activities.

OHTAC will be staying at the Best Western Motel in Bend and departing there early on the 14<sup>th</sup> to see various SWR sites. That evening we will return to Bend for a dinner out to debrief our observations. On Saturday, we will convene at 8:00 am for our business meeting at the motel meeting room.

Your contact person for particulars is both Dick Spray (OHTAC member) dickandbette@bendbroadband.com (541.617.8809) if you would like to meet us at the SWR sites instead of traveling all the way to Bend and to let him know if you can join us for the Friday evening debriefing session. For motel information and to confirm that you can attend the business meeting, your contact person is Ross Curtis (State Historic Preservation Office) Ross.Curtis@state.or.us (503.986.0579)

We would greatly appreciate your input on the management and plans for the Santiam Wagon Road.

I hope to see you in June,

Keith F. May OHTAC Chair  
5 NE Despain Avenue  
Pendleton, OR 97801  
541.276.8206  
drighsighed@uci.net





# Oregon

Theodore R. Kulongoski, Governor

## Parks and Recreation Department

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February 26, 2007

National Historic Oregon Trail Interpretive Center  
22267 Oregon Highway 86  
P.O. Box 987  
Baker City, Oregon 97814-0987

### RE: The Southern Route/Applegate Trail in Oregon

Dear Director,

The Oregon Historic Trails Advisory Council is a group of nine citizen volunteers appointed by the Governor to oversee 16 designated historic trails in the State of Oregon. Last September we sent a letter in regards to the map on the wall in the Leo Adler Auditorium at your center.

We are concerned about an apparent oversight on this map – **the Applegate Trail is missing**. It is one of four National Trails in Oregon and one of the 16 trails OHTAC oversees. As designated by Congress under the National Trails System Act, the Applegate Trail is a branch of the California National Historic Trail – which is shown on the center's map. (See the National Trails System Act: Public Law 90-543, State of Oregon: ORS 358.057.) Without including the Applegate Trail, the map detracts from the complete story of the Oregon Trail era and experience.

We have not had a response to our letter and are asking, once again, for your input on this matter. We held our annual business meeting in Salem on February 23 and this item remains unresolved. Our board has a member that lives in your area that you may wish to contact: Connie Colton, 541-523-2754. Or if you have questions you may respond directly to me.

Sincerely,

*COPY*

Keith F. May  
OHTAC Chair  
5 NE Despain Avenue  
Pendleton, OR 97801



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
National Historic Oregon Trail Interpretive Center  
P.O. Box 987  
Baker City, OR 97814



PHONE NUMBER TO

8014(OR038)

Oregon Historic Trails Advisory Council  
725 Summer St. NE, Suite C  
Salem, OR 97301-1271

## FILE COPY

Attn: Keith F. May, Chair


Dear Advisory Council:

Thank you for your letter of September 29, 2006 regarding suggestions for incorporating the history of the Applegate Trail into exhibits and programs at the National Historic Oregon Trail Interpretive Center in Baker City. As you correctly inferred, our main impediment to updating our exhibits is the cost and availability of funding for changing exhibit panels and large scale theater backdrops.

We have been including more information into programs, temporary exhibits, and printed materials about the various alternative and spur routes; both those officially recognized as National Trail designations, and those found in historical documentation and family oral traditions. Upgrading our permanent exhibits is a major undertaking, and we are just in the initial steps of what is expected to be a three to four year project to modify and update content in exhibit panels and add new elements to our exhibits and theater.

The particular item you mentioned – a theater backdrop with a large map showing the Oregon Trail route – was developed, fabricated, and donated by one individual performer to illustrate points in his specific program. Many other performers like to use this backdrop for their presentations. Our solution will probably not add to or amend the existing backdrop, but rather look to produce a new backdrop that would artistically convey the concepts of westward migration and be suitable for a wider variety of presentations. Our policy is to avoid altering artistic creations or the historic documents, photographs, and maps reproduced in our exhibits, so we will most likely need to commission an original new artwork for this purpose. We appreciate your patience and support with our efforts to find the best possible resolutions to serving the very diverse interests of the large and varied audience we serve at our interpretive center.

Sincerely,

  
Sarah LeCompte  
NHOTIC Center Director

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# 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](http://www.hcd.state.or.us)

March 4, 2007

National Historic Oregon Trail Interpretive Center

22267 Oregon Highway 86

P.O. Box 987

Baker City, Oregon 97814-0987

**RE: The Southern Route/Applegate Trail in Oregon**

Dear Sarah LeCompt,

I apologize for the missed mail that you had sent. It appears that the State Historic Preservation Office did not forward it on to me, hence the follow-up letter of February 27.

I appreciate your patience and particularly your comments regarding the Southern Route/Applegate Trail. I applaud your center's efforts to provide as historically accurate of a presentation as possible. And that is why it confuses us why the Applegate Trail and story is missing from the center. If there is anything we can do to help promote this aspect of the emigrant experience, please don't hesitate to contact us again. Within the next few years, our group hopes to make a return visit to your center and see the improvements that you and your staff are continuously making.

Sincerely,

Keith F. May

OHTAC Chair

5 NE Despain Avenue

Pendleton, OR 97801

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FROM: "drighsighed@uci.net" <drighsighed@uci.net>  
DATE: Sun, 4 Mar 2007 11:47:11 -0800  
TO: <Roger.Roper@state.or.us>, <Ross.Curtis@state.or.us>  
SUBJECT: RE: Mail sent to OHTAC via SHPO

RE: Mail Sent to OHTAC via SHPO has NOT been reaching OHTAC

Roger, Ross, et al

Last fall I wrote a letter to Sarah LeCompte about an issue at the Oregon Trail Interpretive Center in Baker City.

I did not receive a response. So after our meeting in Salem, Leta asked about it - and since I had no response, I composed another letter and sent it off.

This week I got a reply at my house with a copy of the original response Ms. LeCompte had sent last October. She had sent the response to OHTAC at 725 Summer Street NR Suite C in Salem. That letter was never given to anyone in OHTAC or brought to our meeting in February.

My concern: How many other letters or requests for input (or anything else for that matter) is arriving in Salem for our group and then just wallowing somewhere and not being forwarded to us or brought to our attention?

Your statement that we need to make sure that people are aware of OHTAC sounds great - but if people are indeed trying to get a message to us and it falls short - the message becomes mixed.

Things like this make OHTAC look like we are disorganized. And it makes me question if, indeed, organizations have been excluding OHTAC, or if the information simply has not been forthcoming to our council.

I will send a letter of apology to Ms. LeCompte and a thanks for responding promptly to the original letter and my faux pas follow-up letter.  
Things like this make OHTAC look like we are disorganized.

I am asking that YOU (SHPO) evaluate your procedures for incoming mail and find out where letters intended for OHTAC end up. Further, that a procedure be established for a more timely transfer of pertinent mail to OHTAC members.

I will be sending you, via snail mail, a copy of Ms. LeCompte's letter and notes so that you can see what I am talking about.

Thanks for looking into this matter promptly.

Keith May  
OHTAC chair



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
National Historic Oregon Trail Interpretive Center  
P.O. Box 987  
Baker City, OR 97814



IN REPLY REFER TO:

8014(OR038)

February 27, 2007

Oregon Historic Trails Advisory Council  
725 Summer St. NE, Suite C  
Salem, OR 97301-1271

Attn: Keith F. May, Chair

Dear Advisory Council:

In response to letter received from Keith May on February 27, please find enclosed a copy of the letter sent last October 6 in response to your initial inquiry of September 29, 2006 which we received in our office on October 3, 2006. Apparently, our original letter did not reach its destination. If the information does not satisfy your concerns on this matter, please call me directly at the telephone number below to discuss further.

Sincerely,

Sarah LeCompte  
NHOTIC Center Director  
541-523-1825

(fax copy to 503-986-0681)

*FYI - I mailed original of this letter to you at the above address - this copy for your records. Sorry the first one did not reach you last fall!*



# 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](http://www.hcd.state.or.us)

August 16,2007

Dear Ms. Bichard,

The Oregon Historic Trails Advisory Council requests \$5,000 for FY08 to cover expenses incurred for the council's work regarding the Oregon and California National Historic Trails in Oregon.

Expenses would include those for: travel, meetings, equipment rental, supplies, and media development/publication.

This request/budget is per Cooperative Agreement Number H-1530-08-0001, between the National Park Service and the Oregon State Historic Preservation Office, Salem Oregon, dated October 2007.

Thank you for your assistance in this matter.

Keith May, Chair

OHTAC

CC

Roger Roper

OHTAC Members

From: sharon\_brown@nps.gov  
To: Roger.Roper@state.or.us, Ross.Curtis@state.or.us, ...  
Cc: Teresa\_Bichard@nps.gov, Aaron\_Mahr@nps.gov

Sent: Thu Sep 6 8:30 AM  
Priority: Normal

Subject: new Cooperative Agreement for OHTAC

To all

The Cooperative Agreement has been reviewed and signed by the National Park Service solicitor in Salt Lake City.

Teresa will be sending a copy next to Roger for his signature.

FYI, there remains \$2,815.27 in the account under the old agreement, which can cover expenses incurred by council members at the upcoming meeting in The Dalles.

See you there.

Sharon  
Sharon A. Brown, Outdoor Recreation Planner, National Trails System,  
Intermountain Region  
voice 360-816-6233 // fax 360-816-6363 // email [sharon\\_brown@nps.gov](mailto:sharon_brown@nps.gov)

From: sharon\_brown@nps.gov - new Cooperative Agreement for OHTAC

JK 85



# 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

Sept 25  
July 18, 2007

To: Teresa Bichard  
National Trails System – Salt Lake City  
National Park Service  
324 South State Street, Suite 200  
Salt Lake City, UT 84111

RE: Oregon Historic Trails Advisory Council travel expenses

Dear Teresa,

Enclosed you will find the travel expenses for OHTAC for those of our group wishing reimbursement for our September 21,22,23 2007 Oregon Trail Field study and meeting held in The Dalles, OR.

This is how our time broke out:

Septmeber 21 – travel to The Dalles, OR

September 22 – Field study of impact of Wind Farms on the Oregon Trail in Sherman and Wasco Counties: 8 hrs.

September 23 – Annual Business Meeting in The Dalles: total length of meeting - 3 1/2hrs.

Also, we understand that monies from this fund can also be used for printed matter. Enclosed is a receipt for one book that we bought to help us understand the section of Oregon Trail we visited, plus a receipt for printed matter as part of the group's informational packet.

Thank you so very much for your help with this matter,

Keith F. May  
Chair, OHTAC

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## United States Department of the Interior

NATIONAL PARK SERVICE  
National Trails System – Salt Lake City  
324 South State Street, Suite 200  
Salt Lake City, Utah 84111



IN REPLY REFER TO:

June 20, 2007

Keith F. May  
Chair, OHTAC  
725 Summer St., NE, Suite C  
Salem, Oregon 97301-1271

Dear Keith:

Enclosed is a copy of the request for reimbursement for travel expenses for the OHTAC Annual Business meeting in Salem, Oregon on February 23, 2007. After payment of this request, there is still a balance of \$3,358.47.

We can reimburse expenses for your meeting at Bend, Oregon that relates to the Oregon Trail and the Applegate. We do not administer the Nez Perce Trail or the Lewis and Clark National Historic Trail, and therefore could not reimburse expenses related to those two trails. Estimate a percentage for discussions relating to the Oregon Trail and the Applegate, and submit an invoice for those expenses.

After your September meeting, please submit a reimbursement request as soon as possible. Our budget office will be very hectic processing everything for the end of our fiscal year in September.

If you have any questions or concerns, please let me know. You can either phone me at (801) 741-1012 extension 119, or email [teresa\\_bichard@nps.gov](mailto:teresa_bichard@nps.gov).

Sincerely,

Teresa Bichard  
Budget Analyst

Enclosures

cc: Sharon Brown

June 13, 2006

To: Teresa Bichard  
National Trails System – Salt Lake City  
National Park Service  
324 South State Street, Suite 200  
Salt Lake City, UT 84111

RE: Oregon Historic Trails Advisory Council travel expenses

Dear Teresa,

As per Sharon Brown you will find the travel expenses for OHTAC for our February 23, 2007 Annual Business meeting held in Salem, OR. Not all members wished to submit a request for their travel expenses. I understand that there is still \$4800 in the account set up for this purpose.

We will have another meeting on The Oregon Trail in September to study the impact of wind farms on the trail. It is our understanding that we can be reimbursed for that trip as well. Our meeting of June 14, 15, 16 is on a State of Oregon designated historic trail. We will hold our quarterly meeting on the 16<sup>th</sup> in Bend. I have enclosed a copy of our agenda – and as you can see – National Trails are a part of on-going discussion. Could a percentage of our travel expenses be eligible for reimbursement?

Thanks for your help with this matter,

Keith F. May  
Chair, OHTAC